

COTTAGE PARK YACHT CLUB, WINTHROP, MASS.



1902

COMMODORE
Philip W. Marks
VICE COMMODORE
Michael K. Gahan
REAR COMMODORE
John R. Condon
SECRETARY
G. David Hubbard
TREASURER
Ernest E. Hardy, Jr.

JANUARY 2002

Tel. (617) 846-CPYC

Web site: CPYC.ORG

NOMINATING NIGHT HELD NOVEMBER 28, 2001

The General Membership Meeting was held Wednesday November 28, 2001 after a one week postponement because of Thanksgiving.

After calling the meeting to order, **Commodore Marks** thanked those who prepared the excellent meal.

Club Manager, **Donna Quattrocchi**, thanked the members who supported her during the past year and those who had given so much volunteer time.

Rear Commodore Condon spoke about the importance of this meeting and its role in determining the leaders in the year ahead.

A moment of silence was observed for those members who passed away during the year.

Next the membership present voted by secret ballot electing five members to serve on the Nominating Committee. (See picture to right)

It was voted to add a new classification of membership to the by-laws (Article III-Sec 2) to reflect a long standing practice: SPOUSE OF A DECEASED MEM-

BER—the Board of Directors may extend a courtesy associate membership to the widow/widower of a current deceased member in good standing. Said member would have all the privileges of a regular member except voting, holding office or utilizing marina/boating facilities at the CPYC but children thereof may participate in the youth sailing program. Also to reflect current practices, it was voted to add a new classification of membership to the by-laws (Article III-Sec 2) as follows:

COMMANDER OF THE USS CONSTITUTION—The Board of directors may extend a courtesy associate membership to the current Commander of the USS Constitution. Said member would have all the privileges of a regular member except voting, holding office or utilizing marina/boating facilities at the CPYC. Lastly it was voted to add the following sentence to Article VI—Sec 2; When the specified meeting date occurs on the day before Thanksgiving, the meeting will be rescheduled to the next Wednesday.

Three new Life Members were elected; **Ernest E. Hardy, Jr.**, **Daniel C. Mullane** and **David L. O'Brien, Jr.** Past Commodore and current Treasurer **Hardy** is a 40 year member of CPYC. His involvement over the years includes youth sailing, marina expansion, SBA loan acquisition, audit committee and Tall Ships visit coordinator among others. **Mullane**, a 33 year member, has been a mainstay in CPYC racing events as Race Committee Chairman. He has also been on the Board of Directors, Treasurer, and been active in youth sailing. Past Commodore **O'Brien** has been a member for 25 years and has



Nominating Committee: Front L. to R. Richard Honan, Chairman, Jim Collins, Jim Burns, Gary MacDonald; Back, Tom May

served on the Board of Directors, the entertainment, regatta, marine facilities, pool committees and has been active in Youth Sailing. This only highlights the activities of these men over their collective 98 years of membership. Congratulations.

The following status reports were given. Treasurer **Hardy** reviewed the financial status noting that there may need consideration given to changing the and fee structure in the future. Vice Commodore **Gahan** discussed the tentative plans for the CPYC 100th Anniversary year. Commodore **Marks** discussed projected plans for badly needed renovation to areas of the club house.



New Life Members: L to R, David L. O'Brien, Jr., Ernest E. Hardy, Jr., and Daniel C. Mullane

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HAPPY NEW YEAR 2002



From the Treasurer

Ernest E. Hardy, Jr.

I write this short article to inform the membership of the financial status of the club prior to the Annual Meeting. My intent is to give you an overview of the profit centers. Much of what I have to say is based on information from prior years as well as the current (11/2001) financial statement. The first and most important profit center is the dues. Presently, our membership level, while not at capacity, is high. This fact, in itself, provides more income for the general operation of the club.

Like a majority of clubs, when membership levels are down, our financial situation changes dramatically for the worse. Less members mean less dues income, less Capital Improvement income, less Pilot House income, and less SBA assessment income. Obviously, less income has a significant impact on our operations. Why? Because almost 70% of our expenses are fixed and cannot be easily reduced without a major change in how we operate. We still must pay fuel oil, utilities, SBA loans, etc. Other profit centers include the Pilot House and the waterfront operation. The Pilot House is doing very well and contributes significantly to the overall revenue of the club. The waterfront operation is marginal. Revenue generated is offset by high expenses creating what is generally a "break-even" operation. Other areas, such as bowling, pool, etc. are small enough not to have much impact. A significant exception is the Friday Family Nights which are generating much needed income. We must address the fact that the club cannot sustain operations on a "break-even" basis. Therefore, the Board has authorized a few increases in the fee income, primarily affecting the waterfront operations. There are also 5 or 6 individual drinks in the Pilot House that are not covering the cost. These will therefore increase.

In the past, we have used the Capital Improvement Fund (CIF) to pay operating expenses. The obvious result is the needed Capital Improvements were not done. During 2001, no CIF were used to offset operating losses because our membership level was high enough to sustain operations and the CIF was used to build our new kitchen. I think all members will admit the new kitchen is a tremendous improvement.

The club must safeguard against the possibility of "dipping in" to the CIF to cover operating expenses. By safeguarding the CIF, it will allow the club to build up a proper savings account and address the long talked about need for a new Pilot House, new roof, and other necessary improvements.

At the annual meeting, you will be asked to vote on a change in our by-laws which will prevent CIF being used for operating expenses, except in cases of extreme emergency.

I urge you to give this proposal serious attention as it is the only way we may establish financial security for the club.



Organizer **Bob Sheppard** reports that 22 participated in the Thanksgiving Turkey Shoot on Nov. 17th. **Tom Donovan** cooked a great lunch which was dubbed "Don't let your meat loaf!" Can you guess the fare? Thanks go to **Libby Dowling** for selling lunch and raffle tickets. The winning turkeys were:
1 ball—1 string of 1 ball each box—**John Nalan**—67
2 ball—2nd strings of 2 balls in each box—**Skip Lush**—97
3 Ball—a regular string of 3 balls in each box—**Huck Evans** - 109
Total winner—**John Creedon**—220

Member Spotlight



J.T.J. O'Brien

Joining CPYC in 1949, Past Commodore **J.T.J. O'Brien** currently holds membership card #6. Life member **Jack** worked for American Airlines in management. After retiring from the airlines he entered a second career in banking with the Cambridge Trust. Over the years, **Jack** wore many hats at CPYC. In addition to being a Flag Officer and on the Board of Directors, at one time or another he served on the Finance, House, Bowling, Pool, and Race Committees.

Sailing and racing were always dear to **JT's** heart. He raced Firefly #1534 *Philerdebar*, (means barfly), worked with intercollegiate sailors coaching and coordinating races. A member of the CPYC Race Committee for years, he moved on to major involvement in the Yacht Racing Union of Massachusetts Bay in the 1980's, both in race committee and executive capacities. From there, he became a senior race officer for what was originally the United States Yacht Racing Union and is now the United States Sailing Association. It is not surprising that **O'Brien** was a recipient of the Tranfaglia Trophy for his work in sailing. **Jack** and his lovely wife **Joanne** have traveled extensively thus giving **Jack** the opportunity to formally exchange the CPYC burgee with numerous yacht clubs around the world, many of which hang at the club currently.

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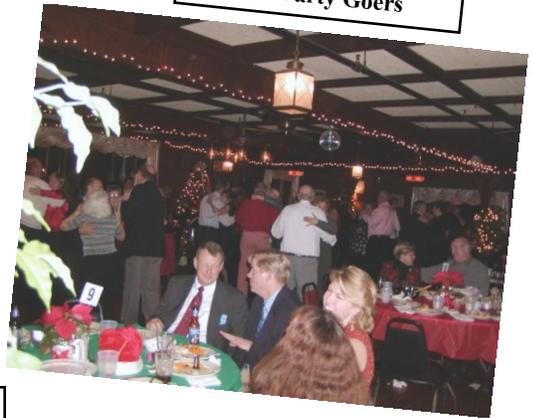
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66 CREST AVE WINTHROP, MA

"Smokin Joe and the Henchmen"



The Party Goers



Oh Christmas Tree!



STEPPING



Dick and Nancy

OUT WITH



Janice and Bob



Donna and Jack



2001 Christmas Party Remembrances



The Raffle's Ready

The Raffle raised \$3,7000 for Needy Winthrop Families. A fitting finale for the Lally's



And the Number is.....



**The Kitchen Crew—
Dave Aloise and Bob Goetz**



It's tough to wait tables, isn't it Joe?



Chairman Dave MacDonald with Santa's waiters—Joe Grasso and ?

BREAKFAST WITH SANTA 2001

Photos by Tom McHugh



Santa and the Sullivan's



Santa arrives on the *Sandra B*



The children find Santa on the pier



The parents enjoy Santa as much as the kids



Mary Lally chats with Santa while elf helper Aubrey Gray watches



Santa I think I would like



And what would you like For Christmas?



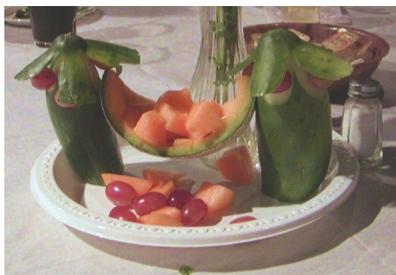
Mary and Pudgy Lally (Right) pass the baton and responsibility of future "Breakfast's with Santa" to Tom and Heidi Montgomery (Left). Please give the new generation your support.



Fast asleep in a new "I'm a CPYC kid" bib.

2001 Adult Cup Night Held November 17th

Saturday Nov. 17th, brought one design and PHRF sailors together for a fall reunion at CPYC. The delicious meal served by the Entertainment Committee was highlighted by unique fruit hammock centerpieces and flaming pineapple volcano's. Rumors are that Vice Commodore **Mike** and **Betsy Gahan**, and **Beth Zambella** were involved in these creations. (See pictures below)



The Star Class Fleet Captain **Fran Charles** thanked the Race Committee and **Commodore Philip Marks** for their time, effort and support over the season. The Star Masters are to be at CPYC in 2002. Star awards were announced as follows:
JFK Regatta- Gary MacDonald
Wednesday Nights-1. Steve Braverman;
 2. Fran Charles; 3. Dave Winkler
Summer Series- 1. John Siljander and Bob Mckee; 2. Tom May and Gary MacDonald; 3. Art Houseman and Steve Braverman.



Spring Elimination Series- Gary MacDonald and Dr. Davis (above); 2. Steve Braverman and Don Rezar; 3. Ken Woods and Bill Patton.
 Special awards were presented by **Fran Charles**. (See pictures top of next column)



The **Tranfaglia Trophy**, which is awarded to the member of CPYC who promotes sailing the best was awarded to **Fran Charles**.



Adaptations had to be made to the **Fran Dolan Crew Trophy** this year as it was awarded for the first time to a woman, **Debbie Blodgett**.



The CPYC **Thistle District Championship Trophy** was awarded to **Mike Goetz** this year. The class expects to grow next year at Cottage Park.



The **Snipe Fleet 244 Championship Trophy** was awarded this year to : **John MacRae** and his wife **Myrna Chan MacRae**; 2. **Bob Coyle** and **Kate Ginn**; 3. **John** and **Donna Lally**; 4. **Neigle Mendenz**.



Todd Rake awarded the **Laser Championship Trophy** to **Helmit Keller**.



Jim Bowers and **Chris Aiello** received the **Interclub Becker Trophy** from **John Mac Rae**.

The South Boston Yacht Club made a presentation to the CPYC Race Committee for running the 210 Nationals this year.



John Economides presented the Rhodes 19 Gold Cup to **Norm Siefert** and **Denise Economides**.

Tim May awarded PHRF prizes for the **Constitution Cup** as follows: J 105- **Marlen**, **Len Small**, Portsmouth, NH; C Fleet- **Sailsman**, **Tom May**, CPYC; D Fleet- **Wildwood Flower**- **Larry Tomlinson**, Hull; E Fleet, **Blew Bayou**, F Fleet-**Powers**.

In the Twilight Wednesday night PHRF series: A Fleet 1st place winners for June- **Sailsman**; **T. May**, July- **Mayhem**, **G. May**, WY C; August- **Mr.Smooch**, **B. Sheppard**, CPYC. The overall winners for A Fleet were 1. **Mayhem**; 2. **Mr. Smooch**; 3. **Jaguar**, **E. Hardy**, CPYC. For the B Fleet, the overall winners were 1. **Slow**, **Bob Smith**, CPYC. 2. **Sojourn**, **Blake Bedingfield**, CPYC.

Ladies Bowling Fall Season Ends



December Roll-offs

The Wednesday team of **Jane Carideo, Marie Buckley, Sue Foristall, and Iris Mellilo** took an early lead in the first string of the ladies roll-offs on Wednesday Dec. 5. They continued to extend that lead in the 2nd string so that they led their nearest competitors, the Monday team, by 65 pins going into the final string. While they did not win the 3rd string, they bowled well enough to win the roll off with 1163 pins, 62 pins over the second place Monday team who had 1101 pins. Tuesday was 3rd with 1096 and Thursday rounded out the field with 1074 pins.

Individual honors went to the following:

Hi Average	Nancy Peterson	100
Hi Three	Alice Creedon	324
Hi Single	Rosemary McCarthy	119
Hi 3 with Handicap	Carli Lanza	337
Hi Single with Handicap		
	Wed. Mary Sullivan	129

Ladies Bowling begins again the week of January 7th. New bowlers welcomed.



The Racing

Mariah's

Mary J. Sullivan
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CPYC

100th Anniversary Plans Taking Shape

2002 will be an exciting year for CPYC as we celebrate our 100th year which happens to coincide with the town's 150th anniversary. Plans are underway on several levels to make this a memorable year at CPYC.

The history committee, comprised of **Mike Gahan, Dottie Merrill, Tom Montgomery, Jim Burns, Ernie Hardy, Sue Hardy** and chaired by **Dave Hubbard** are making progress in their efforts to write the club history. They have been embellishing the excellent draft of the club's history, as started by **Lenny Fulham**, by editing and expanding it to include all available material. When finished, it will be as complete as possible and filled with fascinating pictures, quips and bits from the first 100 years of the club. The committee has been receiving helpful information and pictures from many individuals. Among them are **John Nugent** and his brother **Chris, Harriet Ronan, Joe Zambella, J.T.J. O'Brien, Bob Johnson, Sophie Grasso, the MacNeils, Dave O'Brien and Alma Montgomery**. The committee even received a silver butter dish, a trophy from the 1965 sailing program, that was retrieved from a yard sale for 50 cents. It will be on display at the club once it is cleaned up. After the history is written, materials

that were requested to be returned will be sent off. It is planned that the rest of the historical materials will be correctly archived and preserved for the future with proper recognition of those who made it available to us.

Other events for the centennial year celebration are in the planning stages. The club plans to enter a float in the Winthrop town parades. At our 50th anniversary, CPYC entered a crowd pleasing float in the town's 100th anniversary parade. This float was the brain child and creation of several members including "Midge" Sawyer. A "Parade of Lights" in the harbor will occur in late August or early September followed by a party at CPYC. Members of the history committee will appear on WCAT to discuss the club history as a part of the town activities.

Obviously all these activities will cost money. A \$5,000 dinner is planned for April 5th as a fund raiser for the various centennial activities. An ad book and schedule of centennial activities is also in the planning stages. A poster of 100 years of CPYC pictures is being explored, as is a fee/charge for the literary history. In addition, 100th anniversary clothing will be available.

Frostbiter's Hold Regatta to Benefit Winthrop Food Pantry

December 9th the Interclub, Laser, and Rhodes 19 frostbite sailors held a regatta to benefit the Winthrop Food Pantry. To sail that day, one had to bring a contribution of food. By the end of the day, the club Christmas tree was buried with food. Each class sailed six races and returned to the Pilot House for warmth and food. Participants in the event received sailboat ornaments.

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The Participants



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One Day at a Time { Part XXVIII }
Capt. Montgomery and son head home
from their southern adventures
(Continued from July 2001)

After the long sea passage from the Bahamas back to the U.S., a good nights sleep while anchored in Saint Mary's River was refreshing. The next morning the anchor was quickly broken out to resume our journey home. Strong Northerly winds forecasted for the next few days would keep us inside the Intercoastal Waterway as we continued toward our destination, Charleston, SC. The circuitous route through the Georgia salt marshes was notable only by hordes of springtime hatched insects and viciously biting horseflies which tormented us during the day. Regardless of the discomfort, we managed to put astern 74 miles before letting go the anchor in the Crescent River not 50 yards from the same spot that we lay some 6 months before on our trip Southbound.

Three more long days of motoring through marshes, rivers and sounds of GA and SC, brought us to the Ashley River at Charleston where we anchored across from the Municipal Marina. Spending a day provisioning, topping off fuel and water tanks, attending to routing engine maintenance and rigging jobs including repairing the broken life line that had nearly dropped me overboard, we prepared the TRUANT for another offshore sea passage.

Taking advantage of a fair weather marine forecast, we caught the ebb tide and sailed out of the Ashley River past the old Charleston waterfront into the harbor. Passing Fort Sumpter to starboard we cleared the long entrance breakwaters, and proceeded to sea bound for Beaufort Inlet inside of Diamond Shoals some two hundred miles to the northeast.

The TRUANT made the off shore passage easily in good weather, being treated by south westerly winds blowing 12 to 18 knots for the entire voyage. Most of the time was spent down wind, running "wing and wing" with a single reefed mainsail to ease the auto helm, and the genoa jib poled out. Sea and swell conditions ran 6 feet at times causing us some discomfort the first day out until our systems readjusted to the motion and heavy rolling in the following seas. I plotted a course line for the Frying Pan Shoals inner buoy to save time and distance, and consequently, the TRUANT crossed over the tail of the outer banks where the seas were noticeably higher in the relatively shallow water depths, although not a problem in the fine and settled weather conditions at the time.

On the second night at sea, Paul and I were

treated to an amazing display of porpoise cavorting around the TRUANT and playfully criss-crossing the bow leaving trails of brilliant phosphorescence in their wake. In all my years at sea, I do not recall seeing such a profusion of the bright phosphorescence which is said to be caused by layers of plankton in the water. The foaming porpoise wakes appeared to be brilliant meteor trails as they darted and frolicked around us, sometimes riding the top of a breaking wave close on board and sending a shower of spray onto our decks.

Arriving at Beaufort Inlet just before midnight, in a rough sea caused by strong tide ebbing against the southwesterly wind, I picked up the outer marks and ran for the long, buoyed entrance channel, relieved to gain the lee and calmer waters inside Bogue Bank. Not wishing to negotiate the winding and unlit entrance into Beaufort Harbor I turned instead to port and soon anchored off the wharves of Moorehead City, one day 17 hours and 215 miles out of Charleston.

While transiting the waterway outside of Cape Hatteras, we experienced a near record breaking, early heat wave with temperatures and humidity soaring close to 100 degrees. Rigging the awning over the boom to provide some shelter from the grueling sun was our only relief, and we made a short days run to the little town of Oriental, NC, tying up to the town float and waiting until sundown and cooler weather to go ashore.

Navigating the Nuese and Pungo Rivers the next day in the heat and humidity was very uncomfortable and the huge, savagely biting horseflies plagued us to a frenzy and kept our tempers short. Only when the sun was low in the afternoon and the southwesterly breeze was drawing up the Alligator-Pungo Canal to cool us down after a terribly hot afternoon, were we able to find some relief and appreciate the sweet smell of the honeysuckle and wild flowers wafting from the banks. Motoring until nightfall, we came to anchor in the Alligator River after covering 80 miles during a long and tedious day.

Proceeding up Albemarle Sound the next day was only slightly better in the continuing heat wave, but after berthing bow first to the Elizabeth City town bulkhead in company with many other cruising yachts, the pleasant waterfront and cordial inhabitants of the town provided a welcome respite. I was amazed to find a greeting committee of retired locals calling themselves the "Rose Buddies", welcoming visiting yachtsmen and hosting a weekly party on the dock with complementary beer, cheese and wine served. This

amiable atmosphere along with the gratis dockage, made Elizabeth City a pleasant and unusual stop for visiting yachts of all nationalities. I became acquainted with an Australian family on board the home built, double ended cutter, "Fair Isle" from Melbourne, Australia. Allen Page, his wife Pat and son Simon were on a 3 year circumnavigation of the world. They stayed at CPYC on their way back from Maine later that summer.

Elizabeth City is the gateway to the Great Dismal Swamp. In drier and cooler weather, we let go our lines and began our 2 day transit of the canal, a mystical waterway that twists and turns through swamp and low lands with a canopy of tangled branches and vines that at times appear to form an arch over the narrow waterway. Rigging a hammock over the foredeck, the man off the tiller could lay back and observe the scenery unfold feeling like Lord Jim or one of the Pharaohs ascending the Nile River. Passing Possum Creek Landing, we saw many immense snapping turtles perched on snags lazily turning their heads to watch TRUANT slip by while a water moccasin wiggled past heading for the opposite bank.

The air was perfumed heavily with the scent of blooming white flowers along the foliage choked banks alive with spring colors. Anchoring in front of the lock entrance at South Mills, we waited for the scheduled opening and made fast inside the lock wall until the water level rose enough for the heavy gates to swing open on the high side.

Now the canal became straight as an arrow and we continued on until mid-afternoon when we berthed along side a wooden wharf at mile 28, serving as a layover for boats transiting the canal. Later, the "Fair Isle" rafted up alongside and we hosted an impromptu party on board the TRUANT with crews from both boats joining, and lasting well into the night. In the middle of the Great Dismal Swamp a lively international affair ensued with company and intelligent conversation animated proportionately to the amount of rum consumed, including the last 2 bottles of my Appleton's select from the Bahamas.

Passing through Deep Creek Lock in Virginia, a sign board posted in the lock read—"Boston 716 miles". I knew that my daughter Jennifer was moving out to Boulder, CO on June 5th and I was hoping to be home before that date to see her and say good-by. The date was now late May, and I would attempt to stay at sea as much as possible to make progress. We planned to sail direct from Norfolk, VA to Cape Cod.

(The TRUANT'S southern adventures will conclude next month as the Montgomery's arrive home.)



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