

COTTAGE PARK YACHT CLUB, WINTHROP, MASS.



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

JULY 2001

Tel. (617) 846-CPYC Web site: CPYC.ORG

MAKE-A-WISH REGATTA JUST AROUND THE CORNER

The annual Make-a-Wish Regatta is just around the corner on August 11th and 12th. Come, join the fun, and support the event. Over the past several years it has been very rewarding to see the participation of our young sailors. It is a powerful learning experience for them and helps set a tone for their growth in the years ahead. Not only does CPYC help Make-a-Wish children, but we help to build dedication, a spirit of charity and integrity in our own youth.

Races for youth sailors in N-10's, Turnabouts, 420's, Optimists, and Lasers are scheduled for Saturday and Sunday. The Star class will hold the Secretary's Cup, and the Snipe class, the New England Championship. Other classes racing include the Rhodes 19's, Thistles, and CR914's. There will be a fun Chase Race Sat. Aug 11th for PHRF and cruising boats. The goal is to empty the marina. At the end of the day the CR914 radio control boats will race from the head pier. Entry forms are available on the CPYC website, www.CPYC.org.

Saturday evening will feature a family style roast beef dinner. CPYC youth will serve the meal prepared by our entertainment committee. Dinner tickets are available at \$25 per person.

After dinner at 9:30 PM, the general raffle prizes will be drawn. Artist Joanne Bagley will be present to draw the lucky winner of her watercolor "Irisess."

Other prizes to be awarded include roundtrip American Airlines tickets to San Francisco, roundtrip United Airlines tickets within the continental US, a \$300 gift certificate to the Mount Washington Hotel, Red Sox tickets, a 3 hr. gift certificate for a Carey Limousine, a Boston Duck Tour, an exotic car rental from Thrifty, and a signed NFL football.

The new, fully rigged N-10 will be displayed at the club all weekend. Jack Gannon of JG Marine, who donated the hull will draw the winning ticket at the end of the youth award ceremony, Sunday Aug. 12th.

Anyone wishing to become a sponsor for or help with the event please contact Bob

Sheppard, chairman. Anyone wishing to buy or sell raffle tickets for the general raffle please contact Sue Hardy or Marilyn Van Tassell. Anyone wishing raffle tickets for the N-10 please contact Kathleen Doherty, or Phyllis McKinnon. The involvement and support from the members, spouses, youth and officers of CPYC make this an event for which each of us can feel great personal and club pride.

**ATTENTION
CPYC MEMBERS
Be a good neighbor
School's out-drive slowly going
to and from the club.
Park legally in the club
neighborhood
Do not block driveways
Do not park too close to corners.
Fire equipment needs to
be able to get through.
Respect our neighbors. They
put up with a lot from us.**

FRIDAY NIGHT DINNERS VERY SUCCESSFUL



Picture left: Does the kitchen crew make the kitchen look great or is it the other way around? One Friday night crew (L. to R.), Bill Briggs, Steve Merola, Dave O'Brien, and Dave Mc Donald.

Friday night dinners began at CPYC in May. Their popularity has increased steadily, as a greater number of meals have been sold each week. There has been great diversity to the menu offered at a reasonable price.

Why cook on a Friday night. Dinner is available from approximately 5:30PM until 8:00PM. on a first come first serve basis. So.... **COME ON DOWN!**

All the meals are cooked and served on a volunteer basis. Should you be interested in volunteering to cook, contact Rear Commodore **Jack Condon**. The chief cook for the night is responsible for planning, ordering food, serving and clean up. Get your crews ready.

Hatch Brown Wins CR914 District Championships

The 2001 CR914 District Championships were held at CPYC June 10th. Thirteen of the radio controlled boats competed in puffy, inconsistent breezes for top honors. Boats collided, penalty circles abounded, and breakdowns were frequent sometimes ending the day's racing. It was clear from the 1st of the 13 races that **Hatch Brown** was the man to beat. **John Whalen** and **Chuck Winder** of Marblehead finished 2nd and 3rd in the regatta. For complete results see www.CPYC.org.

Race committee chairman **Danny Mullane** found running these races very different as he could see all the action and occasionally had to rescue a boat that was out of control. Also assisting on the race committee were **Todd Rake**, **John Economides**, and **Dev Blodgett**. Vice Commodore **Mike** and **Betsy Gahan** chaired the event. Racing these radio controlled vessels requires an interesting mix of skills. One must have a knowledge of sailing, of the rules of racing, and rigging expertise. In addition one must have visual acuity with depth perception, superior eye-brain-thumb coordination for the remote controls, and electrical knowledge to make quick repairs.



The Remote Controllers
Fingers ready—start the race.

Note Commodore Philip Marks and Peter Brown have good pier position.

Tom May cheer the racers on.
Watch those antennas, sailors!

A close CR914's windward mark rounding. One brief slip of the thumb on the controls, or briefly loosing sight of a boat can spell disaster. Will the boat approaching on port make a clean rounding?



Dan Mullane and Dev Blogett in Race Committee boat.

Danny, Danny. Please get that engine started.
The model boat in trouble is going the other way sailing toward Snake Island.



Historical Trivia

As Cottage Park Yacht Clubs 100th Anniversary approaches in the late spring of 2001, the *Windjammer* will be printing some trivia questions (and answers) to help spur historical memories. **Background:** The Curtis Cup, a silver bowl, was donated as a perpetual trophy for the North Shore Yachting Championship by Commodore Charles Pelham Curtis of the Eastern Yacht Club in 1930. The CPYC won it twice—1951 and 1959. **Question:** Who were the skippers? **Hint:** Two are active members today. Answers may be found in another location in this issue.

Fleet Blessing Set for Saturday, July 14th

The annual Blessing of the Fleet at CPYC has been set for Sat. July 14th. The events will commence with a 4:30 PM Mass in the ballroom con-celebrated by **Capt. Charles Bourke, USN, Ret.**, CPYC'er **Fr. Corbett Walsh, S.J.** and **Msgr. Bernard McLaughlin** (formerly of the Airport Chapel.) Everyone is welcome. Following the Mass, at 5:30 the Blessing of the Fleet will commence. Colors ill be presented by the U.S. Coast Guard. Dignitaries will be introduced. The fleet will be receive an ecumenical blessing as the decorated yachts parade in front of the reviewing stand. Awards will be presented for the best dressed vessels. Following the festivities, there will be a cook-out on the pier, including hot dogs, hamburgers, potato salad and ice cream. Cost is \$5.00 for both children and adults.

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COMMODORE'S BALL 2001—A NIGHT TO REMEMBER



The hall is beautifully decorated and the party begins.



Winthrop Yacht Club Vice Commodore Richard Long and Joanne Morris chat with Treasurer Ernie Hardy. Raw bar in background.

On Saturday June 16th, approximately 280 members dressed in their finery to attend the annual Commodore's Ball on a very warm evening. The heat did not dampen the splendor, fun or spirit of the evening, just a few shirts here and there. Party goers were treated to a culinary delight by "Catering with Distinction", dancing to the music of "The Mixed Bag", and brisk south westerly's from nature. Congratulations to **Commodore Philip** and **Elaine Marks** for putting together a lovely evening. The pictures describe the evening best of all.



Past Commodores and Flag Officers: L to R, (1st row) Siefert, O'Brien, Valley, (2nd Row) Pyne, Clauss, O'Brien, Burns, Lawton, Murphy, Marks, Condon, Gahan, (3rd Row) Fobert, Hardy, Zambella



Race Committee Chairman Dan Mullane receives Vice Commodores award from Vice Commodore Mike Gahan.



Commodore Philip Marks had to call Marine Facilities Chairman Paul Nichols in from the marina where he was making repairs in order to receive the Commodore's trophy. Nice outfit Paul!



Rear Commodore Jack Condon presenting his award to Bob and Libby Dowling and Pat and Paul Leary for the time and effort they volunteered in assembling the new kitchen.

STAR SOUNDINGS

The 4th Annual Skippers Choice Regatta on May 20th proved to be a huge success. In this regatta, the brainchild of **Peter Costa**, sailors who had never skippered a Star in a race before, competed. Participants included PHRF, J/24, Interclub, and Soling sailors and crews. In a tight aggressive field, boat builder and PHRF racer **Mark Lindsay** won the regatta overwhelmingly with firsts in 4 of the 5 races. The Boston Harbor Star Fleet elimination series began May 19th with 8 boats competing in initially light winds that gradually built by the end of the day. **Gary MacDonald** and **Howard Davis** won the day with a 1st and 2nd. **Ken Woods** and **Bill Paton** took 2nd place posting a 2nd and 3rd. **Peter Costa** and **Jonathan Marks** finished in 3rd place with 6th and 1st place finishes.

After 3 more days of racing in the elimination series, **MacDonald/Davis** continue to lead. **Steve Braverman** and his crews **Ron Rezac** or **Sergey Leonidov** have moved into a close 2nd place. Teams **Woods/Patton** and **Fox/Blodgett** are tied for 3rd. Team **Olsen/Braverman/Kalin/Walsh/Rezac** lead the Wednesday Night Series with **Fox/Blodgett** in 2nd, and **Feeney/May** 3rd place.

The Constitution Cup was held on Sat. June 30th. **Braverman/Rezac** finished in first place. **McDonald/Davis** and **Fox/Blodgett** tied for 2nd place.

The Star First District Championships were held June 22-24 at CPYC. **Fran Charles** and **Ron Sandstrom** from CPYC finished 2nd in the 29 boat fleet, Also in the top 10 were **Woods/Paton** (8th) and **Zambella/Marks** (10th). Congratulations.

Historical Trivia Answers

- 1951—**Paul Monahan, Skip Madden, Steve Howe, Gerald Donovan.**
- 1959—**Michael Keleher, Dan Mullane, Michele Lally, Susan Foristall.**

RECYCLE For Youth Sailing

Please leave deposit return bottles and cans in the blue barrel on the pier.
Proceeds go to help the Youth Sailing Program

From the Commodore - - - - -

There are some thank you's that need to be made. First, **Elaine** and I want to thank everyone who helped make the Commodore's Ball such a wonderful evening. So many people helped that if I try to name individuals I could inadvertently miss someone.

To **Rear Commodore Jack Condon**, thank you for the great meal at the 4th of July Party. To **Dave Mac Donald**, thank you for getting the band "Smoking Joe and the Henchmen" for

the party. They will be back for the Christmas Party.

I want to especially thank **Ann Mulvaney** and her husband **Lou** for running the Snack Bar this year. It is a difficult and thankless job. Please support the snack bar.

Lastly, July 6th was **Donna Quattrocchi's** 6th month anniversary as manager of the club. I want to thank her for the great job that she is doing.

Commodore Philip Marks

Friday Night Couples Bowling Ends Season



The Friday Night Couples Bowling group ended their season with a weekend trip to Kennebunkport, Me. The champions for the past season are **June Doherty, Mort Buckley, Janet Hartigan, Maureen Ford, Alice Creedon**, and Captain **Huck Evans**.

CPYC Questions and Answers

Question #1: How can I purchase items from the CPYC store?

Answer: Items available in the CPYC store can be purchased in several different ways. On weekdays before 4:30 PM, if the bartender on duty is not busy and can leave the bar, he/she can get the merchandise for a customer and receive payment. However, it is usually difficult for them to leave the bar. If **Donna Quattrocchi**, the manager, is available and not busy or getting ready for a function, she can get an item. However, probably the best way to get CPYC merchandise is to leave a note with the bartender as to what is wanted, including color and size. **Kathleen Doherty** is in charge of the store. She checks for orders and will be happy to fill any left behind the bar or

telephoned to her. Items can then be picked up from the bartender and payment made at that time. Order forms and price list should be available at the bar. On occasion the store will set up shop at an appropriate function.

Question #2: What items are available in the CPYC store?

Answer: Merchandise available is displayed in the first glass case in the ballroom. Items for sale include numerous clothing items such as sweatshirts, long sleeve oxford shirts, long sleeve denim shirts, cotton sweaters, icetec fleece jackets and vests, nylon jackets with matching pants, polo shirts, belts, hats and children's sweatshirts and windshirts. There are also large and small club burgees and key chains for sale.



WHAT AN IDEA!

So there are people out there
who would like to do stuff!

I have requests for Kayakers.

Want to get together with a group from

The club, let me know and I will get people in contact.

Who wants to play cribbage?

Come down and hang around the Board

If you are bored.

Any interest let me know and we will pick some time for you to do it.

For the people that have a knack at crafts but hate to do it alone.

Get together and make a quilt or a lobster trap, want to knit a net.

Stephen Carr

You can contact me by mail at the club.

E-mail me at SOCARR@aol.com or give me a call at 617-846-6233

MEET OUR NEW MEMBERS

We welcome **Ronald Rezac** and his wife **Josette** from Bolton. **Ron** is a familiar face at CPYC as he has sailed Stars with **Steve Braverman** for the last 5 years and is an active Interclub frost biter.

Winthrop resident **Douglas Raymond** and his wife **Mary** join the ranks of **Murphy** family CPYC members. The **Raymond's** and their two sons enjoy their 26' boat.

Retired pharmacist **Anthony Evangelista** and wife **Antonietta** have been familiar faces around Winthrop for years. It will be nice to see them around CPYC now also.

Another new member hailing from Winthrop is **Sean Cassidy**, an engineering consultant. Could **Sean's** two children be prospective youth sailors?

James and **Barbara Evans** will be commuting from their home in Winchester to enjoy time on their sailboat *Adventure* this summer.

Attorney **Sergey Leonidov** is a familiar and an active star crew. Recently he became the Assistant Fleet Captain of the Boston Star Fleet. **Serge** and his wife **Khristine** can also be seen aboard their sailboat *Tremolino*.

Stephen Packard is a software engineer and resident of Everett. An active boater for most of his life, **Steven** will be enjoying his 25' sailboat *Gaffer's Delight* at CPYC.

Robert Jay, a retired teacher from Cambridge, comes to us with a considerable

background in sailing. He owns the 28' sloop *Jugnu V*, and is interested in telescopes.

Paul Harris and his wife **Gail** have two sons, **Michael** and **Brandon**. The Harris own the 22' sailboat *The Fource* and reside in Newton Centre.

Ross Sigmund recently moved to Winthrop with his wife **Laurie** and 8 month old **Daniel**. A software consultant, Ross is looking forward to being a member of CPYC.

Joining the ranks of CPYC Star sailors is **James Coggeshell**. **Jim**, a mechanical designer, will be commuting from Fitchburg where he lives with his wife **Colleen** and daughters **Ailish** and **Kate**, to sail his Star.

An accountant and Etchell's sailor, **David DeBlois** hails from Wilmington. **David** and his wife **Valerie** have 3 children, **Garrett**, **Nicole**, and **Jullian**.

From Boxford, **Barbara Roberto** will be sailing her 27' sailboat *Windseeker* about the area.

Philip and **Paula Ronan** are from Winthrop. They have two children **Eric** and **Brendon**. **Philip** has a reputation as always willing to lend a hand - always welcome at CPYC.

Leonard Spada is an attorney from Peabody. He and his wife **Liz** have one child **Jacob** and one on the way.

Edward Lavery has renewed his membership at CPYC. He is a Star sailor and resides in Gloucester with his family.

Member Spotlight

Member #2 is John B. Nugent. A life member, John joined the club in 1937 and served as commodore in 1951-52, during the Golden Anniversary of CPYC. From an old Winthrop family, John lived close to the club on Johnson Avenue, until moving to Braintree, Vermont where he currently resides.

A graduate engineer from MIT, it is reported that John worked closely with famous engineer Dr. Draper, and was involved in NASA's moon launches. John cared greatly about CPYC. Word has it that he was vigilant in his attempts to keep the fire lanes clear of parked cars. While he was commodore, the westerly basin was dredged.

John owned the 30' cabin cruiser *Westwind*. Also a sailor, he sailed a COOT #1 which was a class of boat limited to CPYC. In time it was elongated and became known as a Radial. In addition, John belonged to the Boston Yacht Club and was their race committee chairman for one of the Marblehead to Halifax races.



John B. Nugent, Commodore 1951-1952

(New Members Continued)

Welcome to **Paul Reardon**, Winthrop resident and long time, active member of the Winthrop Historical Society.

Charles Evans, his wife **Susan**, and children **Matt** and **Abby** are also from Winthrop. **Charles** just happens to be the son of long time member, **Harold Evans**. CPYC has welcomed many new members recently, and have quite a few going through the membership process. The *Windjammer* will continue to introduce new members in future issues.

One Day at a Time { Part XXVII } Capt. Montgomery and son continue their southern adventures

(In the May issue, Tom and Paul were starting their voyage back to the USA.)

Sailing from Grad Cay, Abacos in the morning, I had cleared Mantanilla Reefs on the North East corner of Little Bahama Bank. We observed the light green waters of the shallow Banks turn to vivid turquoise blue as we dropped off soundings into the Atlantic.

The last rays of the setting sun were a signal to tie a second reef in the mainsail before darkness enveloped us. Alone and insignificant on the heaving ocean, our small sailing vessel approached the East wall of the Gulf Stream on a Northerly course, surfing down the waves as we hurried along. In the proximity of the stream, the wind had increased to 25 knots with occasional squalls. The seas were running 6—8 feet with deeper swells. I had no intention of pressing the boat hard this far from land. A second reef would ease the Auto-helm providing better steering. Paul and I elected to stand 2 hours watches during the night as the wind and sea increased. The heavy rolling and pitching in the clutches of the Gulf Stream made sleep nearly impossible. Our spirits were high. We were optimistic as the boat was well found and sailing fast under reduced canvas with little effort on our part other than to hold on and keep a good lookout for ships steaming to and from the Straits of Florida.

The long and tiring night passed slowly until dawn found us approaching the main axis of the Gulf Stream in rough seas and a swell way out of proportion to the force of the wind. Continuous rough weather and the heavy going of an offshore passage will reveal any inherent defects or flaws existing in a boat and her related gear. In the extreme pitching and rolling if the Gulf Stream, the 20 year old TRUANT experienced her first rigging failure. A heavy spring securing the triple sheaved main sheet block to the traveler car failed, apparently from metal fatigue. This allowed the main boom to run free and lay hard up against the lee shrouds with only partial restraint from the vang. Quickly handling the reefed mainsail, we were able to subdue the wildly swinging boom and secure it amidships with port and starboard preventer lines. This was no easy task in the heavy rolling. Utilizing a wire strap and a shackle from our spare part kit, I re-secured the block to the traveler car for a crude but effective repair. We were able to reset the mainsail and dampen the violent rolling.

During the course of the day, I gradually eased the TRUANT Westward towards Florida. While reluctant to lose the additional knots afforded by hitch-hiking along the axis of the Gulf Stream, I was in search of less boisterous seas. Paul and I were beginning to feel the effects of lack of sleep and needed calmer waters to catch some unbroken rest and regenerate ourselves.

The second night proved much more tranquil as the TRUANT emerged from the turbulent conditions of the Gulf Stream sailing wing and wing in a moderate Easterly wind with a much reduced sea and swell. Grabbing a few hours of undisturbed sleep earlier, I was enjoying the bright star filled Southern night and concentrating on trimming the sails to keep TRUANT moving in the softening breeze.

Accidents at sea happen very quickly and not always to the novice sailor. Experience sometimes breeds overconfidence and a disregard for personal safety bordering on carelessness that may result in dire consequences or a quick demise.

Noticing a slight shift in the direction of the breeze, I jibed the main boom and began hauling the genoa sheet to starboard in order to wing the sail out on the opposite side. Wrapping the sheet on the starboard winch and heaving up, the genoa appeared to become fouled when half way across the bow. In the darkness with only starlight for illumination, I initially thought that the sheet may have caught on an obstruction on the foredeck.

It was the required practice on board to wear a safety harness on deck at all times standing solo watches day or night when offshore. In the fine, pleasant weather with moderate sea, I gave no heed to unclipping my harness from the safety line in order to be unrestrained during a quick trip to the foredeck and back. Hell! I was still nimble on my feet and I knew the deck of the TRUANT like the palm of my hand, even at night. Quickly gaining the foredeck, to my consternation, I observed that the port genoa sheet was leading down to the water and under the boat. My first thought was that it had somehow wrapped in the propeller, but the diesel engine was secure and the shaft was not turning. Returning to the safety of the cockpit, I grabbed a lantern battery light that was kept at hand, and leaned over the port quarter life lines in order to look under the counter for the jammed sheet.

As I leaned still further outboard to visually check the propeller, the TRUANT insipidly rolled down in a swell throwing the entire weight of my body onto the life line. A pressed, wedged fitting on the life line turnbuckle let go and in a slip second I was 3/4's of the way over the side before my toes managed to catch on the cockpit combing. I was left hanging overboard with my arms swinging wildly trying to reach and grab onto something. My entire upper body was unsupported and I was inches away from being lost. Frantically twisting and writhing around with an un-natural strength from an excess of adrenaline caused by fright, and helped by the boat rolling in the opposite direction, I was somehow able to grasp the bulwark cap with my fingers, and claw and scramble my way back inboard.

Breathlessly laying prone in the cockpit wit heart pounding and a horrifying image of the TRUANT's stern light sailing away from me, fading in the distance, left me unnerved. The full realization of what a careless stunt I had pulled dawned on me and for the second time in the voyage, I had come close to meeting my maker.

My shouts and the commotion on deck had awakened Paul and brought him on deck to a scene of chaos. The genoa was luffing, sheets were entangled, port life lines broken and slack, hanging over the side, and I was laying prostrate in the cockpit. When I recovered from my fright, we got the way off the boat and rolled up the thrashing genoa after cutting the jammed port sheet free of the clew. Using the lantern, we were able to see in the clear water that the sheet was leading under the rudder. When jibing the genoa over to starboard, I had inadvertently allowed a large bight of the port sheet to fall overboard., riding under the bow of the boat and



Youth Sailing mothers ready sailing program boat for the season. Good job ladies. How much paint did you get on the boat and on yourselves?

passing under the length of the keel.

Cutting away the sheet from the genoa gave us one free end, but the line remained firmly jammed. Any attempts to pull on it exacerbated the problem forcing it tighter into the aperture. Not wishing to go overboard at night with a sea still running, we had to devise another method. Paul extended our boathook full length and tied a small loop around the hooked end. He slid it down the jammed sheet to the aperture of the rudder and stern post. By pushing sharply downward on the boathook he was able to clear the sheet and I quickly heaved it on board, resecured one end back to the genoa with a bowline. Rigging a temporary life line from a rope, we got the TRUANT moving again on her course the light remaining breeze.

Well after midnight found us rolling and slatting in the swells as the breeze fell away to calm. The genoa was rolled up, the main hauled amidships and flattened down as the diesel engine sputtered to life. On our third day at sea at dawn, there was no promise of wind. I diverted our course from Charleston, S.C. to the Saint Mary's Rock entrance on the border of Florida and Georgia. We were tired of being knocked about and if we had to diesel, we could just as easily power up the ICW in protected waters.

By late morning we had entered the Cumberland Sound and had anchored off the town of Fernandina at the junction of the Amelia River. After clearing U.S. Customs by telephone, we topped off our fuel and water tanks, took welcome hot showers, stopped for a big breakfast at Maggie's place and returned on board to our bunks for a long sleep without being called for sea watch. We had sailed 280 miles from Grand Cay in the Bahamas averaging about 6 kts with some help from the Gulf Stream while. In spite of some gear failures and my carelessness, we had done well for a 31 ft sailboat and would go offshore again at the next opportunity.

(Continued next issue)

**SUPPORT THE
SNACK BAR**

Katie Leary and Nicholas Critch getting ready for summer
In a Cottage Park Yacht Club tide pool
Periwinkles anyone?



WANTED

Historical
Items for
CPYC
CENTENIAL
2002

Old labeled pictures, membership
cards, stories, etc.

Send to Dave Hubbard, Sec. CPYC

BOATING TIPS

This month Boating Tips will present a true story, (a personal confession), and a moral to the story. **Dave and Beth Enggren** want to thank the members who expressed concern about DISCO VOLANTE's little adventure toward Snake Island. They appreciate the people who called and left messages about the situation.

To begin the tale , **Ed Pyne** and **Don Colpak** saw DISCO drifting toward Snake Island. **Ed** got a line on her and tied the other end to N4 off the marina. **Dave and Beth** arrived to find DISCO at "anchor" 50 yards southeast of the nun. They tried to move the mooring to deeper water but were unsuccessful.

Joe Houghton's opinion was that the mooring chain was wrapped around the stock of the mushroom. The boat probably pulled the mushroom out of the muck, finally catching in shallow water near the Snake Island bar. **Dave** said, "Lucky us!"

However, the luck did not hold. When **Joe** pulled the mooring, everything was

there except there was no 300 pound mushroom. The top ring had corroded away. Apparently the heavy chain had acted as an anchor and stopped DISCO at just the right moment.

While **Dave** had his mooring chain inspected every three years at low water, he had not pulled the mooring in 10 years. He was a believer in the old adage, "Don't pull your mushroom. If you do it will loose holding power." That is true if you pull it the day before a hurricane. However, doing so early in the season prior to putting a boat on it will allow sufficient time for the mooring to settle back into the mud securely before hurricane season arrives.

The moral to this story is have your mushroom checked every couple of years, and if you have not had it checked recently, do so. What's a few dollars more when it comes to potentially losing a boat worth thousands. Sure the insurance company will pay off but they are not inclined to reinsure boaters who have big claims.

JFK Regatta Results

Torrential rains washed out the Sat. racing. However, Sun .the Stars got 3 races in with team **MacDonald /Davis** winning the regatta, followed closely by **Bainton/Christonson** in 2nd and **Siljander/Siljander** in third. Chairman **Peter Brown** reports that the PHRF races hopefully will be rescheduled for an open date.

PLEASE NOTE
PAYMENT
for Club Functions
should be enclosed in an
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Please deposit in the Inter-
Club Mail Slot in the club
lobby or mail by U.S. mail.

Do not give checks or cash
to the bartenders.



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THE EAR HEARS

Congratulations to **Dianna and Ronnie Wasson** on their daughter **Debbie's** marriage to **Dana De Gennaro** on May 19th.

We are glad to see **Pudgy Lally** slowly starting to use his arm once again. Having to cut down on athletic's has to be effecting **Pudgy's** sense of humor.

A 5 years sailing instructor at CPYC, **Elizabeth Lally** graduated with honors from Bridgewater State College this spring. Congratulations to you and your parents **Pudgy and Mary Lally**. One down!

You have not seen launch driver **Kerri Lally** recently because of some surgery. We hear she is on the mend and will be back soon.

Congratulations to the **DiMento's** on becoming grandparents.

Our manager **Donna Q.** recently slipped on ice cubes behind the bar and took a nasty fall. Fortunately she is alright. **Donna**, the purple will fade in time.

Happy 58th anniversary to **Stephanie** and

Duke Mac Neil.

We wish **John VanTassell** a speedy recovery from his surgeries.

We are glad to hear that **Judy Fairbrother** is on the mend and feeling better.

Imagine this—three **Critche's** bowling Tuesdays this summer. Let's hope they are not on the same team—share the talent.

Lenny Fulham has been in the hospital and is now in rehab at Spaulding. We hope that he will be home and feeling better soon. Our thanks to **Lenny** for his help on club history. He is responsible for the trivia in this issue.

Our sympathies to **George "Midge"**

2001 LAUNCH SCHEDULE

July 1st to September 3rd
Daily Service 12:00-8:00PM
Weekends 8:00AM to 9:00PM

Sept. 8th through Oct. 14th
Weekends Only 8:00AM-6:00PM

The launch will operate beyond the scheduled times when authorized by **Flag Officers, if needed to support regattas, or to evacuate the marina.**

Cottage Park Yacht Club
 1 Baker Square
 Winthrop, Massachusetts 02152

Sawyer's family on his passing in May. He was a life member.

Vice Commodore **Mike and Betsy** recently enjoyed a cruise to Bermuda

Congratulations to **Maureen and Don Ford**, new grandparents once again.

Congratulations to **Steve and Margo Feeny** on their new 36' Pearson.



IN THE WIND

JULY 14 Blessing of the Fleet

AUG 11-12 Make-A-Wish Regatta

SEPT 7-8 Pine Trophy

OCT 20-21 Marina Weekend

DEC 8 CPYC Christmas Party

SEA//TOW

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