

BLUE WATER LOG

Commodore's Corner

Mark Gabrielson

2015 was a noteworthy year for the Blue Water Sailing Club, and I have been proud to serve as Commodore.

To me, most important is that we had a total of 53 people in volunteer leadership roles during the year. This level of commitment is what makes our club so wonderful and active.

The Officers, Governors and Appointees faithfully met in Bedford on nine occasions. As is customary, we didn't meet in July and August since that's when we're supposed to be enjoying our boats; and we all did just that. However, this year we also didn't meet in February because of a record-breaking snowfall. According to the Governor of the Commonwealth (who declared a state of emergency that February day), it would have been *illegal* for us to drive to our meeting, so we cancelled.

The nine occasions we did meet were all enjoyable and productive for me. Conversations were open and lively, and decisions that had to be made were, in fact, made. I am grateful for the candor and decisiveness of this Board.

One silver lining to all the snow this past year was that in late February Sue and Mark Struss ran a ski weekend at Sunapee Resort in New Hampshire that boasted unprecedented snow conditions. Betsy and I enjoyed the weekend immensely.

Aedan Gleeson, Rear Commodore, put on a fantastic line-up of winter and early spring seminars. Highlights were Jonathan Green's talk on solo sailing the Atlantic (coordinated by Stephen Lee and Roy Greenwald), a pre-cruise planning meeting and potluck social hour to talk about the Bras D'Or Lakes trip organized by Bart and Tulla Snow (with lots of help from Cynthia DeVine and Linda Allen), Sue and Dennis McKay coordinating the North Sails seminar, Roy and Gail Greenwald talking about their great

experiences sailing *Cordelia* from Marion to Australia, a north shore pub night hosted by Sue and Brian Schanning in Salem, and an absolutely inspiring visit to the University of Rhode Island Oceanographic Institute arranged by Bernie and Aedan Gleeson.

Cynthia DeVine recruited a great group of rendezvous and cruise leaders as well. The season opened with a chilly but fun Memorial Day gathering at the Constitution Marina (owned by our very own Peter Davidoff), hosted by Jim and Betty Bennette as well as Jose and Magnolia Venegas. Betsy and I enjoyed the social hour aboard *Ipanema*; an hour that stretched to three. Jane Durna and Tom Toomey organized a marvelous fireworks viewing over July 4 in New Bedford. Bart and Tulla Snow led an expedition-grade trip way down east into the Bras D'Or Lakes of Nova Scotia. Those who participated report that it was a fantastic, and even life-changing trip. Craig Spear handled the Southern Cruise, combining Blue Water and Pelagic squadrons into a more substantial fleet. Peter Forte and Starr Tofil, with scheduling help from Paul Fermano, arranged a two-week Maine Cruise that introduced us and other participants to a number of new destinations. Do they keep making harbors in Maine? I've cruised there for thirty years and am astounded that we keep finding new ones.

The women's cruise had 16 sign-ups but too few yachts to accommodate the crowd, so congratulations to Anita Smith and Maura Suprenant for the enthusiasm generated. Next year maybe more boats will be available. And Kate Mullins and Linda Allen broke the mold by arranging the Labor Day weekend event back in Maine (Casco Bay) and had a wonderful turn out. Toni and Larry Shaw organized a fun Columbus Day itinerary, but the membership had begun pulling boats, so they'll just have to do it again in a future year.

Finally, 2015 was a Marion Bermuda Race year, and I am so pleased that Blue Water had four boats competing in that race: *Etoile* (Anne Kolker, skipper and Pat Marshall, crew) and winner of the Faith



Paulsen Trophy for first place all-women boat; *Jovini* (John Rizzi, skipper and Victoria Rizzi, first mate); *Mahina Kai* (Wayne Haubner, skipper and Art Auclair, first mate) and winner of the Commodore's Cup for the first place BWSC boat; and *Spirit* (Manny Hontoria, skipper and Diane Hontoria, shore team captain) who sailed double handed in the race, as well as on the return. I congratulate all four of these competitors.

The future of the club is bright. My evidence is that our already excellent financial position has become even better, and we've added so many new members that our overall membership is enjoying a modest increase. This is consistent with the goals we set out for ourselves early in 2015.

I am grateful that I was asked and able to serve as Commodore, and look forward to continuing to help keep the Blue Water Sailing Club what it always has been, a place where we find:

"Good Times, Good Sailing, Good Friends."

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:

- Racing Solo – England to Newport
- Cape Breton and Bras D'Or Lakes: Pre-Cruise and Potluck Happy Hour
- Sail Material, Construction, and News from North Sails
- Sailing Instruments
- Marion to Australia Aboard Cordelia
- Safety at Sea Symposium and Practical Training
- Trans-Atlantic Race Winner

Ski Weekend at Mount Sunapee

Spring Dinner Dance at the Corinthian Yacht Club

On-Water Events:

- Memorial Day Weekend – Boston
- Maine to Massachusetts Cruising Yacht Rally
- Marion-Bermuda Race
- July 4th Weekend – New Bedford

- Cape Breton and Bras D'Or Lakes Cruise
- Women's Cruise
- Southern Cruise
- Maine Cruise
- Labor Day Cruise North – Casco Bay
- Columbus Day Weekend

Annual Meeting at South Shore Country Club

In addition, there were several pub nights in Boston and Salem, MA. The Commodore has noted the Women's Cruise was cancelled because there were insufficient boats available. The Columbus Day event was cancelled for lack of participation, caused, no doubt, by the threat of a hurricane coming toward New England.

Memorial Day Weekend

After this extremely cold and snowy winter we looked forward to a cruising season of warm sunny days and fair-winds. The initial Spring Memorial Day Weekend planned by James and Betty Bennette and Jose and Magnolia Venegas was just that!! It began with a get-together aboard *Ipanema*, hosted by Jose and Magnolia Venegas at Constitution Marina on Friday night. Early attendees shared stories; good humor and the good time lasted well into the evening. Five boats were in port for the initial festivities. On Saturday evening 18 attended a cocktail party / pot luck dinner on the deck at Constitution Marina with a great array of food and fellowship. However, as best laid plans often change, so did the Memorial Day Weekend's planned events on Spectacle Island. Due to late spring commissioning several boats had to cancel, leaving BWSC with less than the required 6-boat minimum to stay overnight. However BWSC members, being very flexible, decided to set a course to sail to Scituate Harbor on Sunday with more camaraderie and fun times after a fantastic sunny and picture perfect sail. Thanks to everyone who made this a great start to the 2015 sailing season.

Marion Bermuda Race

The 20th running of the venerable Marion-Bermuda Race, co-sponsored by the Blue Water Sailing Club (along with the Beverly Yacht Club and the Royal Hamilton Amateur Dinghy Club (RHADC) in Bermuda), is now over the horizon. Four BWSC



boats competed in this year's race. *Etoile* (Anne Kolker) was crewed entirely by women (including members Garet Wohl and Pat Marshall), and won the all-women class on corrected time. Congratulations to Anne and her crew! *Mahina Kai* (Wayne Haubner and Art Auclair) won the Commodore's Cup, awarded to the boat



Etoile under way

with the lowest corrected time among the Blue Water Sailing Club fleet. *Spirit* (Manny Hontoiria) competed in the shorthanded class, sailing 650+ miles (including through a storm showing 45+ knots on the anemometer) with only one other companion. *Jovini* (John and Victoria Rizzi) sailed her first Marion-Bermuda race, and that sailing family plans to do it again in 2017. Finally, BWSC held a reception to celebrate all of the club's racers and crews, plus the dedicaion of the many Blue Water members who



Etoile and her crew in Bermuda

operate the Safety at Sea Seminar (Ed Stott; Aedan Gleeson and others), serve on the Trustees (Dave Patton and Mark Gabrielson), or oversee the race in general (Allan McLean as Executive Director). Betsy Gabrielson organized a wonderful event at the new 1609 Restaurant overlooking Hamilton Harbor to celebrate these volunteers and competitors.

Finally, the Trustees announced that the 2017 race will begin on Friday, June 16. If you've ever considered racing to Bermuda, contact anyone mentioned in this article and they'll be happy to get you started. Remember, June 2017 is when Bermuda will host the America's Cup. Competitors staying at RHADC will have ring-side seats!

Cape Breton & Bras D'Or Lakes

Bart Snow

The cruise started with a dinner at the Armdale Yacht Club in Halifax on Friday, July 10th. The food was great and there was a burgee swapping ceremony with the commodore.

The next day four boats (*Snow Cat*, *Blue Moon*, *Julia* and *Dragonfly*) sailed to Shelter Cove or Molly's Cove off Pope's Harbor. It was a nice day with light winds. We were the only ones anchored there and I'm sure all attendees thought it was really desolate. A social hour took place on *Snow Cat*.

On Sunday, July 12th we did another 40 miles and went about seven miles up a river to the Liscombe Lodge. A good time was had by all. The Lodge has a pool, hot tubs, and fuel. We had dinner in their restaurant featuring planked salmon and live Celtic music.

On Monday we sailed to Yankee Cove in Whitehead. There is aquaculture in the Cove and we had one other sailboat join us. A social hour took place on *Dragonfly*.

On Tuesday we sailed to D'Escousse on Isle Madame and a social on *Blue Moon*.

On Wednesday, July 15th we traveled only seven miles in fog across the bay to the St. Peters locks. After going through the locks we went to the St. Peters marina. A lay day was welcome as we



had done about 180 miles since Saturday morning. St Peters has everything and boats were provisioned for the next 10 days in the lakes. Wendy Keller and Bob Martin joined us again by car. *Quinita* also joined us and other crew changes were made. We had a lovely dinner at the Bras D'Or Lakes Inn with music provided by my friend, Greg Silver on the violin and two guitar players. On Thursday evening we had a BBQ with 30 people attending at our friends, Greg and Dawn Silver's home. Two professional chefs provided salads, grilled chicken and salmon. After dinner there was Celtic music provided by local musicians until midnight.



Barbeque at Greg and Dawn Silver's home

The next several days were spent sailing in the lakes, with boats going on their own and visiting coves -- Pringle Island, Crammond Islands, Marble Mountain, Pellier Harbor, The Boom, Orangedale, etc. The weather was unusually cool and cloudy.

On Tuesday, July 21st the five boats met at Little Harbor in Malagawatch. We had a social on *Quinita* and went ashore to the Cape Breton Smokehouse for dinner. We had 16 people for dinner and were the only patrons in the restaurant.

Over the next couple of days we sailed through the Barra Strait, stopping at the Barra Strait Marina or Maskells Harbour or sailing up the arm to Whycomagh. We all met again in Baddeck on Saturday, July 25, where we had dinner at the Lobster House Restaurant. We traded burgees with the commodore of the Bras D'Or Lakes Yacht Club and had a final all together dinner at the Telegraph House Restaurant on Sunday, July 26th. The lay day was spent provisioning and visiting the Alexander Graham Bell Museum.

On Monday, July 27th *Blue Moon* left us and headed for the Magdalen Islands and Prince Edward

Island. *Quinita* had left for Halifax to get a head start a couple of days before. *Snow Cat*, *Julia* and *Dragonfly* went up the Barra Strait and across the Bras D'Or Lake to St. Peters. We said good bye to our friends, the Silvers, and went through the locks. It was rather windy so we decided to sail down the Lennox Passage to Arichat on Isle Madame, even though it was five miles longer. It was a nice sail and everyone enjoyed it. At Arichat we had reservations at the Isle Madame Boat Club and as we approached, Commodore Robert Martel was on the dock ready to take our lines. We exchanged burgees, and the Commodore offered to host an event for us when we come back again.

The next day, Tuesday, July 28th was foggy and windy. We motored across Chedabucto Bay, by Canso and through the Andrew Passage. We headed out of the Passage, but soon turned back to Portage Bay. It rained in the afternoon.

On Wednesday we talked at 5 AM, decided the wind and sea was still up and that we would stay put for a while. At 9:15 AM we decided to try it again and the seas were down. This can be a treacherous place to round if seas and wind are in opposite directions. It was only 12 miles to Whitehead where the seas and currents died down. We sailed to Liscombe Spanish Ship Bay where we anchored for the night. Social and dinner was on *Snow Cat*.

On Thursday, July 30, we headed out and it was grey and light wind so we followed the inside passage, winding between islands and enjoying the scenery all the way to Shelter or Mollys Cove. Social and dinner was on *Dragonfly*.

On Friday, July 31, we motor sailed to Halifax, getting a slip at the Armdale Yacht Club. Saturday was a lay day to provision and change crews.

On Sunday, August 2nd we all left Halifax going west. *Dragonfly* and *Quinita* went at a slower pace on their own. *Julia* and *Snow Cat* stopped in Chester, LaHave, Port Mouton, Shelbourne Yacht Club, arriving in Yarmouth on Thursday, August 6th.

On Friday, August 7th, we left Yarmouth at 12:45 PM and motored to Seal Harbor, Maine, arriving at 3:45 AM. We had flat sea and favorable current for the passage.

Julia met the Maine cruise in Northeast Harbor and we proceeded to return our crew to their home on Blue Hill Bay. We provisioned, changed crew



and had the boat serviced. On Wednesday, August 12th we met the Maine cruise in Seal Cove on Vinalhaven Island and sailed with them to the end of the Maine cruise in Boothbay Harbor.

It was a very enjoyable time and thanks to all who made it.

Southern Cruise

With the Pelagic Sailing Club

Craig Spear

The 2015 southern cruise started with an opening night dinner at TKO Malley's in Scituate by those boats on the cooler, north side of the Cape. A second welcoming dinner was joined by additional participants at the Stonebridge Grill in Onset. Still more boats joined the fleet after a delightful sail to Vineyard Haven where we enjoyed a pot luck appetizers and light dinner on several rafted boats.



As the fleet was leaving Vineyard Haven the following day a series of showers interrupted our plans resulting in boats scattering to various harbors. Of course as soon as we arrived in Oak Bluffs the rain stopped but we had already docked and decided to

enjoy the camp ground and great walking town. The following day only *Free Spirit* continued to Nantucket while other boats stayed in Edgartown, Oak Bluffs and Lake Tashmoo, as well as in Buzzards Bay. By now we had lost three boats from the fleet due to medical situations.

Arriving at our ultimate destination of Nantucket, Craig Spear gave his crew a tour to point out some of the places he frequented as a child when he spent summers in his family house on this island. The trip back from Nantucket found us beating into to 25-28 knots of wind with choppy seas. When we cleared Tuckernuck Shoal we had a fast reach in still choppy, confused seas back to Oak Bluffs where we rafted with a boat that never left that harbor for the two days we went south.

Friday found us bound for Pocasset to meet up with the remains of the Blue Water and Pelagic fleet. There was a great sailing breeze over to Woods Hole and again from up to Pocasset. We rafted up with *Lyra*, Commodore Mark and Betsy Gabrielson's 1976 Hinckley 50, and enjoyed cocktails and appetizers, followed by delicious chili.

The return trip found boats again going in different directions. Our early morning departure back through the Cape Cod Canal found the breeze filling in as we approached Plymouth and it increased as we went north. When we arrived off Scituate quite early we opted to take advantage of the fantastic, fast sailing conditions to continue home.

All in all a great cruise with great comrades.

Maine Cruise

The 2015 Maine Cruise cruised from Casco Bay to Northeast Harbor and returned to Boothbay, starting with a welcome reception at the Chebeague Island Inn (on Great Chebeague Island), and finishing with the farewell gathering at Whale's Tale restaurant at Carousel Marina in Boothbay. Short legs, averaging about 20 nm / day, enabled sailors to sail longer routes and / or delay morning departures until the wind rose, and still arrive at the day's destination in time for shore side activities and evening gatherings on the boats. Flying the large BWSC burgee became the identifier for the evening's social gathering. We had a pot luck supper ashore at Holbrook Island Sanctuary, and another night we were entertained by a local wedding held on harbor boats.



On a floating dock in Northeast Harbor

The weather cooperated for the most part, ranging from one day of large swells and heavy wind, to other days of light wind. Cruise flexibility was paramount as a threat of thunder storms and later a forecast for sloppy weather with fog altered two day's destinations, resulting in additional relaxed days. Approximately twenty boats participated in the cruise, some for the duration, others joining and leaving the cruise as individual schedules permitted. Participants ranged from long-time Blue Water Sailing Club members to new and prospective members. By the end of the cruise, we were able to laugh at some of our mishaps, from having to re-anchor in the midst of a squall, to waiting for the tide to refloat a boat gone aground.

Labor Day Weekend

What a great weekend! Eleven boats joined us for some or all of the warm and sunny weekend. We started out at Jewell Island on Friday, blown in with the onshore afternoon breeze. Some of us walked the island, climbing the WWII era towers and spotting an eagle, osprey, and seals. After an informal happy hour, we hunkered down for a calm sea's

sleep. No one dragged anchor, which was nice since Jewell is known for this misery. *White Heat* and *Lazy Jacks* moored across the way at Cliff Island.

On Saturday we took off for Snow Island on our own time tables. A pink hammock was observed for those of us who lazed around until noon awaiting wind. With some careful tacking some sailing was possible, although most of us had to motor sail at least part of the way. By late afternoon we were all snuggled in behind Snow Island. Time for binoculars and osprey watching! After Happy Hour and dinner, Bill Dobson had folks over to *Lazy Jacks* for pot-luck dessert (He made an apple pie!). What a great idea!

On Sunday we had lunch reservations at the Dolphin Restaurant in Potts Harbor, so everyone was off by 10:30 or so. The marina was very organized and accommodating, providing dock space and moorings for us. When we sat for lunch, there were 24 of us looking out the beautiful sea vista from the restaurant. The lobster stew and blueberry muffins were delicious. After lunch we headed out for



Dinner in Portland



the last leg of the day's cruise to The Goslings, again with wind filling our sails. We congregated on the beach later for a pot luck dinner. As usual, we had ample food for an army!! The sunset was perfect, setting across the way between two little islands.

On Monday, after further co-mingling via dinghies, each boat took off for their own destinations. Did I say how beautiful the weather was all weekend? It was to die for!! I don't think you could ask for a nicer way to spend Labor Day Weekend!!

Boats that joined for all or part of the cruise:

- *White Heat*: Laraine and Tom Devins
- *Breakaway*: Chris Aubin and Len Thibodeau
- *Sea Change*: Kate Mullins, Linda Allen, and Donna Brown
- *Wind Rose*: Bernie Coyne and Lynn Squire
- *Lazy Jacks*: Bill Dobson
- *Zermot*: Peter Forte and Starr Tofil
- *Cairos*: Dan Livingston (potential new member)
- *Dragon Fly*: Brenda and Vince Miccio with guests Brian and Linda
- *Wild Rose*: Tory Leuteman and Doug Robinson
- *Revel*: Morris Hancock and Lin Peyton
- *Kaizin*: Cindy Barnhart - (potential new member, sailed to Dolphin Marina and joined for lunch)

The following attended lunch but didn't bring their boat:

- *Lyra*: Gabe and Betsy Gabrielson
- Dave and Sue Patton

Annual Meeting

The annual meeting for the Blue Water Sailing Club was held on November 1 at the South Shore Country Club in Hingham. About 135 members attended. This was a great opportunity to socialize, and also greet new members. During the business meeting, the members elected Cynthia DeVine as Commodore, Aedan Gleeson as Vice Commodore, and Paul Fermano as Rear Commodore. Robert Kessler "retired" as Secretary, and Roy Mayne succeeded him. Three new Governors were elected -- Gail Greenwald, Don Kaplan, and Mark Struss.



At the South Shore Country Club
(Photo courtesy Wayne Haubner)

Why I Missed the Meeting...

Stephen Lee

"Would you like to help move a 90' luxury motor yacht from San Diego thru the Panama Canal and to Antigua? It is a five-week commitment. You have to be able to make the whole trip."

Before replying, I actually took the time to think about the fact that the Blue Water annual meeting would occur while I was away. I decided anyone else in Blue Water would skip the annual meeting for a trip like this. Why not me? The total thought process could be measured in nanoseconds.

That began an adventure for me. The person asking the question over the phone was Blue Water member Will Sirois. Will's wife, Sandy Shepard, knew the owner of the motor yacht from having sailed with him decades before. They had met again during the summer and he asked them to crew. One more hand was needed.

Eight days later, I was in San Diego to meet the boat. What a spectacular sailing town! Will and I were both almost ready to move. But we had a job to do first.

This motor yacht is a Doggers Bank 90', one of only a few at that size. She was built in Turkey. Interestingly, marble is cheap in Turkey. The counters in the galley are marble as are the counters, floor and shower stalls in the guest quarters. The boat had autopilot, chart plotter and a gyrocompass.



When originally built, the owner had plans to sail in the Baltic, the Caribbean and the South Pacific. Therefore, it made sense to go with a gyrocompass and navigate using true compass readings as opposed to constantly correcting for changing magnetic variation. The boat and owner has been to all those places!

It was fifteen days non-stop from San Diego to Panama. Two Caterpillar 300hp engines kept us moving at a steady 9-10 knots. The watches were three hours long among four shifts of crew. Three of us stood solo watches. With the watch spent in the wheelhouse, there was little sensation that you were moving. I would step outside once each watch just to feel the breeze and have the sensation that we really were moving! I missed being on a sailboat.

A cook prepared meals. The first officer took care of maintenance. Life was a breeze. Sleep, eat, stand watch. Eat, sleep, stand watch. I gained eight pounds.

Arrival at the entrance to the Panama Canal was before dawn. The targets on the radar were plentiful. It was my watch so I got to steer the yacht thru approximately 70 tankers and freighters waiting to transit the canal. And that number didn't include yachts. About 25 full size ships a day can pass thru the canal going east and another 25 going west. We had booked our passage in advance but still had to wait three days for our turn.

The canal was fascinating to see. Our line handling was easy because a local tour boat was going through at the same time. They tied up to the walls and we tied up to them. So we had no line handling hassles.

We did see evidence of the new locks being built that are wider and longer. It will be a couple of more years until those are ready.

At the Caribbean end, we stayed at a marina near Colon waiting for the wind to moderate and change direction. It moderated only slightly but stayed out of the northeast, right on our nose. Where the Pacific had been a calm boat ride, the Caribbean was a bronco ride. Winds were twenty-five knots. We had seas occasionally crashing over the bow and splashing up against the windows in the wheelhouse. Now it felt very comforting to be in a wheelhouse.

After five days, we arrived in San Juan, PR, where we took on 7,400 gallons of diesel fuel. Even with a high-speed pump running, it took a while to get enough fuel. My wife Debbie joined us for the trip down to Antigua and a couple of days on the island.

We tied up stern to the quay in English Harbor in time for the boat to get ready for the Antigua Charter Boat Show. At 90 feet, we were one of the small charter yachts there. A rented car allowed us to tour part of the island. It was strange and uncomfortable driving on the left side of the narrow roads. But we got to see parts of the rain forest, some other harbors and several local sights.

It was a trip with lots of great memories and a wonderful experience. I am ready to go again! Anybody need crew?

We Remember...

We received word of the passing of BWSC member Doris Sepuka, wife of Ken Zimmerman, members since 2009. She died unexpectedly in her home Thursday, December 10, 2015. Mrs. Sepuka was a teacher at Dartmouth High School for many years and was also a well-known and respected realtor for Anne Whiting Real Estate. Doris had a passion for sailing. She was a commodore for the Low Tide Yacht Club and served on the board of directors at the New Bedford Yacht Club.