

BLUE WATER LOG

Commodore's Corner



In the last publication of the BWSC Log I raised several questions: Will we ever see our lawns again? Will there be more than 4 weeks left to the boating season?

Will there be a boating season? All questions for the first time in my 16 years in New Hampshire appear to be relevant.

Answers to above questions posed in our last Blue Water Sailing Club Log: Yes, we all saw our lawns again and were delighted to have Mother Nature provide an excessive amount of water, providing savings on our water bills. Yes, there were 6 weeks to the season, mostly with rain and/or fog. And yes, there was a period, though brief, that we all had our boats in the water before the winter contracts arrived in our mailboxes.

I don't know about you, but from your Commodore's perspective this will go down in New England sailing history as one of the worst summers for sailing. Even the hearty Maine cruisers complained of the fog this year.

Cruises and Seminars

All of the seminars this year were well attended and well executed by the chairs. I truly wish we could have had a better summer from many aspects. Many of our events this summer suffered significantly if not fatally from the late spring, wet summer or lack of volunteerism. The Spring Regatta, after a yeoman effort by the Ricci's succumbed to a lack of boats in the water caused by the unusually late spring. The Maine Cruise in spite of all the work by our Vice Commodore fell short of BWSC standards for lack of a chairperson to lead it. The 4th of July Cruise, the Women's Cruise, the Southern Cruise and the Labor Day Cruise fortunately were carried out with varying degrees of success. My sincere thanks and gratitude to all who volunteered to run an event this year.

Club Racing

It was very encouraging to see the number of boats in the Labor Day event that dropped their mooring

pennants to compete. I believe one of the factors in addition to fair skies and moderate winds that fueled participation was the use of a staggered start or pursuit race format. It would appear that Club members who aren't frequently at the starting line prefer the calm and serenity of a pursuit race format. One surprising outcome was the slowest rated boat turned out to be the fastest and won easily over the pursuing fleet.

Communications

As indicated in my April Log comments, one of my objectives was to transition our communications to more electronic media and greater use of our website. Well the results are in and you have made your wishes known. The bottom line here is clear, the membership pays for, deserves and expects to receive its primary communications in the format used since the Club's inception, well laid out, high quality printings announcing Club functions and events. Towards that end I am happy to share with you that Wendy Goldberg has agreed to handle this year's Fall Meeting mailing and to return as Communications Officer next year if voted into that position. We will still maintain communication via the Club's website with the assistance of our Webmaster, Dan Gingras. Thank you for your patience during my education.

Volunteerism

As all of you are aware Blue Water Sailing Club is a volunteer organization. We can only maintain our high level of Club activities if members step up to the plate and run events. I am very disappointed that no member volunteered to run the Maine Cruise. We must all do our part to keep the Blue Water Sailing Club the organization that it was founded on, that is a club of members with mutual interest in sailing that volunteer their time to organize events. Take the opportunity to help organize one of our events. You'll enjoy the experience. Thank you.

John Quarles, Commodore

WOMEN'S CRUISE

Barbie Owens & Vicki Pasquale

PARTICIPATING BOATS:

Wind Dancer (Vicki Pasquale), *Snowflake* (Jo Ann Weinert),
Fiddlers Green (Sue Patton), *Starfire* (Pat Dieselman),
Wizard (Nancy Spence) *Rhapsody* (Barbara Evans)

The 2003 women's cruise began in Marion, MA the evening of July 6th with a kickoff dinner at the Wave. Introductions were made and friendships renewed. This year's cruise had over 25 women actively participating! We had great cocktail parties on the participating boats with terrific appetizers and ample wine!

The women's cruise was fortunate to have one of the best weeks of weather during the entire summer season. Light winds and sunny days followed us to almost every port!

Four of the six participating boats met in Marion on Sat. while the other two boats met us enroute to Woods Hole on Monday morning. As we departed Marion the day was sunny with a light breeze. We had a successful passage through Woods Hole even with a considerable amount of traffic. Arriving in Oak Bluffs presented somewhat of a "mooring" test for some of us who were new to that harbor. The ever-changing wind and close proximity of the boats made rafting-up challenging, but everyone managed it skillfully.

Monday night we had a cocktail party on *Fiddler's Green* and made plans for the next day. We toured the gingerbread cottages, took the bus to Edgartown, went to the beach, strolled thru the streets of Oak Bluffs or took a bus tour of the island. Though the day was hot, most managed to have a great day of "doing our own thing". However, the lay day did not go so well for Pat Dieselman and her boat *Starfire*. The head broke on their way from Salem so Pat and Elaine Saco spent the day in Oak Bluffs repairing the head. The heat and humidity were really high. They were real troopers to deal with such a problem in that beastly hot weather! Unfortunately the fix didn't hold and they were welcomed aboard all the other boats to "use the facilities" as needed.

That evening, a friend of Sue Patton's, hosted a pot luck at her home in Oak Bluffs. We had quite a feast and a great sing-along with Francene Pelletier, Elaine Saco, Vicki Pasquale and Pat Dieselman as song leaders with instrumentation! Later in the evening some of us stopped at a karaoke bar on the way back to our boats. We enjoyed and participated in the evening's talent. There's nothing quite like the sight of more than 15 women singing Margaritaville! Pat Dieselman's sister Dorothea brought down the house with a beautiful rendition of God Bless America – the Bic lighters were going full throttle!

We departed the next day for Lake Tashmoo, a place so "top secret" it's not even in the cruising guide! It was a beautiful spot, very tranquil and a nice change of pace from the "honky tonk" of Oak Bluffs. That evening we had a little rain, but nothing major. Just a little "blessing from the gods" as the Hawaiian's so eloquently put it.

The following day found us on our way to Cuttyhunk via Quicks Hole. The reading on the depth sounders gave us an occasional pause as we crossed the shallows out of Lake Tashmoo – but fortunately there was only one soft grounding



– *Fiddlers Green*. They managed push on through the soft bottom and moved on in very light winds.

We arrived in Cuttyhunk early in the afternoon and took mooring balls inside the pond. Many went ashore for a walk, to see the bunkers, enjoy the exhibit at the museum and or just partake of the pristine view. That evening we all joined up for cocktails on Jo Ann Weinert's *Snowflake*. As usual, the BWSC ladies had quite a feast of appetizers and wine and a most enjoyable evening. Afterwards it was back to dinner aboard, which for many consisted of lobsters — umm, delicious!

Late that night the fog rolled in. It was pretty heavy throughout the day (Friday). It was decided to pass on Quisset. Most of us decided to sit it out and leave for Marion on Sat. morning. A few were brave enough to venture out for home ports Friday and all arrived safely. *Wind Dancer* hosted cocktails for those vessels still in the harbor on Friday evening and a good time was had by all.

One funny incident occurred on *Wind Dancer* on Thursday evening. My crew and I were all below and heard a knock on the hull. So, as Captain, I headed up the companionway to see who our visitors were. It was a gentleman and his wife in their dinghy. His first words were, "May I speak to the Captain". My response, after a significant pause, was, "You're looking at her!" After a brief swallow and look around, he told me that he had a Catalina 42 and the handle to the thru hull in head had just broken off. He wanted to know what to do. At that time we were rafted up to Pat Dieselman's boat *Starfire* and by then everyone from both boats were in their respective cockpits. After a brief discussion, Pat suggested he try to use the handle of a screwdriver to turn the valve. At which point he replied, "Hadh't thought of that." His wife responded, (under her breath) "Takes a women every time!" We all had a great laugh and never saw the gentleman again.

Saturday, as the fog lifted, we headed back to Marion to release our crew or head back to home ports. It was a great cruise and Barbie and I would like to thank all those that participated, either as crew or captain. Spread the good word ladies and maybe next year's cruise will have a few more boats and lots more participants!

Southern Cruise

Dan Gingras & Paul Goldberg

Should we stay in Narragansett Bay or brave the 35 knot winds and 10 foot seas on the way to Long Island was the question of the night at the opening dinner of the Southern Cruise on July 19th at the New Bedford Yacht Club in Padanarym harbor. The participants of the cruise included: *Lionheart* (Gingras), *Levanter* (Goldberg), *Eye of the Tiger* (Rosen), *Quintessence* (Grable), *Fastacks* (Stacks), *Coatue* (Pierce), *High Velocity* (Ribaud), *Borka* (Silverman).

Most participants decided to go to Newport instead of moving further south. *Lionheart* stayed in South Dartmouth because the previous day the fitting at the end of it's boom cracked and broke in high winds. Thanks to a prompt shipment from Z-SPAR, a new boom end arrived the next day, and the loan of a giant "pop rivet" tool by Concordia allowed the crew to meet the rest of the cruise the next day.

So it was off to Newport, where we enjoyed the sights including the Yacht Restoration Society's headquarters and the Museum of Yachting. Spending a few days in Newport outside of the boat show was a treat for many people. It was then off up the East Passage to the East Passage Yachting Center or the neighboring Hinkley yard.

In the best BWSC tradition, everyone participated in making the cruise a success with Herb Stacks of *Fastacks* organizing an impromptu lobster bake at the East Passage Yachting Center. The EPYC facilities were excellent, and we cooked lobsters, steamers and corn, everyone enjoying themselves immensely.

The next day everyone went to Dutch Harbor on the West side of Jamestown, a pretty little harbor just down from the Jamestown bridge. The wind was blowing 20+ knots, and building, but the sailing was excellent. A cocktail party was held aboard the rafted *Lionheart* and *Levanter*, and we were joined by a number of boats. The plan was to leave from Dutch Harbor to Wickford and join *Eye of the Tiger* which was already there. *Quintessence* left early and later called back to advise the rest of the fleet that the wind was blowing into the harbor making it extremely uncomfortable, so *Lionheart* and *Levanter* elected to stay in Dutch harbor, but unrafted. It was fun trying to pick up a mooring in 35 knot winds, but we eventually did, only to be told that the mooring we were on would not hold. *Lionheart* moved back to the original mooring. We hunkered down to ride out the blow, which lasted for a day or so, then it was on to Block Island and another small party. We all went to Dead Eye Dicks for dinner, which was excellent as usual.

We then returned to Narragansett Bay and to Wickford where we had a very nice cocktail party aboard *Eye of the Tiger*.

Then it was off to Newport for the Commodore's dinner at Amici which was unbelievably great, an unspoiled jewel which is somewhat off the beaten path, but had excellent food. The sail to Newport was excellent, with winds in the 17 knot range making for a fast passage.

The Cruising Gourmet & Practical Provisioning Seminar

Co-chairs: Pam Gardner & Vicki Pasquale

On Saturday April 5th 2003, BWSC presented a seminar on provisioning for various types of cruising. This seminar was a great success due to the cooperation and efforts of several of our members. It was run a bit differently than other seminars. All participants were asked to bring a small appetizer or dessert to share for social time prior to and during the intermission. We also had the benefit of having multiple presenters. Those of you who missed this seminar, really missed out on some really great information, tips and recipes.

Listed below are the topics covered and those who presented or contributed to the success of this tasty seminar. Their willingness to participate and prepare for their presentations made this a very successful event. Our sincerest thanks to all of you!

Provisioning for European Cruising by Elsbeth Vankerk

Provisioning for Offshore & Living Aboard

by Harriette Goldman

Sailing and Eating your Way South by Jo Ann Weinert

Using A Pressure Cooker by Amy Irving

Gourmet Provisioning with an Ice Box by

Mary Ann McLean

Menus, Recipes & Websites for Fast-Prep by Owens

Provisioning for Short Cruises by Brenda Green

Provisioning for the Caribbean by Holly Carr

Marion to Bermuda Provisioning - Westerbeke & Hayes

Off Shore Sailing by Bill Seifert - recipes & tips

Each of our presenters did a terrific job with their subject and presentation. The Chairs were able to give each attendee a thick booklet full of tips, tricks and recipes for each of our presenters. The presentation styles were varied and entertaining, contributing to a fun event for all.

Following the presentations, we had a panel with an open question and answer session. This gave our attendees an opportunity to ask more detailed questions on anything they wanted to clarify or share their own personal knowledge.

Dé Jà Vu

Don and Jan Carignan

We made landfall in Europe at the marina in Vilamoura on the south coast of Portugal on June 7th 1993. It was a memorable day. It was also my birthday.

The cruising guide described Vilamoura as a difficult port to clear into since it is a prominent port of entry into the continent, and one well known to smugglers. Arriving in a U. S. registered vessel with the owner/captain aboard was, however, a rarity and we cleared with no difficulty whatsoever. As a matter of fact, we arrived after hours (approx 2200 hours) and after tying up at customs, the local police gave the four of us a ride, via their inflatable to a restaurant across the bay, to celebrate both our arrival and my birthday. It was a long walk back, but our arrival in Europe was a great day for all. Clearance the next day was accomplished in short order.

Our first Atlantic Crossing was well planned years in advance. First we bought a "Contest 38 Ketch", a true blue water boat, and christened her *Dé Jà Vu*. After taking navigational courses and attending seminars on survival safety we participated in the Marion-Bermuda races in '89 and '91, acting as Captain and celestial navigator in the '89 race. In '93 we felt we were ready to cross the Atlantic.

Two local friends volunteered to join us as crew for the Atlantic crossing; Dr. Paul Bothner, a family practice physician and Glenn Lis, a local engine mechanic. With a doctor and mechanic aboard, Jan tried for a Priest without success, but what more did we need?

The four of us left Stonington, Ct on May 3rd 1993, bound for the Azores. From 42° north latitude we sailed southeast to cross the Gulf Stream and continued south east until we were at approximately 38°30' north, the latitude of Faial, and then sailed due east for the next 2 1/2 weeks. We followed sunrise everyday.

During the 1st two weeks, we encountered two storm fronts that were typical of Atlantic crossings in early May. Our third week however proved to be an adventure.

On SSB radio contact with Herb in Bermuda, we learned that two lows were merging and intensifying in front of us. Herb suggested we turn around and sail west for a day to let the center of the storm pass. Meanwhile, hundreds of European boats had left Antigua after race week and were strung out from the Caribbean to Europe and since they had no place to go caught the full fury of the storm. Five boats were lost along with one life during a rescue attempt.

After turning around and heading back east, we experienced Force 9 winds and 30 ft seas. Four engine U.S.Coast Guard planes were flying over head and asked that we keep watch for abandoned boats, life rafts and survivors. It was not a fun time.

Arriving in Horta we had a great reunion with boat crews that we had talked to throughout the ordeal and traded stories of experiences. In all, it took us 21 days to reach Horta, 2100 miles; by no means a speed record.

At this point, Dr. Bothner had to get back to work. Picking up a new crew member, we headed for Vilamoura. Nice weather, nice seas, a really pleasant 10 day cruise.

From Vilamoura, we headed east to Puerto Sherry and waited out the winds blowing west out of Gibraltar. The

Atlantic Crossing/Med Cruise 1993



Don and Jan with crew in Horta.

boats waiting the winds out started to accumulate, one of them captained by a retired Royal Navy Captain who called everyday to a Royal Air Force office at Gibraltar to get a weather forecast. After a wait of seven days and given a "go", several of us took off and found that the RAF lied. The winds were still blowing and realizing that we could not make Gibraltar we all headed for a small fishing village for protection and an overnight. The next day, we had to motor through flat, calm water to make Gibraltar. The RAF really did not lie, just a day off.

In Gibraltar, we hooked up with a 41 ft. Hans Christian from Beaumont, Texas being sailed by a professional husband and wife team. They moved the boat around the world and the owner, a plastic surgeon, would fly to wherever, stay a few weeks or so and fly home while the boat kept moving. Nice work.

For several weeks, we "motored" along the Spanish coast, with our biggest problem being what port to pull into for the night. There appeared to be marina every 5 miles. The story we were told by Spanish friends we met along the way was that after Franco died and Spain became a democracy, the government looked for ways to create business and cash flow. They looked at what France had done with St Tropez, Cannes, Nice, etc, but since the Spanish coast is straight and devoid of natural harbors, the Spanish Government, decided to create artificial harbors. They first erected stone barrier walls that could handle well up to a thousand boats. Next the floating docks and marina complex were installed. They then ringed the water front with shops and restaurants and behind them, the condos, town houses and hotels. They in fact created a miniature resort area for vacationing families, while at the same time attracting cruis-

ing yachts. It was a fantastic operation. One would motor through the barrier wall entrance and up to a well attended "Reception Dock". After setting lines, the captain enters the reception room, registers, pays the \$5.00 fee, gets assigned a slip and off he goes. A dock attendant on a motor scooter heads for your slip, guides you in, hands you power and water lines and you set off to explore the shops and restaurants.

If this sounds all too good to be true it is, for you soon find out that the Spanish custom is to have dinner anywhere from 10:00 P.M. to midnight. Loud speaker music is blared out over the marina and you get serenaded by Sinatra until the wee hours of the morning. After dinner and with drinks in hand, the vacationers laugh, talk and stroll along the boat docks. You can bet perhaps on finding quiet peaceful sleep around 2:00 A.M., but then the single piston fishing boats set out about 5:00 A.M. You do however get used to it, and the Spanish coast is absolutely beautiful to cruise and explore inland. The food is great and the wine exceptional.

Our excitement during our cruise along the Spanish Coast came from the plastic surgeon on the Hans Christian. Being a bachelor, he would invite female companions to fly to wherever we were and then leave from another port a few days later. The fun came when he had one leaving and another coming the same day with the first wanting to stay another



Don and Jan with daughter Pam in Monaco.

week. He managed, with help from a few of us, not to get caught. We had laughs.

We finally left Spain and entered the more established French coast. The marinas are smaller and more difficult to get into. Could not get into St Tropez, but stayed next door at Port Grimaud. Port Grimaud is the Venice of the Med, with man made canals throughout the port. The locals have their town houses with their car out front and their boat in the back. You get around in your tender, visit, go to restaurants or shop. Port Grimaud is a must "stop".

Unfortunately we could not dally along the French coast for we had an appointment to meet with friends in Monaco. A Westfield friend, Jim, is a playwright and was a friend of Princess Grace Kelly and her family. He arranged to fly to Monaco, meet us and establish an audience with the royal family along with a private tour of the palace. Everything was arranged except he did not notify the harbor master that we would be arriving by boat. At first they would not allow us in. The weekend that we arrived in Monaco was, by chance, the premier time for the "rich and famous" to visit Monaco for Princess Grace's Memorial Charity event. The harbor was full of 200 to 400 ft. yachts. We were finally allowed in and tied stern-to at the far end of the mega yachts.

Looking from Prince Albert's office window, he asked us which was our boat. We appeared to be a tender for one of the mega yachts.

After Monaco and saying farewell to our friends and daughter Pam, we motored again and arrived in Italy to clear in at San Remo with a bang. On entering the slip, I put the engine in neutral and coasted forward. With the dock hand yelling at me in Italian, I put the engine in reverse to stop, but *Dé Jà Vu* did not stop. With much yelling and screaming from every one around, we hit the bulkhead. Thank God for the stainless steel bow protector. After tying up and relaxing a minute, I dove to check the prop and found a tangle of fish net rapped tightly around the prop and shaft. A spectacular welcome into Italy.

Working our way east, we entered the Gulf of Marconi and settled in at Santa Margherita, next bay over from Portofino. We used taxis to visit, what many say is the world's most beautiful harbor. It is beautiful but not accommodating to cruisers. At Santa Margherita we bid farewell to the last of our guests that had joined us along the way. After approximately 5 months with crew aboard, Jan and I were finally alone to continue our cruise.

With the new Common Market now in place, no one had any idea how the VAT would work especially for U.S. flagged vessels. The premise was, cruise within the Common Market, for only a short time, get out for a while, then reenter. Our original plans were to enter Malta to meet requirements for exiting the Common Market.

We found this area of Italy to be inhospitable to cruising American yachts and were even told to leave a Nautico harbor, by some manager that yelled in Italian to a worker, who in turn apologized in broken English and told us we had to leave. By now we were tired and decided to abandon our plans. It was about this time that I realized that it was not in my nature to be a full time "Live Aboard". We sailed to Corsica for an overnight and then sailed west for 24 hours to again reenter France at Port Grimaud. Arrangements were made with the Contest dealer to haul *Dé Jà Vu* for the winter and placed *Dé Jà Vu* in "bond" with the French Authorities. That in essence, stopped the cruising clock.

It was late September when we arrived back in the states. We returned to France in the spring of '94, restarted the clock and made preparations for sailing back across the Atlantic – but – that's another story.

(Editors note: Don and Jan decided to retire, leaving the family company in the hands of their three children. They did it right -- weighing anchor for two years with instructions as to where to send the checks.)

Maine Cruise

by George Burnell

In organizing the Maine Cruise, Eric Pierce chose "Seeing Monhegan Isle" as the theme but it was not to be at either the start or finish. As *Tivoli* (new member Tom DeVesto) and *Sogno* (new members Brian and Sue Schanning) arrived from their overnight run, fog replaced the night sky, hiding Monhegan Isle within a blanket of white as the boats ghosted past on their GPS coordinates enroute to Rockland Harbor.

They were met in Rockland by *Second Wind*, a charter boat with George Burnell and Lee Swinehart, *Presto* (Kramer) and *Easy Street* (Hodess). It wasn't the fog that dampened the spirits, it was the forecast: fog every day for the week – real Maine pea soup. *Tivoli*, *Presto*, and *Easy Street* secured their boats, rented their cars and sidled on home for the week.

Running without radar, *Second Wind* tucked in behind *Sogno* (a position they would hold for four days) picking their way through the lobster pots to Pulpit Harbor where *Winterhawk* and *Summer Isle* awaited their arrival to join them aboard *Carina* for cocktails. Visibility had improved in the harbor but not enough to entice anyone to shore.

Morning brought a hundred yards of visibility as the five boats weighed anchor and headed for the Wooden Boat School threading their way northeast through unseen islands and unseen vessels to Buck's Harbor. Turning the corner into Eggemoggin Reach the fog gave way to sunshine and wooded shores. Breaking out the sails, it was a glorious reach down the Reach.

The fog waited patiently at the Wooden Boat School to hide the Blue Water fleet assembled in the mooring area. What appeared as many blips on the radar screen materialized on shore as a dozen Blue Water crews (a testimony to the navigation skill of the membership) socializing over cocktails followed by a hearty pot luck dinner organized by Dan Kostishack. Following dinner, Sue and Paul LaVoie hosted a tour of the school reflecting their genuine love of the work there. Finding boats in the night fog was a snap – just follow the little dotted line on the GPS.

Just two boats headed out in the morning for the day's destination at Burnt Coat Harbor, Swans Island, the rest scattering or headed to Southwest Harbor. It was their loss as *Second Wind* and *Sogno* joined up with *No Hassle* for a lobster dinner aboard *Sogno* followed by an entertaining evening at the annual Sweet Charriott Music Festival.

Friday found *Second Wind* tucked in behind *Sogno* for the fourth straight day, motoring through fog bound lobster pots at four knots. Our trusty GPS brought us into Northeast Harbor where a fleet cocktail party and dinner was held at the Kimball Inn. With four boats still hanging out at Southwest Harbor, six boats gathered at the bar. *No Hassle* put a diver to work clearing the remains of a lobster pot from their shaft.

Taking advantage of a planned layday Saturday, most boats escaped the sea fog with a free bus ride to Bar



Fogbound fleet in Northeast Harbor.

Harbor and lunch outdoors in crystal clear air. Meanwhile the contingent from Southwest Harbor found their way through the fog to Northeast Harbor where the crews of all ten boats gathered on the float at *Windpower's* invitation for evening cocktails.

Sogno headed out Sunday morning for some time on their own while the rest of the fleet remained fog bound. Four boats took advantage of the buffet brunch at the Ascitou Inn, much to their delight, followed by nefarious activities on an ad hoc basis.

On Monday *Second Wind* wound through Casco Passage, Deer Island Thorofare, and Fox Island's Thorofare in dense fog to return the charter boat in Rockland. *Sogno* made their way southwest to Tennant's Harbor where they reconnected with *Summer Isle* and *Carina*.

The cruise ended with the Commodore's dinner in Boothbay. Mike and Pam Gardner graciously filled in at the last minute for the original hosts who were detained by weather. They organized an impromptu dinner at the Carousel Marina. Crews from *Easy Street*, *Presto*, *Jonathan's Pride*, *Crosswinds*, *Serenity*, *Romance* and *Lindisfarne* joined *Early Light* for a delightful evening, twenty in all. We extend our sincere apologies to those who were unaware of the change in plans.

Despite the uncooperative weather, the Maine Cruise this year provided a number of opportunities for members to socialize and share the "Maine experience."

Congratulations to all those who found each other in the fog. Special thanks to all the Captain's of the Day including George Burnell, Dan Kostishack, Joe Ribaudo and Mike Gardner.

SPRING DINNER

Edward & Brenda Green

The spring 2003 Dinner Miting was held at the Marriott Hotel in Newton on Saturday, May 3rd. A total of 135 members and guests were in attendance.

Cocktails and appetizers were served at a social hour from 6 to 7 PM. Commodore John Quarles issued greetings after which an excellent dinner of Swordfish Parmesan or Chicken Piccata was served to the gathering at 13 very sociable tables.

New members wearing the traditional carnations: Jose and Magnolia Venegas, Richard Silverman, Barbara Evans, Barbara Goldberg, and Andy and Laurie Thibeault mingled and socialized with their new found sailing companions.

During dinner Eric Pierce introduced the Cruise and weekend Regatta Chairmen who then proceeded to give short presentations on their forthcoming events. During dessert Mike Gardner introduced our guest speaker, Bill Storandt, author and occasional contributor to *Cruising World Magazine*. Bill then charmed us with a presentation of his journey on his cutter *Clarity* along the coast of Europe and the Med, wonderfully highlighted by a spectacular slide show.

At the conclusion of the evening, the flower arrangements (by Floral Fantasy of Stoughton) were given away and many lingered to talk to old friends and the guest speaker.

LIBERTY CUP

Liz Stott

Greetings from the Liberty Cup Transatlantic Race committee! We've been busy over the Spring and Summer elevating the visibility of the Race. Our promotion efforts have included: Liberty Cup presence in Bermuda during the Marion-Bermuda race, hosting a number of Information Sessions at yacht clubs, running 4-color ads in *Blue Water Sailing* magazine in every issue (at no charge in exchange for their official Sponsorship of the Race.), and maintaining ongoing correspondence with about 165 Skippers who have expressed fairly serious interest in participating in the race.

The Race has now been redefined as a Category 1, NOT Category 0, race and has been extended to include a Multihull division.

The Inspection Team is in place under John Dieselman.

See <http://www.libertycup.net> for the most recent versions of the Notice of Race, Safety Regulations, Entry Application form and updates on race preparation and activities.

A Committee list has been structured, and we have identified the functions of each committee and the skill sets that will be required by the Committee Chairs and their members. If you are interested in sharing your skills as a Chair or committee member and would like to review the committee descriptions, please contact Liz Stott at lizstott@libertycup.net.

The Liberty Cup Transatlantic Race is organized by the Blue Water Sailing Club (organizers of the Marion-Bermuda Race) and the Corinthian Yacht Club (Marblehead, Mass) with the participation of the City of Lorient and the collaboration of the Comité Nautique du Pays de Lorient. The Race is sponsored by Blue Water Sailing Magazine and Oxygen Electronics.

LABOR DAY CRUISE

Jeff Kenyon

By all accounts the BWSC Labor Day Cruise to Provincetown was a success. The event was held August 30 – September 1, 2003.

15 BWSC boats participated, totaling 42 people. The itinerary included a beach party Saturday evening with pot luck dinner, a race on Sunday during the day, and a festive dinner and piano bar sing-along Sunday night. Everyone reported successful transits to their home ports on Monday.

Mother Nature cooperated for the whole weekend, with fair winds and blue skies Saturday and Sunday, and only overcast skies and 10 knot winds for the return to home ports.

The Saturday beach party was well attended, with great food and live music provided by a guest boat *Sangaris*, who just returned from cruising Mexico and the Caribbean, with accompaniment from the crew on board *Ipanema*.

Sunday morning brought 15 knot winds, and a perfect day for the race. Six boats participated in a staggered start race over 14 miles from Wood End to Race Point and back. *Ipanema* took the honors, not allowing anyone to catch her after starting first. *Early Light* made for an interesting race for the rest of the fleet by starting last, but finishing second. *Wind Streak* came in third holding off the remaining competitors at the very end.

The Sunday night activities included dinner at Bayside Betsy's for cocktails and hors d'oeuvres, with excellent food and hospitality following. Many of the participants then strolled down to Twomey's who are well known for their sing along with Bobby Wetherby at the piano bar. The atmosphere was lively, and made for an excellent finish to a fun weekend. The off key singing was the only Pot Trophy nominations to report!

Sails & Carbon Fiber Technology Seminar

Barry Steinberg

The Carbon Fiber and Sail Seminars held at the Navy Yard were attended by 30 members. The Carbon Fiber Seminar was given by Barry Steinberg and Jeffrey Kent of Composite Solutions, Hingham, MA, and focused on the advantages of carbon fiber spars over aluminum for cruisers, and the various engineering concerns and manufacturing methods used to produce today's high performance rigs.

The Sail Trim Seminar was given by Steve Thurston of Quantum/Thurston Sails of Bristol, RI, and included a Powerpoint presentation on sail trim and sailmaking for cruisers. Much of the discussion centered upon sailcloth selection and longevity, and was well received by those present.

Marion Bermuda Cruising Yacht Race

The Symposium this year was rated by all as one of the best Symposiums ever. Thanks to the leadership of Paul LaVoie and the assistance of his committee, the Blue Water Sailing Club was again viewed as one the leading sailing organizations promoting offshore events. This year's race had four BWSC boats entered. While we didn't win the Club Ocean Spray team trophy, two of our members left Bermuda with not only broad smiles but with beautiful trophies as well. Jeff Wisch sailed *Wischbone* with his family to win the Family Trophy and new BWSC member Jose' Venegas won the Commodore's Trophy. Congratulations to both Jeff and Jose'. With over 200 qualifying boats in the BWSC there should be no less than a dozen BWSC boats participating in this offshore fun event. The next race will take place in June of 2005. I hope to put together a small group of members who have participated in this event to mentor members who would like to join the festivities in Bermuda. Be on the look out for seminars on the MBCYR and it's preparation in the months to come.

At the recent MBCYR Management meeting held in Bermuda following this year's race, Jack Braitmayer, Chairman of the Trustee Committee, announced a major reorganization of the management team. The Trustees appointed Graham Quinn, Owner of Harding Sails and former Chair of the Acceptance committee as the new Chief



Jeff Wisch, Jack Braitmayer, John Quarles, Jose Venegas

Executive Officer of the Marion Bermuda Cruising Yacht Race. Graham will take over the responsibilities for the day-to-day management of the race and report to the Trustee Committee. Mr. Quinn has announced his intention to further reorganize the management of the race by appointing a four-person management team reporting to CEO. This team will head committees for Administration, Race Operations, Acceptance, and Marketing. As in the past, the Blue Water Sailing Club will continue to conduct the pre-race Symposium.

*George Burnell, Editor
Blue Water Sailing Club
4 Eaton Road
Lexington, MA 02420*





BLUE WATER LOG

COMMODORES CORNER

John Quarles

Hello from the bridge. First and foremost I'd like to thank those of you who have supported me during my 11 years. I thought I would take this opportunity to share with you some of my thoughts, concerns and the direction we are steering our club from the current bridge.

Current Initiatives

Insurance - In this time of economic uncertainty and global threats, the BOG of BWSC has undertaken to review our insurance requirements as a Non Profit Organization. Joe Ribaud accepted the chair of a committee of experts in insurance, risk and yachting to review all of the clubs policies, both from a perspective of coverage and cost. I'm happy to report to you that Joe and his team at the conclusion of their exhaustive review have not only assured that we have adequate coverage but saved us a few bucks in the process.

Member Survey - As you are aware, the Long Range Planning Committee chaired by Mike Mathias conducted a recent survey. The committee has spent several months acquiring and tabulating input from the membership. The focus of their work is to determine from you how we can make our club better and more responsive to the needs of the membership. We are happy to say the majority of the work has been concluded and the results will be published shortly.

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CROATIAN MAGIC

George Burnell

We had been to Turkey and to the French Riviera. Now we were to sail the Adriatic Sea, in between the two. Eighteen of us met at Split in mid September and checked out our 42, 46, 46 and 50 foot Beneteaus for the two week excursion.

As eighteen skippers put their heads together with the Croatian Captain, John Dieselman's carefully crafted itinerary was promptly scrapped in favor of planning as you go. Each day we checked the weather, took pulses and headed out on perfect sea breezes.

We headed north to Skradin and the KRKA National Park where the water tumbles from falls to falls over calcified plant growth dams. Sailing north again we reached the remote anchorage at Vodice then turned south for another remote anchorage at Oka on Kornat Island, mooring in ninety feet of water. If you're on a yellow mooring, you eat at restaurant A, on a white mooring, restaurant B. That's all there is, but it is delightful.

Primosten, on the mainland, featured ancient stone houses with stone roofs, medieval alleys, local wine bistros, cultivated flowers in tiny yards, and

the morning fish market. Milna displayed brilliant flowering bushes and 18th century architecture surrounding the narrow harbor.

Each day the skies are clear and our impromptu itinerary means we sail long reaches in 12 to 15 knot breezes. Everyone has a turn at the wheel while boats vie for the lead as "A" personalities rise to the challenge. Each evening brings cocktails followed by an excursion to find the "perfect" restaurant, usually a small family run establishment in a two century old stone house, offering beefsteak, pork medallions, Wiener Schnitzel, local fish, maybe lamb, maybe pizza. Everything raised or caught in Croatia.

We climbed the commanding hill in Hvar to visit the Venetian/Roman Castle, watched native dancers on the Plaza and sipped our beers at a waterfront cafe, watching the boats pitching on the long ocean swells, masts crossing each other like swords in a fencing match, thankful that our Captain settled us at Palmizana, three miles away with ferry service. There were fishermen repairing their nets at Stari Grad, a magnificent sunrise at Jelsa and a spectacular display of snow white clouds against the deepening blue evening sky at Milna.



We visited the oldest sculpture school in Europe and the quarry at Brachus that provided the marble for the White House. We capped off the cruise at Trogir with the historic Siminek Cathedral, the popular central square, and a true open market -- not a T-shirt to be had.

The barren landscape of the islands barely allows the olive trees to eke out an existence in the stone scrabble surface between the stone walls that the women have created over centuries. In a land that has human remains over 100,000 years old and markers that precede Christ, we followed the steps of ancient mariners, on a beam reach all the way.



Spirit of Aeolus sailing the Baltic in 2002

By Willem & Elsbeth Vanker

Spirit of Aeolus has been in The Netherlands since 1999 when we sailed her across from Rhode Island. After a year of too much work and too little fun we were delighted to have Spirit of Aeolus ready for new adventures. With a repainted and refitted deck, a new main sail that finally furlled the way we had been promised in 1995 and deckhouse windows we could see through, it was a huge accomplishment.

For some time we had been discussing to sail South and sell Spirit. Too many problems and not enough fun! A 50 foot aluminum sloop with all the bells and whistles requires more maintenance than we ever dreamt of. Being back on board and preparing


her for the trip did change our mind and we decided to go North instead. We wanted to return to the Baltic Sea and explore Scandinavia. We love traveling by boat, meeting new people and visiting new countries. It always amazes us how easy it is to find people eager to help when you travel in this fashion.

The middle of June we left the harbour of Harlingen and headed East. A lot of wind from the right direction made traveling fast. A spectacular thunderstorm hit us just after we cleared the lock entering the Kieler canal. It uprooted trees, spread debris around and made us heel over on bare poles.

60 Miles of motoring brought us to the Baltic Sea and we made our way to Denmark. A country of green rolling pastures with quaint villages. Cobble stone streets bordered by brightly painted houses framed by lots



Highlights of the 2002 Southern Cruise



The 2002 summer cruise began at Padanarum with a kick-off potluck dinner on the docks of the Concordia boat yard. The weather was good, the food was delicious and varied and the enthusiasm of our fellow cruisers was contagious.

We left for Newport the following morning and enjoyed a brisk sail into the Ida Lewis Yacht Club. We joined up on the deck at ILYC for cocktails and appetizers and then some elected for dinner in Newport, while others opted for Pizza on the deck.

Monday was our layday in Newport. An excursion to the mansions was available for those interested. Those who toured the mansions enjoyed a beautiful day of

exquisite and lavish scenery. It was especially delightful for those who'd never experienced the "cottages" of Newport.

That evening, the weather report for the following day called for high winds and heavy seas – the day we were to depart for Block Island. After much discussion, the smaller boats opted to continue the cruise up into Naraganset Bay to Bristol with a side trip to the Hereshoff Museum and a sail up to E. Greenwich. Many of the larger boats, opted for another day in Newport and to try for Block on Wednesday. John Quarles, was good enough to act as COD for the time in Block.

The cruisers who went up to Bristol had a great time. We had dinner out at a great restaurant one evening, a tour of the Hereshoff Museum the following day. That evening we enjoyed a spontaneous pot luck aboard Wind Dancer and Blue

Moon that was truly an enjoyable evening.

On Friday the cruisers from Block and Naraganset Bay met at the Mills home on the Sakonnet River for a delicious poolside lobster fest. The crew who returned from Block, had winds against them all the way and Early Light was laid up in Jamestown due to engine problems – probably related to a lightening strike she'd taken the night before Pam and Mike departed for the cruise. They were true blue water sailors and loyal club members to press on to try to make the cruise.

The next day it was off to Cutty Hunk. We enjoyed a lovely sail with good wind and arrived in the afternoon with time for shore treks. Following our stop in Cutty Hunk the cruise proceeded on the Edgartown. There we enjoyed good weather, friendships and a cocktail party hosted on Solitaire off



Lighthouse beach. While in Edgartown we ran into the Connal's who were gracious enough to host a BWSC cocktail party on Skean Dhu even though they were not "on the cruise". We thoroughly enjoyed their hospitality. One of the highlights of Martha's Vineyard was the bus trip several cruisers took around the island. We stopped in Gay Head, Vineyard Haven and Oaks Bluff.

Finally it was off to Nantucket racing all the way! Though there was little wind in the morning at the start of the race, the wind consistently picked up on the way to Nantucket and the sailing was superb! Congratulations to the winners – Fred Kerns and John Quarles. During our stop in Nantucket, many members participated in a bike ride from downtown to Madaket. It was a hot day, and we arrived early at the designed lunch stop, so we proceeded on the beach area and cooled our hot feet in the ocean! What a treat!. Thanks to Bob Gould for organizing the bike ride and activities on Nantucket!

Later we enjoyed cocktails on Free Spirit – courtesy of the Goulds and had a bit of a "sing song" as we watched the sunset.

The following day, some cruisers did some more bike riding, others explored the shops while some relaxed and enjoyed the summer weather. One night we had a beach party, which we all attended via dinghies, where everyone could bar-b-que their dinner, enjoy some wine, cheese and crackers and sing some old folk songs as we watched another beautiful day come to a close.

Our last destination was Eel Pond in Woods Hole. We had a great sail in. Unfortunately Kahala broke a strut on the way to Nantucket and was bravely sailing into Falmouth for repairs. The members of the club were good about keeping in touch and offered assistance if needed. Kudos to Marion and Terry for being such secure blue water sailors!

After arriving in Eel Pond, we all met for cocktails on the docks at Shuckers then on to dinner at the Landfall restaurant for a final farewell meal together.

All in all it was a great cruise! We are convinced it's the company as much as the itinerary that makes a good cruise. As cruise chairs we would like to thank all those who participated for their enthusiasm in making the 2002 summer cruise a great success.



of hollyhocks. The waters around the islands are fairly shallow. The Island of Mön, as a contrast has majestic white chalk cliffs rising out of the water.

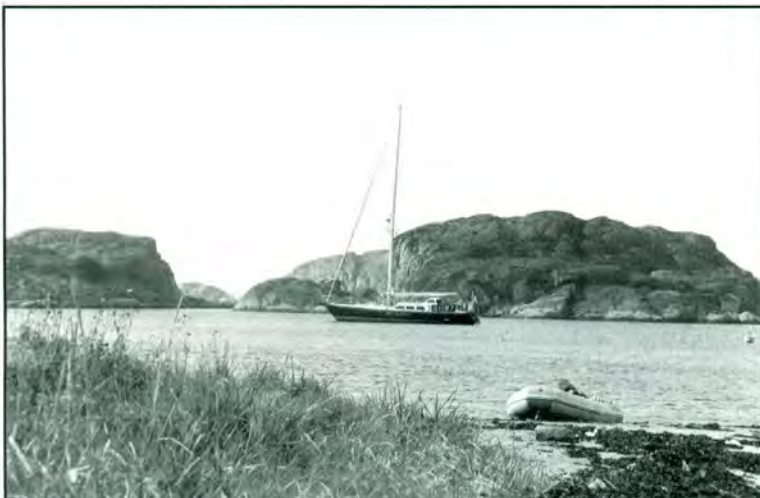
Once Denmark was a powerful nation, ruling Norway and Sweden. Greenland is still Danish and so is the island of Bornholm, SE of Sweden. Copenhagen, the Capital is a wonderful city. The Royal family is very active and travels around in their Yacht. Arts and crafts are very prominent all through Scandinavia. Ceramics and glass blowing are the most visible. Denmark has lots of beautiful castles and cathedrals. It is fortunate that the reformation has not had as devastating an effect on the church buildings in Scandinavia as elsewhere in continental Europe.

From Denmark we crossed to the South coast of Sweden, the most weather-exposed and least interesting shore. The east coast was more varied with inlets and islands that, during the summer are covered with flowering heather, colorful berry bushes and evergreens. We found the same vegetation along the Finnish archipelago. The exception being the west archipelago of Sweden. Here you find mostly bare rocks with small fishing villages piled on top. The houses built so close together, there is hardly room for roads. Since the depletion of fish most are now summer homes.

Stockholm, built on 32 islands, has the famous Vasa Museum, the Royal Palace. As the summer nights are long, there are a lot of outdoor cultural events. All of this enhanced by the best summer weather Scandinavia had in the past 100 years!

As we moved farther East towards Finland we noticed less affluence, a more modest way of living. The presence of military became more noticeable. Scandinavia is famous for Sauna's. Especially in Finland we found them every where. Sauna's are included in the docking fee. Against common belief here, the public ones have separate times for men and women. We found them very addictive!

We went as far east as Helsinki. This is still a young city. It became the Finnish capital when the Russians took over the country from Sweden in early 1800. Finland is bilingual, Swedish and Finnish. The Swedish population is the most educated, thus influential. Sailing in that part of the world is inexpensive, the people are friendly, there is lots of space and wonderful fresh and smoked fish. The only thing negative is the Blue Algae, found in large patches, when the water temperature rises. At times it prevented us from swimming. It can cause bad allergic reactions.



The beautiful weather held as we worked our way back West. We retraced our path around the Southern tip of Sweden when we discovered that the Göte Canal was closed for repairs. We explored the West coast.

We stopped at Göteborg, where we met with a HAM radio enthusiast, Svante Jacobson. He assisted us to get our "Sailmail" working. The weather was still much warmer than normal. However by September 10th the season was definitely running to a close. It was time to head back to The Netherlands. So we crossed over to Jutland, the mainland of Denmark. Then we sailed through the Limfjord towards the West coast, stopping in at Alborg, famous for Aquavit. We wanted to return to Holland going down the West coast of Denmark. The shallow waters with shifting sandbars can become very ugly with strong onshore winds. The weather did turn as we sailed down the coast. It provided us with one of the most exhilarating sails we ever had as we surfed down the waves reaching speeds of 13 knots through the water with the sun shining down on us.

As many sailors do, we also had a few problems. We sheared off two engine brackets in succession. We removed them ourselves and they were welded within hours so we were able to continue. Our bow thruster failed (again). I ended up shipping a very heavy bow thruster control box by UPS to California at a substantial expense. It left us sailing without a thruster for two months.

Even though this essentially was a coastal cruise, we covered 3200 NM in 3 ½ month. These words hardly describe the wonderful experiences we had but we hope it will wet your appetite to go and explore yourself.

Blue Water Sailing Club

Spring Regatta

June 7-8, 2003
Parker's Boatyard
Red Book Harbor
Cataumet, Massachusetts

Featuring warm water, Buzzards Bay breezes, good friends and fun in the ambiance of pre-season Cape Cod. Two weekends after Memorial Day so plenty of time to get the boat ready!

On Saturday the 7th, there will be an afternoon of racing with two or three, short-course events chaired by the venerable BWSC Race committee. This is a great chance for the experienced as well as the occasional racer to compete in the BWSC spirit. This is also an opportunity for the southern boats to invite fellow members from more northerly ports to team-up as crew. Saturday evening, beginning at 6:00PM there will be a reception and clambake at Parker's Boatyard served by the renown Shucker's Restaurant from Wood's Hole (we'll be outdoors but under a shed if weather requires). Driving directions to Parker's can be found on their web site, www.parkersboatyard.com.

Sunday morning we'll have a continental brunch (0830 hrs.) and a chance to walk some of the nearby Bourne Conservation trails. St. John's RC church is a twenty-minute walk and there will likely be member's cars available.

Parker's will be holding a few moorings but members should reach them directly for reservations. Kingman Marine in the same harbor is an alternative.

Please sign-up as early as possible but no later than May 25th. Send form with check made out to BWSC to Steve and Gerry Ricci, 196 Park Avenue, Arlington, MA 02476

Spring Regatta Sign Up (please also see race entry form)

Names: _____

Boat Name _____

	QTY.		Total
Saturday reception and Clambake*	_____	@ \$45 each	_____
Chicken alternative	_____	@ \$45 each	_____
Children's hot dog (chowder, etc)	_____	@ \$9 each	_____
Sunday Continental breakfast	_____	@ \$6 each	_____
		Grand Total	_____

*(chowder followed by steamers, mussels, corn, lobster and watermelon dessert)

GENERAL RACE INFORMATION FOR ALL B.W.S.C. RACES

The B.W.S.C. generally conducts two types of races. Regatta's (around the buoy's) and Point-to-Point, which are less formal cruise races.

The racing information below shall constitute written sailing instructions as required in RRS Rule 88.2a

ENTRIES

For B.W.S.C. Regatta's, entries must be in the hands of the Race Committee no later than the Monday preceding the race.

The Race Committee may accept late entries at their discretion prior to the time the Committee boat leaves the dock and upon payment of appropriate fees.

For both B.W.S.C. Regatta's and Point to Point races, only members in good standing of the B.W.S.C., "AUTHENTICATED APPLICANTS" for membership who have received a written invitation from the Chairman of the Membership Committee, members of the Host Yacht Clubs and other sailing organizations (subject to Race Committee approval) may enter these races. See also "Yacht Eligibility Specifications" in this yearbook.

Any B.W.S.C. member interested in participating in the B.W.S.C. races should have a copy of the most current RACING RULES OF SAILING and the PHRF-NE handicap booklet.

MANAGEMENT

The race will be under the management of the B.W.S.C. Race Committee. *In the event that the Race Committee cannot be present at a race, the Cruise or Event Chairperson shall be responsible or appoint a designee to conduct the race.*

RULES

The most current RACING RULES OF SAILING and the PHRF-NE booklet shall govern, except as otherwise provided herein:

- In the event of a yacht having started early and failing to return and start properly, the Committee shall add one-half hour to said yacht's elapsed time instead of disqualifying her. This is a change to RRS Rule 29.1
- *Electric winches are allowed on both types of races. Autopilots may be used on Point-to-Point races in excess of 50 miles. In the event that when a boat is crewed single-handed or made up of just a couple and there is a matter of a safety issue, the autopilot may be used until the situation is under control. This modifies RRS Rule 52.*

CLASSES AND CONDITIONS

Yachts shall sail in cruising trim (no spinnakers of any type) unless a racing class has been included. *All races shall have some type of skipper's meeting, which shall identify, but not be limited to:*

- Type of course
- Starting time
- Race Committee situation
- Time limits
- Reference to B.W.S.C. "General Race Information"

In the Point-to-Point races a boat towing a dinghy in the water may be given a rating adjustment of six seconds/mile

In those races where a Race Committee boat is not available, the starting time shall be ± 15 minutes of the starting time announced at the skipper's meeting and engines shall be turned off 4 minutes prior to crossing the starting line.

If a Race Committee boat is providing the start sequence, engines shall be turned off at the "PREP" signal.

For both types of races, the time limit shall be as specified at the skipper's meeting.

For Point-to-Point races in excess of 50nm, the auxiliary engine may be operated for a period of 2 hours maximum. During this period, boat speed shall not exceed 4 Knots. A log entry shall be made when the engine is on and when the engine is turned off. The engine allowance condition may be modified at the Race Committee's discretion. This modifies RRS Rule 42.1

PRIZES

Prizes will be awarded on NE-PHRF corrected times. There will be prizes for each class in the race at the discretion of the Race Committee. Prizes will be awarded to non-B.W.S.C. members also at the discretion of the Race Committee.

Any B.W.S.C. member boat whose owner participates in a B.W.S.C. race for the first time and who has no prior race experience may be eligible for a "Rookie" trophy, at the discretion of the Race Committee.

MEASUREMENT RATINGS

In order to enter a B.W.S.C. race, it is preferred that a boat holds a valid PHRF-NE rating certificate. An owner whose boat is not so rated may apply for a temporary PHRF rating from the Race Committee. Such ratings shall be valid for the regatta for which it is issued.

The owner is responsible for seeing that his PHRF-NE rating is on file with the Race Committee Chairman at least two weeks prior to the event.

STARTING SIGNALS

Starting sequence will be in accordance with RRS Rule 26. However, RRS Rule 29.2 thru 30.3 will not be utilized.

PROTESTS

The B.W.S.C. Race Committee will handle protests.

GENERAL CONDITIONS

The Race Committee Chairperson shall:

- Maintain a list of B.W.S.C. boat PHRF ratings.
- Provide a PHRF scoring worksheet to the designated Race Committee person for the purpose of calculating race results
- Maintain a list of B.W.S.C. members who are experienced in racing and are willing to crew or mentor novice skippers.

It is the responsibility of the owner and master of each yacht to see that she is seaworthy in hull, rig and gear, and is manned by a competent crew. The B.W.S.C. assumes no responsibility in connection with the foregoing or in relating to weather, sea, or other conditions.

Merrill Feldman, Editor
Blue Water Sailing Club
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