

# BLUE WATER LOG

## Commodore's Corner

Cathryn Griffith

The Blue Water Sailing Club's mission is "to promote good fellowship among individuals actively interested in sailing." To accomplish this, the club relies on members to volunteer their time and talents. The spirit of volunteerism is essential to our success. Last year, the club's officers, governors, committee chairs and other members organized and hosted an impressive number of events, some of which are highlighted below.

- BWSC web site.** Jeff Kenyon, Bill Knuff, Dan Power, Wally Feldman and Mike Handler spent two years designing a new web site that was launched in September.
- Waypoints.** Several issues of our electronic newsletter were sent to members, and a modified version was sent to prospective members, thanks to Ed and Liz Stott.
- Constitution.** Our governing document was revised to reflect changes in the way the club actually functions.
- Boat Shows.** BWSC had its own booth -- for the first time ever -- at the New England Boat Show in February and the Newport show in September. Thanks are due Stephen Lee for organizing both shows, and to all the members who helped staff the booths.
- Kingman Award.** Bill Knuff was recognized for his exemplary spirit of volunteerism in working tirelessly on the web site redesign.
- Commodore's Award.** Cecily Grable, who has served in many leadership roles, was honored with the Commodore's Award.
- KidSail.** Programming for children continues to grow, thanks to the efforts of KidSail Chair Dan Power and the organizers of various club

events.

- 50-year History.** Dave Kettner compiled and edited this fascinating book, which is being offered to members free of charge.
- Thank You Party.** Every member who chaired an event or proposed a new member during the past two years was invited to a thank you party in May. Thanks to Gerry and Barbara Rosen for hosting the buffet in their Marion home.
- New Members' Reception.** Members who joined the club during the past two years were invited to an informal social gathering with club officers in January.
- Membership and marketing.** Membership grew from 184 to 188, and the Board launched a marketing effort to spread the word about Blue Water throughout the sailing community, in order to increase the number of members.

These are just a few highlights and new initiatives. Many other events are detailed elsewhere in this newsletter and I am grateful to everyone who volunteered to help make the year a great success! Blue Water has a unique place in the sailing world. The club has a rich history, a full calendar of events and a very active membership. I am honored to have served as Commodore, and I thank everyone for your support.

## The Year's Events

The calendar for Blue Water Sailing Club was very busy again this year, with 17 events planned by the Board of Governors. The activities were:

### Winter Seminars:

Cruising Newfoundland & the Maritimes  
 Lobster Run: Prep for Offshore Race  
 Coastal Cruising in Exotic Places  
 Great Naval Battles, War of 1812  
 Red Cross CPR & AED Training



### **Ski Weekend**

### **Spring Meeting**

### **On-Water Events:**

Memorial Day Cruise / Spring Regatta  
July 4th Weekend – North  
July 4th Weekend – South  
Southern Cruise  
Cruise for Life  
15<sup>th</sup> Annual Women's Cruise  
Maine Cruise  
Labor Day North / Fall Regatta

### **Annual Meeting**

### **Winter Seminar**

Triple Threat Seminar

## **Vice Commodore Kudos**

Dave Patton, Vice Commodore this year, provided the following remarks at the annual meeting at the Danversport Yacht Club:

First, thanks to all those individual members that contributed to our on-water events in numerous and various ways this past sailing season. Whether, you were captain of the day, or ran one of the cruise dinners, or maybe you were behind the scenes and did some of the initial planning, it is certainly greatly appreciated, provides a variety of events for our membership to partake in and makes Blue Water, the great organization that it is. I would especially like to thank the cruise chairs for all their individual efforts in planning, organizing, and executing the various weekend gatherings and cruises.

All in all, the Club did some things that were very familiar to our membership this past cruising season that we have enjoyed before; some things new; while also re-visiting places, such as Roque Island on the Maine Cruise thanks to the Cynthia and Mark Devine and Betsy and Mark Gabrielson, that the Club has not ventured to for some time.

We sailed into and re-visited some familiar anchorages and harbors such as Memorial Day Weekend in Manchester due to the efforts of Susan and Brian Shanning and Martha and Roy Mayne; Hull for Fourth of July North as chaired by Ann and Dudley Welsh; and Gloucester Labor Day Weekend with

Gail and Larry Handler. Additionally, we had a Mini-Fourth of July South Cruise that visited Newport and Cuttyhunk plus having its own blog on the web thanks to our chairs, Anita and Todd Smith.

Wendy Keller's efforts and theme of "Remembering Old Cape Cod" touched many of the great anchorages and harbors of the Cape during our Southern Cruise.

The Ladies Cruise and its participants stretched themselves with the first ladies cruise to venture outside local waters into the Maine cruising grounds thanks to Chairwoman Cynthia Devine.

Our Kids Sail program continued to promote and expand on-water events for the memberships' children and grandchildren. We also had more children attending our cruises -- for example by the Memorial Day and Labor Day North events.

All and all, I think you would agree that Blue Water Sailing Club had a very good on-water season.

## **Pub Night**

Pub Night is a new event was added to the Blue Water Sailing Club calendar. This was organized by John Flannery in the spirit of the on-water rendezvous. All the events were held at the Harvard Club of Boston on the third Thursday of the month, January through May. There were five to ten people attending each night. An additional Pub Night was scheduled in September, during the Newport Boat Show coinciding with the Blue Water Sailing Club membership booth set up for that show.

This event is planned for January through April in 2013, again at the Harvard Club.

## **Cruising Newfoundland and the Maritimes**

Brian and Susan Schanning have cruised extensively along the East Coast from the Bahamas to Newfoundland. They were the hosts for this presentation, given at the Abbott Public Library in Marblehead on a snowy January day. They described their cruise through New Brunswick, Nova Scotia, New-



foundland and the French islands of St. Pierre and Miquelon during the summers of 2010 and 2011.



*Sogno* at ease in Aviron Bay, along the Southwest coast of Newfoundland

Their presentation included pictures highlighting the many secluded Maritime anchorages and the spectacular Newfoundland fjords they visited aboard *Sogno*, their Gozzard 37 sailboat. As cruising is always a learning experience, they gave a list of advice and tips based on their experiences for those considering a future trip to Atlantic Canada.

## Coastal Cruising in Exotic Places

Kent Bradford and Carol Witt gave a well-attended presentation at the Boston Yacht Club in Marblehead about their experiences cruising in the Mediterranean. Carol and Kent retired in June 2008, living aboard their Bristol 45.5, *Destiny*, when they are not at home in Missoula, Montana. Four years, and some 15,000 miles later, *Destiny* was moored for the winter in southern Sicily, and they stopped in Marblehead on their way back to Europe.

When asked “what kind of cruising do you do?” Carol’s answer is always the same -- “we coastal cruise in exotic places”. *What is “coastal cruising in exotic places”?* Example: An eight-day offshore passage from Norfolk, VA to Tortola as part of the 2008 Caribbean 1500 Rally, then exploring the Caribbean from the U.S., Spanish, and British Virgin Islands all the way to Antigua.

Carol’s dream was to see the Med, but she had no interest in sailing across the north Atlantic -- the 1500 had been quite enough “offshore” -- so they arranged to ship *Destiny* from St. Thomas to Genoa, Italy in late April 2009. *Destiny* arrived safe and sound in Genoa about two weeks later, where their Med Adventure began -- Positano, Capri, the Amalfi coast -- and that’s just Italy.

Since 2009, Carol and Kent have cruised extensively in Italy, Corsica, Sardinia, Greece, Croatia, and Turkey -- mostly in sight of land and without ever doing more than an overnight. Their adventures can be seen by everyone at [www.saildestiny.com](http://www.saildestiny.com).

This seminar had something for everyone who has ever dreamed about sailing off on an adventure, but not necessarily to circumnavigate or cross oceans. Carol and Kent had practical tips on everything from immigration, yacht transport, importing boat parts, useful boat equipment, shore power considerations and language issues for Mediterranean travel (see following article).

## Advice from the Captain, Mechanic, and Boat Boy

By Kent Bradford

If you are lucky enough to have a partner who is willing to consider buying into your “Sailing off into the Sunset” idea, remember Kent’s Two Rules:

**KENT’S RULE #1.** We go wherever Carol wants to go, whenever she wants, as long as she stays on the boat. (The sailing adventure was primarily my idea.)

**KENT’S RULE #2.** It may be our boat, but it is her home.

I. Maintain a balance between what each of you like about the Cruising Life.

Kent Likes: Sailing, even in high wind and rough weather; remote anchorages and natural beauty; operating and managing a complex mechanical environment.

Carol Likes: Visiting historical and cultural sites and land travel; socializing with other cruisers and people we meet along the way.



To this end we do a reasonable amount of both, but I don't ask her to cross oceans or sail at night in bad weather, and she doesn't ask me to spend two weeks visiting every Greek ruin, or having dinner parties every night we are in the marina.

II. Important aspects about selecting, setting up, and maintaining a live aboard cruising boat.

You don't need an "Ocean Passage Maker" like a Westsail or a Valiant to do the kind of cruising we do. Any 38 to 50 ft fiberglass cruising boat will do. Smaller than 38 ft is too small to live on (in our opinion) and 50ft+ gets to be too much to handle and maintain.

a. Things that are important and need to be well set up and maintained:

Reliable engine and generator: We find that we motor almost 70% of the time in the Med, so the engine is very important. Entering a strange harbor under sail is a nightmare! Med mooring is hard enough without engine problems.

Battery power and electrical power generation. You need BIG batteries (*Destiny* has nine batteries and 660 Amp-Hrs of capacity in the house battery bank. We have a big (8 Kw) diesel generator and a 220V to 110V shore power transformer. I wish we had some solar panels.

Extra heavy ground tackle: We have a 70 lb. main anchor and 250 ft. of 3/8" chain. The boat came with a 40 lb anchor and 100ft of chain, which Chapman's said was adequate but wasn't heavy enough or long enough. A good windlass is also essential!

A minimum of bright work topsides: Lots of top-side bright work is a bad idea in the Caribbean and the Med. *Destiny* has a ton of teak topsides and it is a Bitch to keep up! I use Cetol natural on the topsides but it is not available everywhere in the Med.

Plan to spend 20 to 30% of your time on Boat Maintenance: If you don't like working on your boat, or hire people to do your boat maintenance, you can't do this. Even if you can afford it, finding someone competent in a foreign country to fix things on your boat is tough and frustrating. Buy Nigel Calder's "Boat Owner's Mechanical and Electrical Manual" and read it cover to cover. It is hard to read

but provides essential understanding that will stand you in good stead when you are in trouble in some far off anchorage.

b.) Things that are not so important, in our opinion and experience:

Fancy electronics (i.e. Chart Plotter at the bin-nacle, wind instruments etc). We have charting software on a laptop down below and free charts of the world. We navigate and steer with a \$100 Garmin 76 GPS at the wheel. That and a compass and depth sounder all what we use most of the time to navigate.

Complete paper charts: The combination of a current "Cruising Guide" for the country we are in and our PC based charting software and charts, make paper charts extraneous. Using this set of navigation aids has never given us a problem. We have two backup PCs and two backup GPS's so even if the main PC dies or the main GPS fails we can get to the next port. We did get small scale charts of the entire Med for about \$100 from Bellingham, but rarely take them out. Not everyone would agree with this strategy but it works for our coastal cruising.

Lots of "Heavy Weather Gear": We have a Life Raft, Storm Jib, Storm Main, etc. We got most of this gear because it was required for the Caribbean 1500 off shore rally, but quite candidly it is mostly superfluous unless you are crossing oceans. In the rare chance of an emergency, our dinghy would work just fine as a life raft, and the rest of the stuff has never, and probably will never be used. In our experience most cruisers in the Caribbean and the Med have none of this stuff.

Watermaker: *Destiny* carries 250 gallons of water and I promised Carol that we would never run out, and that includes our 8 day passage on the 1500 with four people onboard. In weighing the cost, energy consumption, space required and availability of water I determined that a watermaker was not necessary for the cruising we planned. In the Med we have never paid more than €5 to fill our tanks and costs in the Caribbean were comparable.

III. Other suggestions for a safe and fun cruising experience:



Have primary tasks, but both of you should be able to do everything in an emergency.

Swap off Captain and Galley duties and let the other person learn by doing.

Have the female become the primary helmsperson when anchoring and docking. In the Med, handling the anchor and lines when anchoring and docking can require a lot of strength, whereas steering and handling the throttle does not, so the stronger crew member should do the heavier work. And try not to YELL!

Get off the boat periodically and stay ashore. It will make the boat feel a lot less confining and gives you a chance to see more of the local culture.

## Great Naval Battles: War of 1812

David Kettner

This event was hosted by Betsy and Mark Gabrielson, and Caroline and David Kettner. It was held at the Constitution Inn in the Charlestown Navy Yard, near the USS Constitution ship and museum. The event began with breakfast goodies kindly provided by Betsy and Caroline, who baked several of the offerings for the guests. Mark gave a thorough discussion of the reasons why the (puny) United States decided to go to war with Great Britain (again), the greatest naval power extant, and the strategy employed by our navy. He then covered the four principle battles – two in the Atlantic, one on Lake Erie, and one of Lake Champlain.

This was a multi-media presentation, with slides, movie clips, and hands-on models for the kids. The battle descriptions included a discussion of the sailing considera-



Mark Gabrielson demonstrates the fine points of "Crossing the T"

tions the ship commanders and crew had to cope with as they maneuvered during the battles. To add detail to the presentation there were poster board presentations on the British *HMS Victory* and *HMS Temeraire*.

Attendees had a catered lunch after the presentation, and then proceeded to the Constitution Museum for a curator's discussion of the Constitution and her construction. Others had time to also tour the *Constitution*, as well.

## July 4<sup>th</sup> South

Todd and Anita Smith

From world class excitement of the America's Cup races in Newport, to the serene beaches of Cuttyhunk, and a finale of fireworks at the historic town of New Bedford, *Twilight* enjoyed the company of eight other Blue Water Sailing Club boats throughout the July 4<sup>th</sup> South Cruise: *Wind Power*, *Mise En Place*, *Jem N Us*, *Gypsea*, *Keewaydin*, *New Wave*, *Mahina Kai*, and *Snow Goose*.

Boats started arriving in Jamestown on June 28<sup>th</sup>, and the America's Cup activities were also getting underway. This year the contender boats were the ultra-fast catamarans. The boats moved fast, very fast, often with only one hull in the water. On Saturday everyone had their own specific plan of attack for getting to see the Americas Cup races. Herb and Ruth took *Wind Power* across and into the fray of spectators, Tom and Kim dinghyed over in their comfortable inflatable and the *Twilight* crew squeezed (3+ ship's dog) into our 8' inflatable and made the 30 minute trip across from Jamestown to Newport. On Sunday everyone again divided up to visit the races. Herb and Ruth took the land option at Ft. Adams and reported that the viewing was fantastic. Wayne and Art from *Mahina Kai* reported in similarly and also had to duck into a portico at the Fort to finish their flutes of Moet Champagne (Moet was one of the sponsors) while they waited for both the crowds and the rain to abate.

The boats transitioned from buzzing Jamestown to sleepy Cuttyhunk on Monday. *Jem En Us* and *Twilight* were the only two race contenders. The two boats were off in a light but sufficient northwest breeze. *Jem En Us* had their entire wardrobe out



and looked sharp crossing the starting line; ready to add a few more miles to the 4,538 nmi trip they completed over the winter!! *Twilight* was running a little over 5 knots under an asymmetric and main. Approaching the mouth of the Sakonnet River the wind became lighter and variable. *Jem En Us* pointed southeast, then south, then north in an attempt to catch the fluky wind. *Twilight* slowed until the knot meter read zero. After about an hour, the two boats communicated on VHF 71 and called the race, but not before Adison onboard *Twilight* hauled in dinner...a 7lb bluefish.

A couple of beautiful days went by really fast and crews woke up to light rain and fully overcast skies in Cuttyhunk in contrast to the hot sunny steamy mornings of the past 5 days. At 0900 Tuesday six members of the cruise boarded the *Rascal Jr.*, a 26 ft. Nauset captained by Cuttyhunk fixture Charlie Tilton, to head out to the Sow and Pigs reef on the west side of the island in search of bass and bluefish. The day was beautifully sunny and so calm that the fish took the day off as well.

At 2 PM, dinghys from *Twilight*, *Jem En Us* and *New Wave* set out to Gull Rock southeast of Penikese Island in search of the seal colony that has taken up year round residence there for the past four years or so. The seals did not disappoint us, with over 40 sighted sunning or swimming in the shallows, including several young pups! On the way, *Jem En Us* picked up Ed and Liz Stott, who were anchored outside the pond on *Gypsea*, their Swan 44.

After a smooth sail to Fairhaven on Wednesday, the 4<sup>th</sup>, the crews enjoyed the continued summer weather at the Fort Phoenix Beach and then a BBQ at the Fairhaven Shipyard before an amazing fireworks show.

And of course every evening provided an opportunity for the BWSC traditional happy hour on one of the boats. The crews also enjoyed a lovely breakfast with a fantastic view of Vineyard Sound and the islands at the Cuttyhunk Fishing Club, al fresco dining with lavender crème brulee at La Trattoria in James town, and a summer BBQ on Cuttyhunk complete with hamburgers, sausages, summer salads and S'mores.

## Cruise for Life

Liz Stott

The Cruise for Life is a fundraising event to benefit the Jimmy Fund and the Dana-Farber Cancer Institute. Many of us have been touched personally by cancer, and many more of us have lost friends and loved ones. This event is an opportunity to support cancer research while coming together and sharing our passion for boating. The Blue Water Sailing Club encourages your participation.

Some facts you should know:

-- The Board of Governors of Blue Water Sailing Club voted unanimously to become the first Supporting Yacht Club of Cruise for Life. Blue Water Sailing Club members receive the Cruise for Life monthly newsletter.

-- Cruise for Life has 501(c)3 certification through the Jimmy Fund and is awaiting approval of independent 501(c)3 status.

-- BWSC member Michael Handler founded Cruise for Life and members Peter Dragonas and Liz Stott serve on its board.

-- Cruising World and MotorBoating magazines are official media partners.

-- There are awards and special recognition for the yacht club with the most participation, the yacht club that raises the most money, the boat that raises the most money and the individual who raises the most money at Cruise for Life events.

Liz Stott sent the following Letter to Cathryn Griffith about Her and Ed's participation:

Cathryn, I have to tell you about the Cruise for Life event. It was MAGNIFICENT. And Blue Water should be so proud to be a significant contributor/sponsor. It was really awesome. I don't know where to start – but I hope you will share my ramblings with the Flag Officers and Board members.

Ed and I arrived in Provincetown on Wednesday, and boats started coming in from Wednesday to Saturday. Each night there were cocktail parties and gatherings. We were busy for the few days leading up to the event working with Mike and Marcie Handler and the event planner in Provincetown



to make sure Saturday night went perfectly – which it did! It's been like planning a wedding – months of work which culminated in fantastic evening.

Saturday afternoon, Larry and Gail Handler, Mike and Marcie, and Ed and I were over at the tent getting things set up. A classic wooden schooner was on the dock right near the tent, along with the Fast Ferry to Boston – which brought many curious onlookers over to the tent to see what was happening. When we explained why we all were here, you wouldn't believe the personal cancer survival stories that came out of people.

All of the guests (100+ on 18 boats) started arriving at the tent around 5 PM for cocktails. Goslings (a sponsor) provided all rum drinks at half price. Lots of mingling. Blue Water Sailing Club got tons of PR, because in our conversations with other attendees, of course it came up that Ed and I knew the Handlers from Blue Water Sailing Club, which happens to be a supporting yacht club. That in turn raised the question about “what is Blue Water Sailing Club” and gave us the opportunity to speak highly of the organization and encourage prospects to check us out and consider membership.

The tent was beautiful and had great lighting inside, all around the perimeter. Round tables were set up with white tablecloths. A parquet dance floor was set down in the center of the tent floor. The setting was open feeling yet intimate. What really made it intimate were the stories and connections that everyone made with each other. There was a common bond with all who attended, and that was that they were here to help cure cancer. Every single person there had a personal story – whether they personally had been touched by cancer, or that a loved one had been affected. One woman, the sister-in-law of our good friend, George Gallup, a yacht surveyor, told me of her experiences at Dana-Farber and Brigham & Women's. She is an eight-year survivor of ovarian cancer. She told me of her “wonderful experience at Dana-Farber”, and how the caregivers there “never made me feel sorry for myself”. Jean noted that her experience with cancer has changed her life in many ways: “You value your health more; you're not always looking on the outside – you do more looking on the inside; you get connected and more grounded”.

So, this was unlike most cocktail parties we all attend – people were really sharing and talking and caring. It felt really beautiful.

Then the buffet dinner started and Mike spared no expense. It was a fantastic (!! ) dinner -- Lobsters, Steamers, Mussels, Ribs, Brisket, Corn on the Cob, Cornbread, everything!!! It was a bountiful feast and everything was delicious.

During dinner, Mike shared a beautiful video of Martina McBride singing with interwoven stories of cancer survivors. There were wonderful speeches by the woman who runs the Provincetown Chamber of Commerce, by Rex the Harbormaster (another cancer survivor), by Mike Handler and others. Then we listened to two keynote speakers who captured the audience with their moving speeches filled with passion about their intimate experiences with cancer and the Dana-Farber Cancer Institute. Shane McBride, a cancer survivor who serves on the Patient Care Advisory Council for Dana-Farber shared his very personal, touching story. Researcher at Dana-Farber, Ed Stack, a sailor and cancer survivor himself who participated in the fundraising event with his sailboat *Gotta Jibboo* enlightened the crowd about the leading-edge research that is taking place at Dana-Farber.

Then, after other speeches, many prizes and awards were distributed. Mike made sure that there was an award for every captain, and probably over half the crowd were recipients of vests (Atlantis WeatherGear sponsor), foul weather jackets (courtesy of Cruising World), nautical prints and other neat little gifts. A representative from Cruising World was there and he LOVED the event!!! He stayed until the last song played. I guess he was back in the office on Monday and told Sally Helme, Publisher, how fantastic the event was and how proud Cruising World should be to have been a supporting Media Sponsor. They are on board to do it again next year. Their editor will be writing an article about the event which you will see in Cruising World soon. (Hopefully Blue Water Sailing Club will be mentioned – I have sent her a press release with all details).

The band was, excuse my language – but “Kick-Ass”!!! They are called UNITY, from Boston – an eight-person band who played Motown, 50's – cur-



rent day music – such high energy – awesome, awesome band.

Overall, the entire experience was truly amazing. You felt like you were part of something very important. It was intimate. It was high energy. People were passionate and connected. It was very cool. I really hope that next summer (July 27, 2013 – Provincetown) even more Blue Water Sailing Club members and boats will participate. I'm telling you, it was an amazing thing to be a part of. And great publicity for the Club.

## Southern Cruise

Wendy Keller

The Southern Cruise this year was based on Sand dunes, sailing and salty air with some lobster stew thrown in for good measure!

A small but enthusiastic group of cruisers, including *Languedoc*, *Starlight*, *Sea Hawk*, *Latitude*, *Ean Na Mara*, and *Being There*, and lead by *Misty*, began the cruise in Hadley Harbor. The fleet then cruised to Hyannis, Chatham, Nantucket, Martha's Vineyard Vineyard Haven, Lake Tashmoo, Edgartown, Block Island and finally Newport R I. The highlights included cocktails at Edgartown Yacht Club, a pot luck supper in Hadley Harbor, and an evening cocktail cruise around Hyannis Harbor aboard *Misty*. Sunshine, swimming, beach combing, and good fellowship were in abundance! Fortunately, we had no nominations for the pot award. Special thanks to Fred Kern for proving expert tide and current information, and to all our cruisers, whether they were new or old members. We hope that new memories were created.

## Women's Cruise 2012

Cynthia Devine

This year's cruise around Penobscot Bay was one of the best!!

Cynthia Wright DeVine (*Devine Wind*) with her crew consisting of Janet Brown, Barbara Cavanagh, Betsy Gabrielson, Sue Pattern and Kem Vassallo, Cecily Grable (*Quintessence*) with crew Linda Allen, Hasty Evans, Cathryn Griffith, Chris Morey and Ellie

Scherr, along with Pat Dieselman (*Starfire*) and her crew Pat Marshall, Flossie Porn, Doris Sepuka and Toni Shaw gathered at Rockland Yacht club for the start of the Ladies cruise with a sendoff reception on July 29<sup>th</sup>, 2012.

What a start to a fantastic cruise!! Monday was even better. Beautiful blue skies and wind made the journey to Camp and Bold a delight. Better still was the mussel safari and mussel bake on the beach. Great anchorage, sun, warmth, protection from the wind, our own little beach with incredible rock formations, great camaraderie, jokes, a little wine and a fine sunset made for a totally awesome Maine day! Tuesday some of us stopped at Billings to fill with water before sailing among the various islands heading up to our anchorage behind Holbrook and Ram Island near Castine. (Unbelievable how much water ladies can go through!) *Devine Wind* and *Starfire* rafted off with the crew from *Quintessence* joining them in the evening for an abundant potluck dinner aboard *Devine Wind*. It was another fine evening of fun, laughter, camaraderie and sharing of many life's lessons as well as a fantastic sunset looking over the Camden hills. No wind in the morning made for a lazy start while we enjoyed the quiet solitude and glassy waters in the bay; however, much wind in the afternoon found us in Belfast thankful for a mooring albeit a rocky one. For those who have not visited Belfast, it is quite a lovely walking town with much history, interesting shops, restaurants and an impressive new marina still in construction phase. Thursday great winds found *Devine Wind* racing along doing 7.5 knots on jib alone and then FOG!! Well, it is Maine. The ladies were able to grab the last available moorings off Warren Island near Seven Hundred Acre Island off Islesboro Island and explored a bit before dusk and mosquitoes descended.

Sadly Friday dawned. After group photos on the dock and an appreciation gift presented to Pat Dieselman for being one of the founding members of the very first women's cruise 15 years ago, we began our way back to Rockland. It was a serene morning with seals off the point bidding us farewell and patchy fog among the islands and across the bay.





Women's Cruise relaxing on the beach

## Maine Cruise 2012

**Cynthia and Mark Devine, Betsy and Mark  
Gabrielson**

This year, the Maine Cruise was a unique experience, officially starting at Roque Island on August 4, 2012. It was one of the best attended Maine cruises in recent years with 26 boats participating and over 70 members attending at least one event. The itinerary was designed to be flexible, offering both new and tried and true harbors with plenty of lay days to relax and kick back. It was unique in that we started off with a rendezvous at Roque Island with three approaches offered to get there. The first approach was "on your own", and eight boats chose this course. The second approach offered an overnight flotilla from Gloucester, with three boats participating. The third approach was leaving from Northeast Harbor. Unfortunately, thick downeast fog combined with small craft warnings for the following morning deterred this group of 16 boats from venturing further downeast. However, it was noted there were far worse places to be stuck than Northeast Harbor!

Saturday, August 4, dawned bright and sunny allowing eight boats to meet up at beautiful Roque Island. There they enjoyed warm winds, clear water and a gorgeous secluded anchorage in Lakeman Harbor. That evening the camaraderie began with an evening cocktail reception hosted by the Kostishack's. The following day was clouded in fog;

however, three boats persevered making the 180nm trip from Gloucester, initially under clear conditions, but with a good deal of fog most of the way. Fortunately, all awoke to clear skies on Monday. What a great day with hilarious dinghy races in the morning followed by an awards ceremony reception on Lyra then it was off to one of the most beautiful white sandy beaches north of the Caribbean for walks and lunch.

Tuesday, August 7, the group departed Roque under sunny skies with some boats bound for Great Wass or the Cows Yard, others to Trafton Island and still others back to Northeast Harbor. Wayne Haubner and Art Au Clair hosted cocktails aboard *Mahina Kai* that evening in Trafton. Meanwhile the group left behind in Northeast Harbor found much to do. Acadia National Park is a treasure to be enjoyed in so many ways, with hiking both challenging rock strewn summit trails to more leisurely but equally gorgeous carriage roads. The superb bus service through the park and around the island allowed others to explore so many fantastic places such as Jordan Pond House with its famous ice cream filled popovers and awesome views. Others went for day sails, visited Little Cranberry Island or ventured to Treasure Island for an overnight. With the large number of boats in the harbor only one of the incoming BWSC boats had to raft for lack of mooring availability -- turns out it was one of the cruise co-chairs which made it easier to strategize for upcoming activities!! On Wednesday evening we all met for the BWSC reception at the Watermark Restaurant and Lounge at Kimball Terrace Inn. The welcome reception was very well attended (about 64) and thoroughly enjoyed by all under sunny and warm conditions.

Thursday, August 9, started with a bit of fog but most ventured out to various places as planned with the fog burning off in most locations. The Sweet Chariot Music Festival on Swan Island lured many of our members. Others chose varied destinations to include another Northeast Harbor lay day, Southwest Harbor for needed repairs, Bucks Harbor, Bass Harbor and Southeast Harbor. Friday brought the group together again to experience another cruise highlight with the much anticipated Lobster Boil at the Gabrielson's Southeast Harbor cottage. The launch, *Eastern Mark*, skippered by Mark Gabrielson



and daughter Lisa led the dinghy train to the dock at Tide Race with 70 plus folks counted. The Devines and Gabrielsons had great fun organizing the event along with incredible support from the Green family, who did an outstanding job feeding the masses!! What a special night! The following morning, many decided to forgo going to Perry Creek and decided to stay put and enjoy the quiet anchorage and visit with other cruise members.

Sunday dawned foggy but with easily manageable conditions as the group departed for Cradle Cove / Seven Hundred Acre Island / Islesboro. Several were able to enjoy a great sail over despite fluctuating fog banks. Once settled on their moorings a small group took a hike on the back roads of this secluded piece of heaven. Monday was a delight, warm and sunny. Several brave women dared the waters for a swim and found it quite refreshing while others headed to shore or over to Islesboro before getting ready for yet another cruise highlight, Movie Night!! Thanks to the Dark Harbor Boat Yard and their hospitality, and with their help, we set up a sail canvas from one of their buildings for the movie screen, had a potluck dinner on the deck followed by popcorn for viewing the movie, *The Artist*. This was an incredible evening under the stars and now that I think of it no mosquitoes either! (Editor's Note: Mark provided an article about this event to Points East Magazine. You may view the article at <http://www.pointseast.com/archives-12.shtml>.)

Tuesday, August 14, the cruise had planned to take us to Allen Island, but with so many pots and so many boats we ended up in Port Clyde with the Feldman's hosting an evening cocktail party. Port Clyde is a quaint fishing town and a nice place to stretch the legs, buy lobsters or eat on the deck and provision if needed. A race was planned for Wednesday and we surely did try to find some wind. However, after a postponed and twice delayed start even *Devine Wind* couldn't find wind so the race was called off. Of course, once we reached the Sheepscot River, a puff came up and boats were able to sail a bit before heading into Robinhood Marina for the Commodore's Dinner at the Osprey Restaurant. The staff could not have been more accommodating especially with the large crowd of 39. We were blessed with fair skies and a warm breeze for a superb hors d'oeuvres / cocktail hour on the

lawn. For dinner members moved indoors and although we overwhelmed the kitchen a bit, it was well worth the wait.

Thursday we departed for Casco Bay or homeports after a very enjoyable fun filled BWSC cruise with many great memories to savor. Thanks to all the participants. You all made this cruise the success it was!

## Labor Day Weekend North

Gail and Larry Handler

This was a very full weekend for all the participants. On Friday afternoon, August 31, we had a welcome dinghy raft-up at the stern of our boat. There were a total of nine dinghies, with over 22 people having cocktails and passing appetizers from boat to boat.

Saturday morning we headed through the Annisquam River to Wingaersheek Beach as scheduled. The tide was almost high when we got there, but there was just enough sand left for the 11 kids to participate in the Blue Water Sailing Club Junior Olympics, with the highlight being a Sand Castle contest. The kids split up into three groups competing for Gold Medals in three categories. Amazingly, each group won one of the three categories; fortunately, we had enough Gold Medals for everyone.



Sand Castle Competitors

The Floating, Progressive Pot-Luck Dinner on Saturday night was a huge success. There were three boats hosting 32 people for each course. The



food was fantastic and the company even better. The highlight was the dessert, which included front row seats for the Parade of Lights and the Fireworks Display.

Sunday was a relaxing day. Some people left their moorings to watch the Schooner Races, while others went ashore for breakfast at Zeke's, and then enjoyed the day on their boats doing various chores, reading, napping, etc. Dinner on Sunday was at Mile Marker 1 Restaurant, and was well attended, with almost 40 people joining us. The food was very good, and there was a live band as an unexpected surprise.

It was a very enjoyable weekend, with a little something for everyone.

## Member Kudos

### Mike Handler

Mike was named "Sailor of the Week" for February 9 – 15, 2012 by US Sailing Media. He is the Founder and Executive Director of Cruise for Life, a unique sailing and power boating event that raises money for the Jimmy Fund and Dana-Farber Cancer Institute. The goals of Cruise for Life are to raise money for the fight against cancer; to help find a cure; and to support innovative cancer research and compassionate patient care at the Dana-Farber Cancer Institute and other New England based can-



cer centers.

### Bill Knuff

Bill received the Kingman Award from the Blue Water Sailing Club in recognition of his many hours of service in the development of the new BWSC website. Bill contributed many ideas and concepts to the design of the website, and effectively managed the contractor doing the actual site development.

## In Memoriam

We received notice this year of the following obituaries.

**Roger Williamson Kent**, of Weymouth, passed away peacefully on the morning of June 18, 2012 at his home. The respected, long-time operator and co-founder of Kents Carpetland was 92. He was preceded in death by his devoted



wife of more than 60 years, Frances (Ricker) Kent, in 2005. Born in Dorchester, May 23, 1920, Mr. Kent was the younger of two sons born to the late Horace and Maizie Evelyn (Wilson) Kent. He was raised in Quincy and graduated North Quincy High School in 1938, before serving his country during World War II in the U.S. Navy. He was honorably discharged on Feb. 20, 1946 with the rank of Aviation Electronic Technicians Mate, 2nd Class. Mr. Kent was a co-founder and the first Commodore of the Blue Water Sailing Club. (From the Patriot Ledger, June 19, 2012)

**Elizabeth (Martz) Freeman** of Peterborough, and formerly of Winchester and Newton, Mass., passed away on Jan. 30, 2012, at home. Lisa was born on Feb. 8, 1927 in Laurium, MI. After some moves during the Great Depression to Texas and Indiana, she grew up in Newton Highlands, where she met her husband, Richard W. Freeman, an engineer and graduate of Tufts. After marriage in



1952, they settled in Winchester, Mass. for 41 years before moving to Peterborough.

Lisa thoroughly enjoyed sailing. Her experience began at camp on Cape Cod, Mass., as a child, continued at MIT where she sailed during her lunch hours, and later with her husband and family when they acquired a 42-foot sloop, *Nakoni*. She also sailed in the Mediterranean and Caribbean, and motored on a canal boat in France.

Lisa is survived by her husband, Richard W. Freeman of Peterborough, her two sons, and a grandson. (Information provided by Annette Hodess)

**Faith A. Margolin**, wife of former member Jerry Margolin, passed away on August 20<sup>th</sup>. A memorial service was held at the Unitarian Church in Concord on August 30<sup>th</sup>. (Photo taken from the Concord Funeral Home web site.)



**Willem Vanker** passed away in Zutphen, Netherlands, on October 28 after a prolonged illness. He and his wife Elsbeth were very active in Blue Water before making the transatlantic passage to their native Netherlands aboard *Spirit of Aeolus*, and then cruising extensively in northern Europe. Willem and Elsbeth gave a fascinating and detailed presentation about sailing along the coast of Norway to the island of Spitzbergen, near the Arctic Circle, at a BWSC Spring Dinner a few years ago. Willem is survived by his widow, Elsbeth, his son Olivier and his daughter Niki and their spouses, and three grandchildren. (Information provided by Cathryn Griffith)