

# BLUE WATER LOG

## Commodore's Corner

David Patton

The 2013 seminar and sailing season for the Blue Water Sailing Club has been another busy eventful year thanks to all our wonderful members that have volunteered significant amounts of their time and energy to not only keep the Club operational but to make it what it is. Whether it is those people that you have met that have chaired events or those volunteers that you may not realize are behind the scenes of what you see taking place. Without these folks, melding together this past year's various parts and pieces of the Club's organization we would not have been able to provide the wide range of activities that were available to you as members.

The year commenced with a seminar in December 2012 at the Swampscott Yacht Club and ended in early November 2013 with our Closing Luncheon held at the South Shore Country Club in Hingham. Thanks to the efforts of the event chairs coordinated by Rear Commodore Mark Gabrielson, a variety of topics were discussed during our winter seminar season. The ski weekend was held in early March at Sunapee Mountain in lower New Hampshire. Additionally, there were monthly Pub Nights held at the Harvard Club in Boston, and also some regional get togethers in Portland and Newport that took place until the start of our sailing season with our Opening Dinner held at the Corinthian Yacht Club in early May.

During a late March weekend, with Ed Stott as Chair and the support of numerous other Blue Water Sailing Club volunteers, Blue Water Sailing Club conducted a very successful Safety At Sea Symposium for the 2013 Marion to Bermuda Yacht Race participants and other interested sailors. Since its inception, the Club has always been one of the three sponsoring clubs for this Race. However, the Blue

Water Sailing Club had never won the Marion Bermuda Team Trophy, which we did this past Race thanks to our team of Mark Gabrielson skippering *Lyra*, Arthur Auclair and Wayne Haubner skippering *Mahina Kai* and Rick Pedone skippering *Talisman*.

There were ten on-water events plus the Marion Bermuda Race that took place during this past sailing season thanks to our on-water event chairs with the support of Vice Commodore Dan Power. The events started on Memorial Day weekend and ended on Columbus Day weekend. As in recent past, Memorial Day, Fourth of July, and Labor Day saw events take place both north and south of the Cape Cod Canal to better accommodate the location of our member's sailboats. Our traditional Maine Cruise experienced some of Maine's best island venues, while this year's Southern Cruise enjoyed the Connecticut and Long Island shore culminating in a visit to New York, New York.

The new Blue Water Sailing Club website got fully launched and rolling this past year. Yes, we did have our "hiccups" and certain aspects of the website did not work as we had hoped when the website was initially launched. However, with some adjustments I think you will find that we now have a website that will serve the Club well, and provide valuable support to the membership, such that you can do what we all like best – enjoy the fellowship of other members actively enjoying sailing. I want to especially thank Brian Schanning and Dan Power for their efforts and support of the website in 2013.

Our marketing efforts continued throughout the year not only in letting the sailing community know further about whom we are, but also in recruiting new members and last but not least striving to retain our existing membership by making sure that everyone receives value for your membership in the BWSC. Our membership grew from 188 to 190 this past year, which was because of such things as our events, both on- and off-water, efforts to provide dif-



ferent types and more BWSC gatherings, our boat show presence, periodic magazine article publication and our WAYPOINT newsletter, the new member reception, and the publication of this document, the LOG.

We have adjusted our communication methods striving to keep members informed and connected to the Blue Water Sailing Club in this new changing digital world. The make-up of the BWSC is always evolving; hence, we continue to look forward with the intent to keep the BWSC growing and vibrant.

I have enjoyed meeting and working with so many of you during my tenure on the Bridge and especially this past year, as the BWSC Commodore. Thank you all for your ideas, enthusiasm, participation and support. I look forward to seeing you this coming year at seminars and on the water.

## 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:

- Great American Solo Ocean Racer
- How to Turn On Your Computer
- US Naval War College Visit
- Marion-Bermuda Safety at Sea Seminar
- Docktails Seminar

### Ski Weekend

### Spring Dinner Dance

### On-Water Events:

- Memorial Day Cruise – North & South
- Marion-Bermuda Race
- July 4th Weekend – North & South
- 16<sup>th</sup> Annual Women's Cruise
- Southern Cruise
- Cruise for Life 2013
- Maine Cruise
- Labor Day – North & South
- PHRF Race
- Columbus Day Weekend

### Annual Meeting

### Winter Seminar

Maritime Art Tour at the Peabody Essex Museum

Salem Historic House Tour

In addition, there were several pub nights in Boston, and also one in Portland, Maine.

## Rich Wilson: The Great American Solo Ocean Racer

David Kettner

On February 2, Blue Water Sailing Club members were treated to an exciting and compelling lecture given by Rich Wilson, in which he described his preparation and experience in the French Globe Vendee' 2008-2009. This is a solo around-the-world race from France to France. Rich finished 9th of 11 finishers of 30. He was the only American, the only asthmatic, and the oldest skipper (age 58) in the fleet.

Sailing 28,790 miles in 121 days, Wilson endured broken ribs, a facial gash, compressed vertebrae, hurricane force gales, an ascent alone up the 90' mast, crushing fatigue, fear, and gear breakage in braving the course via the Atlantic, Indian and Pacific Oceans, Cape of Good Hope and Cape Horn, in his 60' monohull *Great American III*. The primary purpose of his voyage was K-12 education. Founder of sitesALIVE!, Wilson connected his voyage to 250,000 students and 7 million readers by publication of a 15-part weekly series (which Rich wrote aboard ship) in 50 U.S. Newspapers in 12 states, and by [www.sitesalive.com](http://www.sitesalive.com). schools in 15 foreign countries participated online.

This was a fascinating presentation. Besides his own experiences, he discussed other racers who, among other experiences had to make repairs to their vessels on their own, including repairing a broken carbon-fiber mast. The racers also watched out for one another with weather information and companionship (via satellite telephone), and rescue operations when required. Just finishing the race is a significant accomplishment. Afterwards, Rich autographed copies of his book describing the event, "Race France to France; Leave Antarctica to Port".



## Ski Weekend

Sue Struss

The Blue Water Sailing Club Mount Sunapee ski weekend at the beginning of March kicked off with true BWSC tradition with a Friday evening welcome reception with cocktails. Attendees ranged from snow shoe'ers to folks there just to socialize as well as every snow sport in between.

The alpine / telemarking group met Saturday and Sunday for the first chair up the mountain, and again at 9:30 am for those less ambitious. We toured the mountain taking in the stunning views and giggling through our photo opportunities. We enjoyed some of the best winter skiing in the glades and the perfectly groomed slopes for which Mount Sunapee is known.



On Saturday evening the entire group reconvened for après ski at the Mountain Edge which progressed nicely into a group dinner of prime rib or seafood casserole. The evening was filled with many stories of our skiing activities and of course, sailing plans for the upcoming summer.

## US Naval War College Visit

Over 50 Blue Water members and guests enjoyed a day at the US Naval War College on the shores of Narragansett Bay on a beautiful March day. With security clearances handled by seminar

organizer Wendy Keller, the group started at the NWC Museum, the original building of the College when it opened in 1884. We toured three floors of exhibits, including a wonderful collection of model ships. John Hattendorf, Director of the Museum, gave an hour-long talk on the history of the College and highlights of the US Navy's presence in Narragansett Bay starting with the Revolutionary War.

Everyone strolled down the hill in the sparkling weather to a hot buffet lunch at the Officer's Club. Another presentation by Joan Johnson-Freese, a professor of national security affairs at the College on China and India's space programs, kept the audience riveted. There was plenty of time to socialize and enjoy each other's company as well.

The Naval War College Seminar was a great success. The Club extends a collective 'Thank You' to the BWSC organizers, Professors Hattendorf, Johnson-Freese, and to the entire College for a wonderful seminar.

## Memorial Day – North

Craig Spear and Roy Mayne

Despite the nasty weather, three intrepid sailboats, (*Sogno*, *Winterhawk* and *Free Spearit*) arrived in Manchester Harbor on Friday afternoon, May 24<sup>th</sup>, in preparation for the weekend festivities at the Manchester Yacht Club and Manchester's The Landing / Seven Central Restaurant.

On Saturday evening the 25<sup>th</sup>, some 16 members gathered in the MYC Clubhouse, where a fire had been lit, for a cozy Gam, as the weather played its tricks outside. The grill was fired up, wonderful appetizers appeared, as did beverages, and a most congenial evening was had by all.

Then on Sunday evening the 26<sup>th</sup>, 33 members, guests and children attended the dinner at The Landing. Some dark and stormies pushed the clouds away as the sun shone brightly through the windows. A splendid buffet was prepared, and excellent conversation ensued as members discussed their upcoming plans for the summer.

In spite of the weather that dampened the beginning, all those who attended the weekend had a



great time. Thanks to the Manchester Yacht Club for graciously hosting us.

## Memorial Day – South

Four boats signed up for the inaugural Memorial Day South cruise, *Abigail*, *Saoirse*, *Twilight* and *Windpower*. On the evening of the 23<sup>rd</sup> Jay Wurts called to say that he would like to join via land for the *Tabor Boy* tour and the festivities at Beverly Yacht Club. (The SSV *Tabor Boy* is a 92-foot gaff-rigged, two-masted topsail schooner that has been a part of the Tabor Academy in Marion, Massachusetts since 1954.) *Saoirse* and *Windpower* opted out of the cruise due to the forecast.

As the weekend approached and the weather forecast worsened, including potential gale force winds, the interest in committing to Padanaram began to wane. The decision to officially cancel Padanaram was made on the 25<sup>th</sup> so that members would not be obligated to pay the \$50.00 mooring fee, but all agreed that we would finalize plans when we gathered over cocktails. The activities for Marion Harbor continued as scheduled.

The afternoon of the 25<sup>th</sup>, seven hearty souls met at Hoyt Dock on the Tabor Academy campus for a launch trip to *Tabor Boy* for a tour. The crew of *Tabor Boy* could not have been more generous with their time and the information they imparted. What an amazing opportunity these high school kids have and how impressive were our student tour guides!

Later in the evening, we gathered at the Beverly Yacht Club for drinks, appetizers and socializing. The club is not typically open but welcomed us with a warm fire blazing in the fireplace which was very much appreciated given the temperature and rainy weather conditions.

Sunday, *Abigail* and *Twilight* discussed both Hadley's Harbor and Cuttyhunk as destinations. *Twilight* got an earlier start and made it to Cuttyhunk and *Abigail* made for Hadley's instead as the weather conditions worsened. The two crews traded pictures of both very empty harbors and agreed to stay in touch for a later rendezvous on the bay when summer finally begins!

## July 4<sup>th</sup> -- North

The first to arrive in Hull were Herb and Ruth Weiss aboard *Windpower* on Wednesday, followed by the rest of the group on Thursday. All together twelve boats participated.

Thursday night we had cocktails and a Pot Luck Dinner under the tent on the dock at Steamboat Wharf Marina. There was good food and fun conversation. After dinner some of us went across Nantasket Ave to the beach where we saw some amazing fireworks right on the beach. The night was so clear that we could also see the fireworks in the distance that were taking place on the North Shore, either Marblehead or Salem. It was really a beautiful sight.

On Friday the 5<sup>th</sup> there was a tour of World's End to explore the marine life. The weather was so hot that some chose to stay on board their boats to relax while others of us braved the heat. The tour was very informational, but the heat caused us to cut it short. We were very grateful to Peter Fifield for all he was able to show us. Friday night Lobster Express again made us a wonderful Lobster bake at the dock. Several of our members drove to Hull to participate. Unfortunately there was a town-wide power outage which didn't allow them to heat and serve their famous clam chowder.

Saturday morning, many of us took a guided tour of the Weir River. Some rented kayaks, some brought their own kayaks and some came with their dinghies. It was a wonderful tour; our guide was knowledgeable and fun. He even found a place where those who wanted to could jump off and swim to cool off.

Saturday night we had a buffet dinner at the Red Parrot, despite the heat and the lack of a good working air conditioner, the food was good and the company even better.

Sunday morning as people left, there was coffee and pastries on the dock so we everyone could leave with a full stomach.

All in all it was a great weekend.



## Southern Cruise

Aedan Gleeson

Well, we're at Liberty Landing in New Jersey. We started the cruise with 23 people and cocktails at Newport Yacht Club. There were 12 boats in all - some who made it all the way from Marblehead, Boston and other great places north of the canal. The cruise kick-off dinner at the Rhumbline restaurant was great! However, two boats dropped out of the cruise before we even started - *Ireland's Eye* (dog dying), and *Starlight* -- George Burnell put so much effort into organizing this cruise -- bravery and purpose: that is George -- thank you so much.

We headed out on Sunday morning to Fishers Island - a little bit of wind at Point Judith helped as we turned towards our destination for the night. Those of us who had a slip had dinner at Pequot Inn, and those who anchored had a potluck dinner on Wally and Cecily's air conditioned boat, *Odyssey*. It was a long trip the next day to Port Jefferson in very hot weather, with no wind, and way too many flies. I killed about 200 on *Lambay*.



At a Long Island Vineyard

Eight boats arrived at Port Jefferson in late afternoon. George had organized a trip for the following day to two wineries on a chartered mini bus -- great wine tasting and lunch had by all. At the second winery Bernie did a great rescue when person at the tasting bar collapsed due to dehydration (or it could have be the wine) -- all well -- we learned to drink plenty of water to keep ourselves hydrated. We all had a great dinner at Danforth Hotel Marina. The weather in Port Jefferson was hot, and the forecast was for more hot, humid weather. Unfortunately, we lost three more boats - *Winterhawk* had al-Blue Water Sailing Club - BLUE WATER LOG

ready planned to return, and *Ramona* and *Sogno* decided to head back north -- maybe the right decision - no wind, as hot as hell on way to City Island. The Harlem Yacht Club were fantastic hosts - great meal and because of our previous trip eight years ago (or it could have been Joann and Richard Pinkowitz's great personality that they offered us after-dinner drinks). This is definitely a great stop on way to New York City. One of the nights here we had a Pot Luck dinner on *Odyssey* - aid conditioning was never so much appreciated.



*Simplicity* entering the East River under the Throng's Neck Bridge

Richard and Joann organized a great breakfast at Harlem Yacht Club -- nothing like heading to the Bronx Zoo with our bellies full. Great day was had by all - all grandparents; no grandchildren. So with five great brave souls and admirals, we proceeded down Hell Gate (**not** Hell's Gate) -- lots of different meanings. For me it's pleasant passage - even though it was rough at certain places - the joy and excitement of rounding Brother Island and coming down East River with 3.8 plus knots in our favor was like crossing the Gulf Stream, and nearly as rough. An upcoming boat was making a big wake, which bounced off walls and back -- close the hatches, quick! -- past the UN -- under the Brooklyn Bridge (great commentary from Richard - *Tantrum*) and over to the Statue of Liberty for a closer look before tying up at Liberty Landing.

Liberty Landing is a great marina with plenty of amenities and two very good restaurants (one with an outdoor chess board - the challenge was on between *Simplicity* and *Lambay* with *Odyssey*'s su-



pervision) and ideal destination for a visit to New York City.

We had two lay days in New York City, and enjoyed a late lunch at Brazilian restaurant, a self-guided tour of Rockefeller Center, Radio City Music Hall, Central Park, and a visit to Ground Zero -- a fantastic experience for all the participants. On Monday *Tantrum* headed to Port Washington and *Odyssey* to Boston. *Augusta True*, *Simplicity* and *Lambay* went onto to Huntington Yacht Club. From there we went to a marina at Branford CT and dinner ashore. A big thunder storm rolled through with spectacular cloud formations. The following day we traveled on to Stonington and another nice dinner ashore.



Aeden and Bernie Gleeson, Cecily and Wally Feldman, and Caroline Kettner on the roof of Rockefeller Center

On Thursday, *Augusta True* went to Newport, *Simplicity* to Wickford and *Lambay* to Block Island (the only wind of the trip 25 to 30 knots- sails reefed – Heaven on Earth). We finally finished the cruise in Newport on Saturday. We met up with *Tantrum* in Newport, watched some of the Folk Festival from our dinghies and had dinner.

## 2013 BWSC Maine Cruise

Tom & Laraine Devins, Bill Dobson

Eighteen BWSC member boats attended the 2013 Maine Cruise that was held August 4th to 17th: *Anemone* (the Lavoie's), *Devine Wind* (the Devine's), *Easystreet* (the Hodess's), *Fascination*

(the Jordan's), *Free Spirit* (the Spear's), *Jubilee* (the Welch's), *Lazy Jacks* (Bill Dobson), *Lyra* (the Gabrielson's), *New Wave* (Jay Wurts), *Odyssey* (the Feldman's), *Sailavee III* (the Fermano's), *Salacia* (the Lee's), *Scrimshaw* (the Patton's), *Sea Hawk* (the Kern's), *Tanda* (the Grass's), *White Heat* (the Devins'), *Windpower* (the Weiss'), and *Zermatt* (Peter Forte). In addition, there were three guests boats: *Challenge* (former members the Caper's), *Euphoria* (guests of Bill Dobson), and *Revel* (guests of the Gabrielson's).

The weather was spectacular. Of the 15 days, only one had rain and fog – and that was used as a lay day in Northeast Harbor. Fog effected less than 10 hours of travel time during the cruise. While the winds were generally light, except for a raucous 15-20 knot broad / beam reach from Boothbay to Tenants on day 2, those participants who waited for the mid-afternoon sea breeze were rewarded with a half-day of sailing.

The itinerary was developed to focus on the offshore islands with a mid-cruise respite on Mt. Desert. In addition to to-and-from stops in Boothbay Harbor, Tenants Harbor, Maplejuice Cove, and Linekin Bay, the cruise visited Vinalhaven (Perry Creek, Seal Bay), Isle as Haut, McGlathery and Round Islands, and Frenchboro. With the planned lay day, the flexible weather-related lay day, and two stops occurring in Mt Desert, the cruise participants were able to spend several days in Northeast Harbor and other Mt Desert anchorages such as Somesville and Southwest Harbor.

Another focus of the cruise was to allow participants the opportunity to enjoy the excellent hiking, walking, biking, and climbing available along the itinerary. Hikers were able to use the Perry Creek Preserve, the Maine Coast Heritage Trust Preserve (Frenchboro), and various trails in Acadia National Park. There were two bike trips: the carriage roads around Eagle Lake and Jordan Pond, ending with a trip down Sargent Drive along Somes Sound; and a trip to Lawsons Quarry from Seal Bay on Vinalhaven. BWSC members Jay Wurts and Ruth Weiss – together with a contingent from Sweden – hiked and climbed a difficult trail from Northeast Harbor to Jordan Pond.



Social events included six 5:00 pm cocktail parties aboard various volunteer boats on the cruise; a mid-cruise welcome reception at the Watermark Restaurant in Northeast Harbor; a pot luck dinner on the west shore of McGlathery Island; and the commodore's dinner at the Linekin Bay Resort on the final night. The Gabrielson's negotiated the fog one morning to bring Betsy's blueberry muffins from Deer Isle to the anchorage between McGlathery and Round islands. Those who made it to Maplejuice Cove were rewarded with a cocktail party on the deck at the waterfront home of former members David and Linda Yanofsky.



Potluck dinner at McGlathery Island

The cruise itinerary included a race, originally planned as round-the-buoys outside Northeast Harbor, then switched to point-to-point from Frenchboro to Mt Desert. While the race did get underway, it was finally abandoned due to lack of wind.



Cocktails at the Yanofsky's

## Labor Day – North

Ann Welch

There were a total of 12 boats and 41 people who joined BWSC for all or part of Labor Day North in Gloucester this year. The weather was not perfect as rain came and went a number of times over the weekend, but everyone seemed to have a great time in spite of it.

The kickoff event was a dinghy raft up off of Ann and Dudley's Jubilee for cocktails on Friday night. There were a total of 8 dinghies that came by, and appetizers were quickly moving between them. It was a good opportunity to connect with everyone.

The official booklet for the 2013 Schooner Festival listed 23 schooners participating, and the harbor was filled with these beautiful boats. Many of them went for a sail Saturday, and on Sunday they paraded out of the harbor and to the starting line for the race. It was quite a sight.

Saturday night featured a "progressive dinner" on boats. The Kostishacks, DeVines and Venegases hosted the appetizer course and the Handlers, Weiners and Welches hosted dinner. The participating guests were scrambled between the boats and new friendships were made. The evening ended with a Parade of Boats (decorated and lit up) and fireworks – it was quite a show!

People had time free on Sunday to watch the schooners, go to a beach, walk around Gloucester and relax. That evening we took our dinghies over to the Gloucester House where we had a buffet dinner in their Waterfront Café. I don't think anyone went away hungry as the food was plentiful and delicious!

Monday again found rain in the forecast, but it was time to depart for home ports. Gloucester again provided a great venue for our Labor Day cruise!

## Labor Day – South

Jane Durna

Eleven BWSC boats signed up for the Labor Day Weekend South rendezvous. On Saturday evening we would meet up at Quissett for cocktail hour on the Knob to watch the sunset. After racing



to Padanaram we would enjoy dinner at the New Bedford Yacht Club.

As the weekend drew near, the weather became more and more questionable with high winds and severe thunderstorms predicted to ruin our plans. Members began to cancel their plans to sail for the weekend. Although most cancelled their sailing plans, they did not cancel plans for a BWSC weekend.

Four boats were in Quissett and fourteen members enjoyed cocktail hour on the beach (no rain but no sunset either). After late night thunderstorms, BWSC boats sailed on to Padanaram and nineteen members did indeed enjoy dinner at the New Bedford Yacht Club. It was a great time for old members to renew acquaintances and new members to become better acquainted. All appeared to enjoy.

In all twenty-five members took part. Kudos to the boats that made the sail. Especially hats off to the Maynes who sailed from Manchester and the Rizzis who sailed from Portsmouth RI.

## In Memoriam

### Jack Noble

Sue Patton provided the following information about Jack Noble:

Jack Noble passed on July 20<sup>th</sup>. He was a long standing member of BWSC. Jack was an avid sailor and was always eager to teach anyone about sailing if they were willing to learn. A few BWSC members learned how to race from Jack. I personally remember that to trim a sail Jack always said letting the sails in or out was "two inches out or in"!

Jack did the Marion to Bermuda race 13 times, starting in 1979, the second race of the event.

Jack is in the green blazer after racing on David Patton's boat *Fiddlers Green* and winning the BWSC Commodore's Cup in 2001. Also in the picture are Jack's two children who loved to sail with him. His daughter, Susi and his son, John with white shirt second from left.



Jack was one of a kind, we loved him for it and will be missed.

### Sibley Reppert

Wallace Feldman sent us notification about Sibley Reppert. The following condensed obituary as taken from the Lawler Funeral Home website:

Sibley Putnam Reppert, a distinguished trial attorney, competitive rower, blue-water sailor, formidable intellect, committed friend, and loving husband and father, passed away of cancer on August 21, 2013 in the arms of his family.

Sib was born on July 4, 1945 in Lancaster, Pennsylvania to Charles Miller Reppert, Jr., an engineer, and Charlotte Putnam Reppert, a high school English teacher. Sib spent his youth sailing with his family on Long Island Sound and racing out of the Manhasset Yacht Club. From the coastal waters of the Mid Atlantic and New England Sib soon moved on to more distant horizons, completing his first transatlantic race aboard Dr. Walter Neumann's *Sitzmark* in 1966.

Sib graduated from Wesleyan University summa cum laude in 1967 with a Bachelor of Arts in the College of Social Studies. He continued his education at Christ Church, Oxford, where he spent two years on a Kaysbee fellowship reading for a B.Phil. in Politics, graduating in 1969. After several years' service in the U.S. Navy aboard a nuclear submarine in the North Atlantic, Sib earned a law degree from Harvard Law School in 1975.

Sib's career as a litigator spanned three decades. He argued and won major cases in patent litigation, as well as the national asbestos property



damage litigation, breast implant cases, and in large construction, insurance, and professional malpractice cases. During his career, Sib was a partner at several different law firms. Sib was also an entrepreneur. He founded LawRisk, an interdisciplinary consulting and software firm, as well as Incogno, also a software company.

A lifelong competitive rower, Sib was a founding member of the Wesleyan University crew team. He joined the Union Boat Club in Boston in 1976. While rowing for the Union Boat Club, Sib competed in hundreds of regattas around the United States and internationally, and rowed until only a few weeks before his death. His daily early-morning rows were always followed by at least one breakfast, his favorite meal of the day.

Sailing was Sib's passion. Whether on coastal jaunts or long ocean voyages, he was never happier than at sea. In 1995, after being inspired by Paul Theroux's "Happy Isles of Oceania: Paddling the Pacific," Sib and his family sailed to New Zealand through the Panama Canal aboard their 37-foot sloop, *Victoria*. This passage inspired both daughters to later pursue careers in international affairs. Sib completed well over a dozen Newport-Bermuda and Marion-Bermuda races, including a double-handed Newport-Bermuda race with his then 13-year old daughter, Catherine. On one notable 1981 Marion-Bermuda race with his mother and father aboard their sloop *Bienestar*, Sib and his wife, Chris Vezetinski, received an award for rescuing the crew of another boat that had run up on Kitchen Shoals reef. He was an active member of the New Bedford Yacht Club since 1989, and the Reppert family enjoyed many fine sails around Buzzards Bay and the Newport area. Membership in the Cruising Club of America, an international organization that values capable and convivial long-distance sailors, was meaningful to Sib. He was especially proud when his daughter Catherine became the club's youngest-ever member.

In 2001, Sib, his daughters, and his brother-in-law, Paul Vezetinski, sailed from Cape Town, South Africa to the Windward Islands via St. Helena and Fernando de Naronha on *Catalyst*, his newly built Chris White-designed Atlantic 42 catamaran. *Catalyst* defined Sib's later sailing career. He and

his family cruised extensively on her up and down the Atlantic seaboard and throughout the Caribbean.

Sib's accomplishments were extraordinary, but they pale in comparison to the quality of his character. His commitment to integrity and intellectual curiosity inspired many, most notably his daughters Victoria and Catherine, who pursued careers in public service as an extension of their father's sense of duty. Of his life, his friend Art Burke wrote, "The facts tell only the framework of the story. Sib was far more than an accurate recounting of the history of his existence. He had a keen sense of duty, infused with a relentless pursuit of excellence and detail, aided by terrific native intelligence and old-fashioned hard work. At the core of this was his career as a lieutenant in the navy submarine service, and later in his life as a lawyer and an ocean-going yachtsman of substantial repute. He was exemplary in all those endeavors and his journey through life embodied the expectations shared by all of us as young adults."

Adventure, enthusiasm, and optimism were the keystones of his character. His friend Tom Franklin recently wrote, "Sib lived life large: let's sail to New Zealand, build a catamaran in South Africa, buy a house in the Bahamas, set sail at midnight if that's when you are ready. What an inspiration for we more reserved souls. What vicarious pleasure from his literate, adventurous log of crossing the Pacific, and what wonderful humor: "This trip may not have made me a better person, but it made me a better mechanic." Sib, we will miss you and we will cherish always the memories of *Catalyst* tearing over five-foot seas at twenty knots, gin and tonics at sunset, CCA cruises, and that irrepressible smile and laughter."

Sib leaves his wife of 33 years, Christine Ann Vezetinski, a business development executive, and two daughters, Victoria Charlotte Reppert, a Foreign Service Officer, and Catherine Abigail Burke Reppert, a Naval Officer, all of Westport Point, Massachusetts.



Wallace Feldman sent us notification about founder and Life Member Ted Hood. The following is taken from the tedhood.com website:



1990's - Ted in front of the Little Harbor facility in Portsmouth, RI

Born in Beverly, MA in 1927 to Ralph Stedman Hood and Helen Emmart Hood, Ted grew up in the nearby towns of Danvers and Marblehead. He attended Marblehead High School and Wentworth Institute. He served in the Navy during World War II.

In 1955, he founded Hood Sailmakers in the back of Maddie's Bar in Marblehead, but later moved the operation to the nearby Little Harbor section of that town. With his father's help, Ted was the first sail maker to weave his own sailcloth, revolutionizing the process to enhance the strength and durability of his sails. By the 1970s, Hood Sailmakers had grown into a worldwide network of service and production lofts, with his sails ubiquitous on winning yachts including all the Americas Cup winners from 1958 to 1977.

The talented sail maker also founded Hood Yachts Systems, which built spars and custom tear-dropped shaped rigging and invented groundbreaking marine hardware including the Gemini grooved headstay for racing, and the Seafurl and the Stoway Mast roller reefing systems for cruising. These contributions made sailing safer and easier for thousands of sailors around the world.

Combining a natural sailing ability with his aptitude for design, Ted built and skippered a successful series of keel and centerboard racing yachts under the name Robin. In 1959 his career took off when he won the New York Yacht Club Annual Cruise in his first Robin. He did so, not only as skipper, but as designer, builder and sail maker. In 1962 and 1964 he repeated the feat with *Nefertiti* in the America's Cup trials.



1950's - Ted and his father, the "Professor"

Ted's many victories on the water were highlighted by the Mallory Cup (1956), the Marblehead-Halifax Race (1961, 1971), Newport-Bermuda Race (1968) and the SORC (1974). Also in 1974, as skipper of the Sparkman &

Stephens designed *Courageous* he won the America's Cup sailing away from Australia's *Southern Cross*, 4-0.

Three years later he campaigned *Independence*, the second 12-Meter he designed, against *Courageous*, which he had redesigned, but was ultimately runner up in the defender trials.

By the early 1980's Ted had turned his attention away from sail making and to boat building and design. He created a line of sailboats under the "Little Harbor" name, and constructed many yachts under that name from 38' to 78', personally involved with design and construction details. In addition, various builders worldwide built over 1,500 yachts of his design, including the 133' *Anakena*.

In 1986 Ted moved his businesses to Portsmouth, RI, transforming an old World War II navy fuel depot into one of the largest yacht service, design, brokerage and building operations on the East Coast.



His subsequent purchase of the Black Watch line of yachts launched the enterprising Ted



into the world of powerboats, pioneering today's "express yacht" look with his Little Harbor powerboat series.

After selling his business in 1999, Ted continued to work on new yacht designs, including both power and sail catamarans and expedition yachts. In 2006 Ted wrote his autobiography "Ted Hood, Through Hand and Eye", with Michael Levitt.

Ted was a member of the Corinthian, Eastern and Boston Yacht Clubs in Marblehead, the New York Yacht Club, the Cruising Club of America, Storm Trysail Club and Blue Water Sailing Club. He was named Yachtsman of the Year in 1974, was elected to the America's Cup Hall of Fame and the National Sailing Hall of Fame.

According to his children, he was marking up drawings right into his last days. All who knew him were inspired by his innovative mind, entrepreneurial spirit and creative passion.

## New Book by BWSC member!

Mark "Gabe" Gabrielson, our Rear Commodore, just published his first book: ***"Deer Isle's Undefeated America's Cup Crews"***. The book, which chronicles the story of the 1895 and 1899 America's Cup Sailing Competition, is a story of seemingly unbeatable odds, heart-felt patriotism, and the greatest sailing race in the world. Congrats Gabe!

