

BLUE WATER LOG

Commodore's Corner

By Fred Kern

Your Board of Governors and Bridge officers had a productive year in 2010. This included both in the conduct of business and by directing the land-based events, spearheaded by Rear Commodore Cathryn Griffith, who scheduled 10 events in cooperation with the event hosts, and on-water events, directed by Vice Commodore Mark Devine, who oversaw nine Blue Water Sailing Club Cruises and Weekend events. I want to thank them and the land-based event Hosts and the Cruise Chairs. These results could only be attained through the willingness of certain members to volunteer to lead these activities, especially when asked. I want to emphasize the need to develop a broader participation of the membership in volunteering to lead these activities, as several members have come forward year after year to run many of these events while others have yet to volunteer. Remember when you run an event you can customize it to do what you want in detail, while having the backing of the BWSC organization. Please remember that we are a volunteer organization and that YOU are the people who can make the club and all of its events successful. Please support the new Bridge Officers when they call for volunteers, particularly if you are a relatively new member, and bring your unique inputs to enhance running our club events.

The many on-land and at-sea events and their Hosts and Chairs are listed in the Yearbook, so I will not re-list them here. I had the great pleasure of attending practically all of the seminars and all but two of the scheduled on water events, and believe that all who attended enjoyed and benefited from their participation. Thanks again to those who ran these events and those who helped out in making these events so successful. I also want to encourage more members to participate in these events to maximize the benefits of their BWSC membership and for the opportunity these events provide for

meeting and supporting other members. Remember that 2011 is a Marion – Bermuda Race year, and BWSC is one of the three race sponsors, so please consider participating in the race.

I also want to thank Michael Handler, our Membership Chair for helping to develop the new Membership Application procedure by which new members, who do not initially know many BWSC members, can join for up to a year as Transitional Members. They can then take part in all of our activities while getting to know more members to complete their full member application sponsorship. Please remember to tell your fellow sailors and others you meet while engaged in sailing activities that may be interested in BWSC, about the benefits of membership and encourage them to apply so we can maintain and grow our membership.

Our timely communications efforts include Postal mailings, and email reminders, which are coordinated by our Communications Officer Bill Knuff, who has also continued the development of the Operations Manual to document the procedures required to keep the club running smoothly. Communication of scheduled events is also provided over the internet via the Blue Water Sailing Club website, www.bluewatersc.org, which is operated and maintained current and informative by our webmaster Jeff Kenyon, who has held this position for many years. His efforts also supports the Event Hosts and Chairs in promotion efforts.

Wally Feldman, The Yearbook Chair, also supports our communications activities by being diligent about keeping our Member email list current and running email messages to the entire membership, as well as collecting member information and publishing our annual Yearbook. The Yearbook, which lists all club events for the year, also includes full contact information by personal name and boat name. It is an invaluable resource throughout the year. What would we do without the Yearbook?



Lastly, I want to thank the past Commodores for their service to the Club, especially the 13 that attended the Annual Meeting in November.

Last year our Race Committee Chair, Peter Dragonas developed the concept of having BWSC become a Performance Handicap Racing Fleet – New England (PHRF NE) fleet, and this year he made it a reality, even over the objection of a minority of the PHRF-NE board. During this season, with the support of Peter's efforts, **BWS**, the Blue Water Sailing Club PHRF fleet, grew to a total of 51 yachts. For this first year BWSC supported the fees for our joining members. This will continue to be a new member benefit for their first year. After that, members will pay the basic membership fee, now only \$20.00 per year, with no additional yacht club fees, to maintain their PHRF rating. I encourage all members to maintain their membership which will continue to make **BWS** one of the largest New England fleets.

Thank you for your enthusiasm, participation and support, which was especially evident when so many of our members participated in and hosted and chaired events. I hope you have had a very enjoyable and safe 2010 BWSC seminar and boating season. I look forward to seeing you at next year's seminars and on the water! As a final reminder, BWSC is a member / volunteer driven organization, and it's your participation that makes us succeed!

The Year's Activities

The calendar for Blue Water Sailing Club was very busy again this year, with 20 events planned by the Board of Governors. The activities were:

Winter Seminars:

- Splicing Seminar – Intro
- Sail Trim & Maritime Law Seminar
- Splicing Seminar - Advanced
- CPR & First Aid Training
- Galley Session – Quick Healthy Meals
- South End Art Walk
- Offshore Presentation
- Racing Trim & Tactics w/North Sails

On-Water Events:

- Memorial Day Cruise / Spring Regatta
- 13th Annual Women's Cruise
- July 4th Weekend – North
- July 4th Weekend – South
- Corinthian 200 – Overnight Cruise
- Southern Cruise
- Maine Cruise
- Labor Day Cruise / Fall Regatta -- North
- Labor Day Cruise / Fall Regatta -- South
- Columbus Day Weekend
- Annual Meeting

Mark DeVine, Vice Commodore in 2010, kindly provided the following summary of the on-water events at the Annual Meeting in November:

"The 2010 sailing season commenced with the Memorial Day Weekend and Spring Regatta hosted by Brian and Susan Schanning at Manchester-by-the-Sea. This first of the season event was extremely well attended and the weather did not disappoint; it was warm and beautiful throughout the weekend, the beginning of great weather we would experience throughout the summer.

"The ladies commanded the next event, with the 13th Annual Women's Cruise held the last week of June. The cruise was hosted by Sue Patton and the itinerary covered the North Shore to Cape Cod. As always, seamanship and mentoring is the mainstay of this cruise, along with much camaraderie and good times.

"There were two July 4th Weekend events. The North event was hosted by Larry and Gail Handler at the Steamboat Wharf Marina in Hull and their summer home on Nantasket Beach. Larry's specialty, killer frozen strawberry margaritas were a huge hit with all. The South event was hosted by Ed and Melissa Demerest at the Wickford Marina near historic Wickford Village, Wickford, Rhode Island. Blue Water has a contingent of sailors that call this area homeport for the summer and this event was an opportunity to bring them and others together in this historic location.

"Blue Water received an invitation from the Scituate Harbor Yacht Club to join them and participate in the Chapman Bowl Regatta which was held July 9th and 10th. The Chapman Bowl is a PHRF sanc-



tioned overnight ocean race and a decades old New England Tradition. Our Race Committee Chairman, Peter Dragonas, coordinated the event on behalf of Blue Water and a number of Blue Water boats participated and also faired very well in the overnight event.

“The Southern Cruise, “A Southern Cruise Block Party” was co-chaired by Mike and Marcie Handler and Dan and Mary Power and was held over the last two weeks of July. This cruise was a well planned voyage through Buzzards Bay, Rhode Island Sound, Narragansett Bay, and Block Island. This cruise also brought back the flotillas of the past, with a large number of Blue Water boats participating in the two-week event.

“The Maine Cruise, chaired by Bill Dobson, was held over the first two weeks of August. The cruise commenced in Boothbay and continued on to points down east. Once again, good weather was the mainstay with only one day of fog over the entire cruise. The fog was thick for the lay day in Castine and the one design races, however, the races went off without a hitch.

“As with the July 4th weekend events, Labor Day Weekend also had two concurrent events, the North event was hosted by Stephen and Debbie Lee and was held in Gloucester Massachusetts in conjunction with the 26th Annual Schooner Festival. The South event was hosted by Aedan and Bernie Gleeson in Jamestown, Rhode Island. Both events were well represented even with an impressive sea state churned up by the offshore passing of Hurricane Earl late in the week.

“The season concluded with the Columbus Day Weekend event hosted by Roy and Gail Greenwald. Once again, the weather cooperated and all planned activities were a go. Marion, Oak Bluffs and Eel Pond were the destinations for this three-day weekend event.”

In addition to these regularly scheduled events, there were at least two Rendezvous gatherings – at Lake Tashmoo and Boston Harbor -- organized independently by various Club members. There are some 40 people involved in the planning and organizing of all these events, showing the high level of volunteer commitment and participation described by

the Commodore. Without the effort of all these people, none of these events would be available to Club members.

Splicing Seminars

By Len Thibodeau and Chris Aubin

The introduction to splicing was held Jan 16 in Middleboro, MA as Splicing 1. We had 15 attendees and the instructor was Bob Dollar of RW Rope Warehouse. The seminar ran from 0900 to 1330. The topics covered were splicing eye and “handles” in three strand nylon line. A preview of splicing yacht braid line was demonstrated by Bob by splicing a thimble into one attendee’s line just prior to adjourning.



Splicing is serious work!

Splicing2 was held March 6, also in Middleboro, MA at Brookfield Engineering, which donated conference room space. Sixteen people attended where we (most of us) learned to splice standard class 1 yacht braid line. For this seminar everyone brought their own projects, some of which included high tech line requiring exotic splicing techniques. Bob knew it all though, and tried to show us how it was all done. We learned how to handle the basic types, but saw that different splicing techniques are required for lines of different construction and material. Even if we still can’t splice them all it was a valuable lesson to learn.

One anecdote of the day: One of the final steps in completing a splice is to pull the new splice with great force in order to bury the core to complete the job. We ran out of things to attach the other end while pulling, and the good news is only one leg was pulled off a table in the cafeteria! The Brookfield



maintenance man quickly reattached it so no damage remained when we left.

Sail Trim and Maritime Law Seminar

By Peter Dragonas

The Blue Water Sailing Club held its Maritime Law and Cruising Sail Trim Seminar on February 6th, 2010 as part of its continuing Winter Seminar Series. The event was well attended by 57 members and spouses at the Jubilee Yacht Club in Beverly, MA. Breakfast and lunch were provided for the seminar series and the attendees were exposed to various aspects of law on the high seas and sail trim for more effective cruising.

Speaking on Sail Trim was Chris Caldwell from Piranha Sails of Marblehead, MA. Chris spoke about the controls available for sail trim and how they are best used and sail combinations for various sailing angles and wind strengths. Several questions focused on sail combinations for offshore sailing and shorthanded deliveries; the expected life of Dacron sails versus composite and high tech sail materials such as Kevlar and Technora and, how best to treat sails to extend their useful lives.

David Smith, Esq., Senior Partner at Ouellette and Smith, Attorneys at Law and Proctors in Admiralty spoke on maritime law and specifically, on the rights, obligations, concerns and issues related to Salvage and Salvage Rights. The audience was keenly interested in this part of the seminar as several members have experienced personal issues with salvage first hand. Attorney Smith also handed out Salvage Contracts for review and advised on the proper procedure and what to expect in the course of a salvage operation on their boats. More importantly, Attorney Smith defined what a salvage was, versus a rescue, and the legal recourse of both.

Following the morning seminar and lunch was an instructional period with Race Chair Peter Dragonas. Peter reviewed the PHRF application and how to submit it to obtain a valid PHRF certificate for the 2010 season. Approximately 20 members attended and asked questions relating to their specific boats. At the Fall Meeting of the PHRF-NE Board of Gov-

ernors, Blue Water Sailing Club was granted Fleet status within PHRF-NE. What that means is that BWSC now has its own fleet within the organization and members do not need to belong to any other club to obtain a valid certificate. Also, having a PHRF certificate will give the owner some idea of its relative speed potential as compared to other similar boats, giving the skipper some idea of his sailing efficiency. As of this writing, nearly 50 members have taken advantage of this opportunity and have completed their PHRF Applications. The cost of the application was covered by the BWSC."

Heartsaver First Aid, CPR & AED Seminar

By Cecily Grable

Twenty-five members attended the seminar at the Newton Community Service Center in West Newton on March 20, 2010. Ms. Juanita Allen, W-EMT, from Century Health Systems was instructor. She stressed that CPR should be performed and 911 should be called in all events that a person is found to be unresponsive and not breathing. Blood must be circulated and time is wasted attempting to determine if there is a heartbeat. We sat in a large circle, each pair sharing a mannequin, in full view of the instructor and each other. CPR techniques were demonstrated, and then practiced by the attendees until everyone felt competent.



The use of the Automatic External Defibrillators was explained and demonstrated. AED's have



saved lives and all of us should learn their location in the places we frequent. The instructions on the machine are clear and involve placing electrode pads on the victim's chest. The machine measures the activity of the heart and will only deliver a shock when the need for it is detected.

After a short break, Ms Allen gave an interactive talk about handling medical emergencies, environmental emergencies and injuries. Her experience in wilderness situations was very adaptable to our focus on the marine environments. She also had practical suggestions for useful items to add to the standard first aid kits on our boats.

Participants received 2-year AHA certification cards in First Aid and CPR. An informal poll at lunch following the seminar showed that all felt more prepared and confident to deal with emergencies on their boats.

South End Art Walk

By Jo Ann Pinkowitz

On Sunday March 28, a group of about 40 BWSC members and friends met for lunch at a South End bistro, the Gaslight Pub, and then visited several art galleries -- Carroll and Sons, Galatea Fine Art, and Galeria Cubana.

Some of the galleries opened especially for our group that day and, at each stop, the gallery owner or an artist talked about various aspects of the art scene in the SoWa district of the city (South of Washington Street in Boston).

The tour ended with BWSC member Cathryn Griffith talking about her work in Cuba and signing copies of her book *Havana Revisited: An Architectural Heritage*.

Spring Meeting

By Linda Allen, Bjorn Reisetser, Laurel Bavendam

The Blue Water Sailing Club's 2010 Spring Social was held on April 24th at the Minute Man Club located on Hanscom Air Force Base in Lexington, MA. One hundred twenty guests signed up to attend the dinner dance / social, which began at 6:00 PM.

The Soft Touch Dance Band, consisting of twenty musicians and a singer entertained the attendees during hors d'oeuvres and after dinner. Many of our sailors showed off their exceptional dance moves. During the meal, the summer cruise leaders were introduced and each gave a brief but "windy" talk about the upcoming "on-water" events.

Memorial Day Cruise and Spring Regatta

By Brian and Susan Schanning

Organizing the first on-the-water event of Blue Water's 51st season turned out to be much easier than expected. Sue and I learned that the real secret is: a special venue, local knowledge and near-perfect weather. The result -- a most excellent weekend in Manchester-by-the Sea!

Thanks to some early planning by Vice Commodore Mark Devine, Blue Water (and Manchester Yacht Club) members John and Michele Gaythwaite and Mory Creighton were ready to help us work out our ideas with MYC's officers and staff. By the time we arrived in Manchester Harbor, on Friday, May 28 all of the "heavy lifting" was done and we could enjoy the weekend with 15 other Blue Water boats moored in Manchester's tight inner harbor.



The weekend began aboard our boat *Sogno*, with an "optional" cocktail hour for the Blue Water early birds. (Kostishacks, Kenyons, Pattons, and Galthwaites). Jose and Gabe Venegas made a surprise appearance after gingerly maneuvering *Ipanema* (a 53' Amel) into the crowded harbor at sunset.



Saturday saw our visiting fleet swell to 15 boats, each of which was assigned a mooring. Large or small, monohull or multi-hull, early or late, Manchester Yacht Club (MYC) Steward Jack Fadden gained our total gratitude for handling every twist and turn flawlessly. In the afternoon we were treated to a tour of the historic Trask House and Seaside No. 1 Fire House, specially arranged for Blue Water by the Manchester Historical Society. This was followed by our BYO cocktail hour in the beautiful MYC clubhouse, with many MYC members attending as our guests. The highlight of the event was Past Commodore Pat Dieselman's presentation of the BWSC burgee to the MYC. In his acceptance remarks, Past MYC Commodore Mory Creighton noted that both organizations had many common interests and strive to explore ways of working together in the future. Afterwards, many members went into town by dinghy for dinner. One corner of Cala's Restaurant managed to take on a distinctively Blue Water flavor for much of the evening.



The good weather continued on Sunday, with members assembling for a continental breakfast (complete with blueberry bundt cake) and a Skipper's meeting organized by Race Committee Chair, Peter Dragonas. A good wind arrived on cue, and Peter managed to overcome some mechanical problems with *Merlin*, and joined *Eagle*, *Starfire* and *Winterhawk* for the first regatta of the season. Peter's exertions paid off, as *Merlin* took first place honors on corrected time.

By late Sunday afternoon, the "land yacht" contingent had arrived in force, and 60 adults and children packed themselves into the 2nd floor of the Landing at 7 Central for an energetic social hour and re-

laxing dinner. There were many to thank for making the weekend a success.

13th Annual Women's Cruise

Sue Patton

The following is an excerpt from my sister Nancy's new book "*Well Worth the Wait: My First Thirty Days of Retirement*". Nancy decided to write a book on the first thirty days of retirement. She came on the Ladies cruise during her first thirty days, so the cruise ended up in her book. I have included her excerpt for the LOG. If anyone is interested in reading the whole book when it comes out you can get it from **lulu.com**

Tuesday, June, 29, 2010 – 7:30 am

Good Morning America from the Scrimshaw in Wellfleet, Massachusetts. Our fleet of three boats is moored in Wellfleet Harbor. Here are some details of the full crew:

Boat #1: *Scrimshaw* – 40 ft. Sabre built in Maine in 2002. This kind of boat is still in production. My sister and her husband bought the boat last year. The interior is teak and cherry. It's classified as a racer / cruiser.

Sue – captain

Janet
Anita
Kem (pronounced Kim)
Marge
Nancy



Boat #2: *Starfire* – 37 ft. Pearson built in Maine. No Pearsons were built after the mid-1980s. It's considered a wide cruising boat.

Pat – captain

Flossie
Ann
Elaine
Joanne



Boat #3: *Quintessence* – 47 ft. Hylas custom built in Taiwan in 2003. Has a center cockpit. It's classified as a cruising boat. The two bedrooms



down below are bigger than our bedrooms at home. Crew is the smallest; boat is the biggest.

Cecily – captain

Linda
Cathryn
Cynthia



Currently, Sue is cooking breakfast in our galley, getting ready to serve blueberry pancakes to all 15 members of the fleet. The crew from both the *Quintessence* and *Starfire*, nine in all, will be here in 30 minutes. Meanwhile, Anita is washing the deck from the poop of a “huge” cormorant, who did his duty in the dark on deck last night where we were eating a gourmet dinner prepared by Kem and Anita. His poop landed on our seats, my cell phone and other places we didn’t spot until this morning.



To add to the excitement of last night, as I was moving from the cockpit to below, my arm made contact with a full glass of RED wine, which spread throughout the very WHITE cockpit. I was not a happy camper. Sue found a rag and some cleaner stashed in the lazarette and I went to work. I promised that I would not stop cleaning until the cockpit was again lily white. *Scrimshaw* is a relatively new boat for Sue and her husband, Dave, who both recently retired. I was not going to ruin their retirement by turning their cockpit into a cocktail lounge. I finally succeeded in bringing it back to its original brilliance. Thank the Lord!



Life on Sue’s 40 foot Sabre with a crew of six women is wonderful but challenging. Marge and I joined the others yesterday on a very hot, humid Monday afternoon. At times, the

wind was blowing up to 25 knots, while we attempted to get crew and gear back and forth from Blue Water Sailing Club – BLUE WATER LOG

shore to boat. A storm came in at 7 pm, blew us around a bit on our mooring and then headed out to sea. Our first evening on *Scrimshaw* provided us with a most spectacular sunset.

Although our quarters are tight for six women, we’ve blended together beautifully. Sue, Kem, Janet and Anita are all very experienced sailors, while Marge and I are admiring second mates. As Marge and I were taking a dip in the ocean over the side of the boat at 6:30 this morning, Marge said, “I feel like a queen!” as we paddled in the ocean. Meanwhile, the four experienced crew members were laboring to get the boat into shipshape condition.

Marge and I slept in the aft of the boat in an area about big enough for Rudy (Nancy’s Dog) to sleep comfortably. Marge stayed there for three hours and then went above deck to sleep on a seat that had great air circulation but very little width – 18 inches to be exact! We all survived.

I’m very pleased that I didn’t need to depend on my penmanship for these entries into my journal away from home. I used Marge’s computer at her house and Sue has a tiny little Compaq laptop computer on a teeny, tiny navigation table down below. So with that, I’m signing off in order to go above, get some blueberry pancakes, fresh coffee and enjoy the view. I’ll also have a chance to meet the women from the other boats. After breakfast, we’ll be setting sail from Wellfleet to Provincetown.

Wednesday, June 30, 2010 – 9:15 am

Our crew is on deck preparing the *Scrimshaw* to set sail for today’s journey from Provincetown to Plymouth, a distance of about 16 miles. I’m the one exception to all hands on deck since this is the only time the boat’s engine is on and I can sit at Sue’s navigation station and write in my diary on her teeny, tiny laptop. Once we get out of the harbor, the engine will be turned off and the sails will be raised. It’s an absolutely outstanding morning with bright sun and a respectable wind.

I can’t say enough about the five women who are with me on the *Scrimshaw*. In quite tight quarters, we respect each other’s three cubic feet of space, we laugh a lot and Kem is an outstanding chef. This morning I awoke in my aft bunk to the smell of bacon and hash browns cooking and coffee

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brewing. Kem bought Portuguese Sweet bread in Provincetown yesterday and was planning on serving French toast along with these other goodies. As I headed to the head, I thought it best to brush my teeth since they had gone without a cleaning for two days.

As we left Wellfleet harbor yesterday morning heading for Provincetown, we noted a fishing boat zigging and zagging back and forth in the channel. The boat's course was erratic. Sue was concerned about colliding with the vessel. Simultaneously, both Marge and Anita said, "That guy is naked!" It's true that this dingy fisherman was circling around the channel in his birthday suit. I kid you not!



Our theory is that this madman heard about the three boats that were anchored in Wellfleet for the night with an all women's crew on all three. What better way, he thought, to give these ladies a good morning charge than cruise by them unclothed. He was sadly mistaken, the poor brut.

Any sailor knows that the language of sailing is a world unto itself. I kept track of the vocabulary I was hearing on our boat. These terms don't make it into everyday land life. See how many of these words you know...batten, preventer, jib, halyard, winch, port, tack, starboard, spinnaker, luffing, macerator, aft and more. There is one common word used on both land and sea by women in a tight sailing situation that begins with "s", ends with "t" and rhythms with mitt. I'll give you three guesses. The first two don't count.

Even though Sue, Janet, Kem and Anita are accomplished sailors, they agreed that there's always room to learn more and get better. As we sailed yesterday, they were discussing the speed over water versus the speed over land and who had the advantage. Then there's always the discussion of when is the best time to tack. I say, "Do it when you feel like it."

As we approached Provincetown yesterday, there was concern that fog was rolling in and perhaps we'd need to sail using radar. Since Sue's boat is still new to her, she pulled out the Radar Op-

erational Manual and relayed some instructions to Kem, who was working the screens in front of the wheel. (I'm sure these are not the correct sailing terms.) Both seemed confident that they could handle all situations. I was confident that they were confident. Fortunately, no fog came our way. I love to sail with my sister and her friends. But give me a kayak any day! No radar, no sails, no lingo!!

Thursday, July 1, 2010 – 9:30 am

What a wonderful experience to be back in a full-size bed with room to stretch. I slept for ten hours last night recovering from a few nights of less than robust sleep on Sue's boat. Although my bed was on firm ground this morning, I still had a sense of rolling with the rhythm of the water.

What a great sailing trip with 15 exceptional women. Seven of these women are retired, so I had an unexpected opportunity to get first-hand advice. In fact, Ann had just retired on Friday, June 25 from more than a dozen years with a Boston investment firm. The very next day she began her retirement sailing on *Starfire*. Could it get any better? Her comment to me when I asked why she decided to retire was, "I just knew it was time."



I'm thinking that women go through a different kind of thinking process in preparing to retire. We seem to be less concerned about ending our career and more thoughtful about moving onto our next episode. My brother-in-law was concerned that he'd have nothing to do when he retired a few weeks ago. I knew I had more to experience than Carter has liver pills.

Our Women's Cruise had women ranging in age from 48 to 78. That's a 30 year span in age, cover-



ing a multitude of experiences and interests. On our boat, we had such a diverse group:

Some spent time in the galley cooking gourmet meals.



Some kept their eye on sailing, while some were writing,



Others just rested.



There were no specific responsibilities assigned on *Scrimshaw*, but everything got done and we always made it to where we wanted to go.

Evenings on our mooring in the harbor watching the sunset were priceless. The glow of the cabin lights against the fading light above was like being in a house of worship. Serenity was the common ingredient. Relaxing was the assignment for the night.

On our last night together, we sat above in the cockpit tasting our homemade cocktail concoctions – Gooseberry on ice, for example. Take a bit of Grey Goose with a handful of real pitted cherries sliced in half, place in a bottle and ferment for five days. It has a terrific kicker, as they say. We laughed, ate Ghirardelli dark chocolate, Mary Jane candies and authentic Polish cookies along with sipping our ex-Blue Water Sailing Club – BLUE WATER LOG



quisite cocktails. Sue was reminiscing about the day before and our experience with the cormorant pooping incident. “I’ll never forget,” Sue said, “that pomegranate pooping on our boat.” The Gooseberry was working its magic.

I’m back to reality today heading home this morning. *Scrimshaw* will be emptied of the women by dinner time and replaced by Sue and her husband sailing alone tomorrow. “I’ll only have Dave with me after tomorrow,” Sue said, as we were eating dinner last night. We all laughed and agreed that Dave will have a hard time filling the shoes of five wonderful women.

LIFE ABOARD THE *SCRIMSHAW*

Life on board the *Scrimshaw* in 2010 was for the light hearted. When the *Scrimshaw* left on her Women’s Cruise, her cargo hold was full of provisions, water, wine.

There were no live animals on board except for the cormorant who visited one night. Some of the food and drink was suspended in slings, while the rolling motion of the boat rocked us to sleep each night

Gourmet cooking was done on a gas stove down below, while we basked in the sun on deck in the

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bow of the boat. Sleeping was rather comfortable for most and one lucky crew member slept on the deck with no poop.

After more than five hundred years, unlike life aboard the *Niña*, life aboard the *Scrimshaw* was simply pure joy.

July 4th Weekend -- North

By Larry and Gail Handler

This year the July 4th North Event was again held at Steamboat Wharf Marina and our beach house in Hull, MA. The Women's Cruise happened to end in Hull on Friday, July 2nd with three boats docked at the Marina. Gail and I were able to join some of the women for dinner at a local restaurant.



Saturday saw 13 additional boats arrive at Steamboat Wharf. Saturday night, 60 people enjoyed cocktails and a clambake on the dock.



Sunday was left open, and people started to arrive at our house around 3pm for some fun in the sun. By 5:30 we had 69 people at the house for cocktails, our special Margaritas and a real Southern BBQ (complete with smoked brisket, pulled pork and cornbread). A great time was had by all. Some people decided to walk back to the marina on the beach, and were treated to a fantastic fireworks display provided by Hull residents.

Monday we had a continental breakfast on the dock, and people returned to their home ports.

Southern Cruise

By Mike Handler, D. Power

The Southern Cruise this year officially started at Kingman Yacht Center in Red Brook Harbor on Sunday, July 18. There was a great dinner at the Chart Room restaurant on the first night of the cruise, and everyone had a particularly good time, seeing old friends and getting ready to head out on a two week cruise together.

From Kingman's, we headed to Padanaram. In the middle of Buzzards Bay, the fleet got caught in an earlier-than-predicted thunderstorm, with winds of up to 50 knots, but everyone made it through with no injuries and no damage. After arriving in Padanaram, we enjoyed a nice cookout at the New Bedford Yacht Club, and the kids enjoyed exploring the yacht club and surrounding grounds.



A short 11 NM hop brought us to Cuttyhunk, where the kids immediately started swimming from boat to boat, and cries of "Camp Blue Water" filled the air. After some beach time in the afternoon, we enjoyed a wonderful lobster bake for 33 on the lawn of the Garfield family, who run a catering service called Cuttyhunk Shellfish Farms.

We left early the next morning for Jamestown, RI, and arrived at our moorings without incident at Conanicut Marina, where we did some exploring in the afternoon. A planned cookout had to be canceled due to rain, leaving everyone to their own devices for dinner that night.



The next morning, three boats raced to Block Island, while the rest of the fleet decided not to race, due to expected tough conditions. Those did indeed materialize, with winds up to 25 knots from the southwest (on the nose), waves of 4-6 feet, and an interesting current. Dan Power's *Kinsale* dropped out of the race about two thirds of the way through due to crew discomfort, with *Solitaire* (helmed by John Quarles) edging out Commodore Fred Kern's *Sea Hawk*.



After the trauma of getting to Block Island, the beauty of the island did not disappoint, however, and the children loved it. We romped and played all over the island for four days, and the "side cruise" to Stonington, CT went off as planned, reuniting with the Block Island contingent in Newport.

With everyone together again in Newport, we met up at the Ida Lewis Yacht Club for a cocktail party on Monday, July 26th. Several families explored Fort Adams the next day, and on Wednesday, we headed towards home, with a beautiful two day stop at Westport, Mass. on the way.

Westport is a bit of a sleeper destination. It's a bit tricky to get into, with a narrow entrance and a strong tide, but you shouldn't miss it if you get a chance to go there. A beautiful river, very friendly people, and a fabulous beach made this one of the best ports on the entire cruise.

From Westport, we headed to Red Brook Harbor, where we "closed the loop" on our trip, and ended the cruise where we began. *Kinsale's* journey actually began and ended in Hingham, so our round trip was just under 300 nautical miles. But for us, the distance traveled was measured in the smiles on the faces of our children, our friends and ourselves – and this year, that approached infinity.

Maine Cruise

By Bill Dobson

The 2010 BWSC Northern Cruise (Maine) was conducted in a window of incredibly (for Maine) favorable weather. With mostly sunny skies, moderate temperatures and just one day of fog, we could not have had better weather luck. During the cruise, 21 boats were represented, with participants numbering at least 43.

The cruise started with a layover day Sunday, August 1st for arriving boats at the Linekin Bay Resort, in East Boothbay. Attendees hung out on Monday at the resort, shopped in Boothbay, or visited the Maine Botanical Garden. The kick-off dinner was held in the dining room of the resort which was reserved for our exclusive use.



Maine Botanical Garden near Boothbay

The next day was mostly calm, and boats motored towards Penobscot Bay, headed for an anchorage at Dix Island at the north end of the Muscle Ridge. A few boats diverted to Tenant's Harbor for the night, and for blueberry pie. Some boats continued on to Rockland.

Wednesday dawned breezy with a south wind to blow us up to Castine. Initially the wind was quite strong, but moderated during the day. Thursday was a layover day in Castine for tours of the training ship "State of Maine" and dinghy racing arranged by the Maine Maritime Academy. Six teams participated in a fog so thick it was often difficult to locate the race course marks. The series was won by the team "Lonely at the Finish" of Bill Dobson and Nick Green. Second place went to the team "Gemini" of Dave Kettner and Tom Green, and third place to



team 'Formidable' of Lisa and Mark Gabrielson. An awards party was held after the race on the after deck of *Trinity*.

Friday a short sail over the top of Isleboro to Gilkey Harbor for the Seven Seas Cruising Association GAM. At 5 PM the traditional dinghy raft-up cocktail party was held. During the raft up a minor squall passed over resulting in a shift of wind from south to west. As the wind increased several boats started dragging through the mooring field, providing some excitement and short tempers as people raced to fend off the dragging boats and get them anchored again. Fourteen members of BWSC attended the SSCA GAM on Saturday.

Sunday was an even shorter sail from Gilkey to Camden. For better or worse, our arrival at Camden coincided with departure of the New York Yacht Club, which was starting a race from Camden to Castine at the harbor entrance, providing a spectacle of some amazing sailboats and interesting chatter over the VHF radio.

Most boats managed to score dock space in the inner harbor; those that had a mooring in the outer harbor had a roly night with the remnants of a day of brisk south winds. A cocktail party was held on No Hassle at the town dock.

Monday provided ample opportunity to shop in Camden, or visit Mount Battie for a view of Castine Harbor and Penobscot Bay. A lobster dinner catered by "Coastal Critters" was held under the tent provided by Wayfarer Marine on their dock, adjacent to the boats. Over 30 BWSC members and guests attended the dinner. A highlight of the evening was Cathyrn Griffith's video presentation that she created about building preservation in Havana, Cuba.



On Wednesday, boats departed for a variety of harbors...some heading further east, others heading home by way of various harbors including Hog Island, Boothbay, Sheepscot River and Quahog Bay. Winds were very light until late in the day when the traditional sea breeze built up but on the nose for those headed west.

The weather gods saved one last surprise: Those unfortunate enough to be in the right place at the right time and still at sea scored a major hit from a squall just before sunset.

Labor Day Cruise and Fall Regatta -- North

By Stephen Lee

While many people consider Hurricane Earl to be the "hurricane that wasn't", it still impacted plans for the Labor Day North weekend in Gloucester. Plans changed on a minute-by-minute basis for many members. Several boats cancelled their reservations for moorings, delighting those fortunate enough to secure an inner harbor mooring at the last minute. A few schooners from Maine decided not to come. The Friday night Block Party was cancelled. Many of the festivities in Gloucester were canceled including the Saturday night Boat "Parade of Lights" as well as the fireworks. The "traditional" small craft races were in limbo, but these races, which included PHRF boats, were eventually held.

Boats arriving in Gloucester on Saturday had a windy ride. Rumors were that the wind was stronger on Saturday than during the hurricane. Those boats on outer moorings by Ten Pound Island found the anchorage quite rough and sought refuge elsewhere. All ended up in safe, calmer locations whether returning to their homeport, anchoring in the inner harbor or other more sheltered areas. A small group of BWSC members convened for cocktails on *Salacia*, Saturday night, enjoying the opportunity to share food and stories.

The fleet swelled as boats arrived on Sunday, another sunny but much calmer day. The Parade of Sail featuring the schooners was held in the morning, providing numerous photo opportunities. It was a fabulous day to hike, sail, explore Gloucester or



just relax before dinner at the Gloucester House. The dinner was well attended with 55 people present, some arriving by car. After appetizers of fried calamari, roasted vegetables and cheese and crackers plus the usual trips to the bar, a dinner of haddock, pot roast or stuffed chicken was served followed by strawberry shortcake. The crowd was unusually well behaved (for BWSC) actually taking to their tables when asked and quietly listening to announcements! After dinner, people visited downtown Gloucester and Rocky Neck to stretch their legs and prolong a wonderful evening spent with friends. Monday dawned clear, with good winds and smooth seas for the return trip to nearby home-ports.

We hope all will return next year for a weekend without Earl, but with your BWSC friends. Consider reserving your mooring in the inner harbor early by emailing the Harbormaster after midnight on April first. By the time the office opens at 8 AM the mooring selection may be limited.

Labor Day Cruise and Fall Regatta – South

Aedan Gleeson

The weekend was a great success despite the threat's of hurricane Earl. We cancelled the planned meeting at Jamestown on Friday altogether, but carried on with the plan on Saturday. We met at Wickford Marina in the afternoon and had a great cookout using their fantastic facilities. The bubba burgers were eagerly devoured and seconds were had by the early birds. We also had the great privilege of sharing the in the celebration of Roland and Mona's 50th wedding anniversary. We had about twenty six attend the cook out and wedding anniversary. All crews made it to Wickford Marina, although some took their boat out because of Earl. The vessels attending the Regatta were *Lambay*, *Ireland's Eye*, *Ramona*, *Antares* (Eric and clan anchored outside the harbor because their draft is over 11 feet, and came in by dingy), *JEM-N-US*, *First Light*, *Anna*, and *Quintessence*. This is a great showing, considering the forecasts for hurricane Earl.



On Sunday, we headed to Bristol and had a "Potluck" on *Ireland's Eye*. She is named after an island off Howth, County Dublin, a 45ft Spanish Trawler. A great time was had by all. Jim Sallinger very kindly let *JEM-N-US* use his mooring at Bristol. *Antares* and *Lambay* anchored at entrance.

Racing Results

Peter Dragonas

Memorial Day 2010

- | | |
|----------------------|----------------|
| 1. <i>Merlin</i> | Peter Dragonas |
| 2. <i>Winterhawk</i> | Dan Kostishack |
| 3. <i>Eagle</i> | Allan McLean |
| 4. <i>Starfire</i> | John Dieselman |

Chapman Bowl 2010

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|-----------------------|-----------------|
| 1. <i>Lyra</i> | Mark Gabrielson |
| 2. <i>Breakaway</i> | Len Thibodeau |
| 3. <i>Water Lilly</i> | Steve Lilly |

Southern Cruise 2010

- | | |
|---------------------|-----------------|
| 1. <i>Solitaire</i> | John Quarles |
| 2. <i>Sea Hawk</i> | Fred Kern |
| 3. <i>Kinsale</i> | Dan Power (DNF) |

Maine Cruise 2010 One Design Regatta

- | | |
|--------------------------------|------------------------------|
| 1. <i>Lonely at the Finish</i> | Bill Dobson & Nick Green |
| 2. <i>Gemini</i> | David Kettner & Tom Green |
| 3. <i>Formidable</i> | Mark & Lisa Gabrielson |
| 4. <i>Salacia</i> | Stephen & Deborah Lee |
| 5. <i>Breakaway</i> | Len Thibodeau & Chris Austin |
| 6. <i>Revelry</i> | Sue & Jonathan Green |



In Memoriam

Former Commodore George Burnell provided the following information concerning Irene Kulin:

“Long time member Irene Kulin (since 1965) has died. Irene ran the original all women's cruise in the 1970's aboard their 45.5 boat. She was an accomplished off-shore sailor. A lady of constant good cheer, she will be sorely missed by her husband, Andy, and all of us who have had the privilege of sharing her sailing life.”

We also learned that Carole Swinehart, wife of Leland Seinehart, has passed away.

Pot Trophy Award

Presented to Larry Shaw at the Annual Meeting

Witnesses saw a Blue Water member's unmanned dinghy circling out of control at full throttle in an anchorage in Maine. It required the effort of several nearby boats (at least one of which the out-of-control dinghy careened off of) to hook it and get the engine turned off. It reminded eyewitnesses of a remote control toy power boat, but this one was 8 feet long and had no controller. To add further to the insult, the member's sailboat also was hard aground, as the Maine tides were perhaps larger than expected. But the low tide made it easy for the dinghy's driver to walk to the swim ladder on the stern of his boat (after falling out of his dinghy, which started the whole spectacle). Luckily no major injuries resulted. Not much was said or asked during a cocktail party that evening, perhaps because said member hoped it might all just be forgotten.

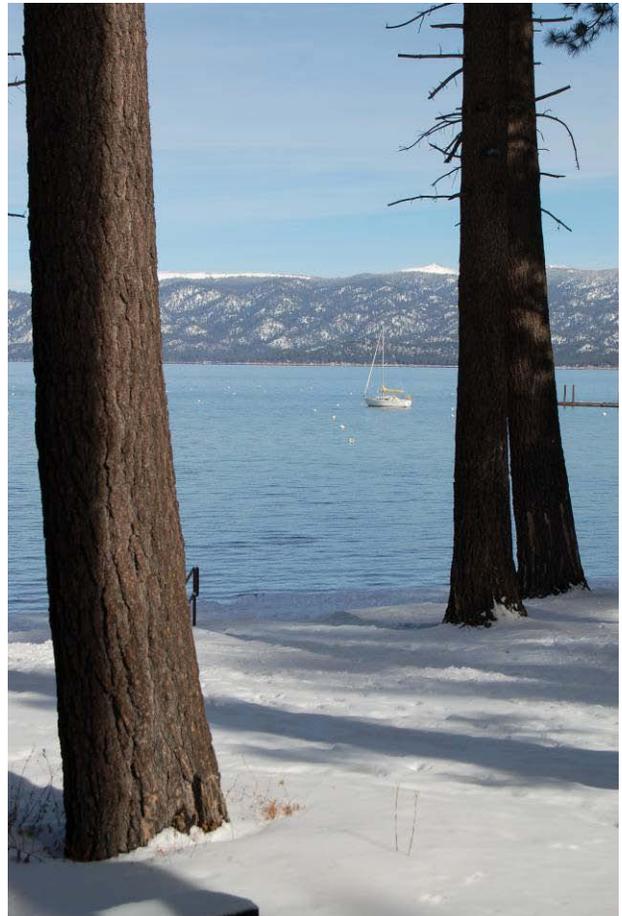
First Aid Kit

The information below is a recommendation from Ms. Juanita Allen, who ran the CPR and First Aid Seminar in the spring.

Beside the traditional kit contents, the additional items can be very useful. Pack everything into little zip lock baggies, so items stay dry and fresh:

- Saline solution for irrigating wounds and rinsing out eyes.

- Spenco 2nd skin (available at EMS) for blisters
- Whistle for getting help -- 3 short blasts = distress
- Emergency blanket -- those little foil blankets also available at EMS
- Juice box of orange juice or packs of sugar, or a little tube of cake frosting for sugar emergencies
- Benadryl
- Anti-diarrhea medication
- Orajel for toothaches
- Wax for broken wires on braces
- Small pad of paper and pen to write down signs and symptoms and treatment given
- Jello (not sugar free) packet is great if made up with twice as much water as for Jello—it provides sugar and protein
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Season's End