



1902

COMMODORE
John R. Condon
VICE COMMODORE
Lawrence G. Bradley
REAR COMMODORE
Richard B. McKinnon
SECRETARY
G. David Hubbard
TREASURER
Norman P. Hyett

March 2004

Tel. (617) 846-CPYC

Web site: www.CPYC.ORG

ANNUAL MEETING ELECTS NEW OFFICERS

Commodore **Michael Gahan** called the Annual Meeting to order at approximately 8:05 PM Wednesday February 18 2004. (As of 8:15PM there were 121 members in attendance.) He asked for a moment of silence in respect for the members who passed away during the past year: **Guy Case, Walter Collins, Richard Taylor, Robert McCloud, and William Gorman**. After a brief biography, the bell was rung for each of these gentlemen.

Secretary **David Hubbard** read the call of the meeting. He then reviewed the statistical report on the standing of the membership for 2003 as of January 20, 2004. There are 491 roll numbers including all categories, regular, young adult, senior, non resident, life, honorary, and military. There were 48 new members in 2003. Fifty eight percent of the membership lives in Winthrop, 36% in the rest of Massachusetts, and 9% out of state. 177 members have 226 boats. The average age of members is 52.13 years. The number of members bowling totaled 151.

Treasurer **Norm Hyett** presented the annual report of the Treasurer and for the Finance Committee. He began by thanking the Finance Committee and Audit Committee for all their work. This past year has been very busy financially. The club has had three bookkeepers, instituted a new accounting system, installed new computers, and issued bills from the Treasurer's office rather than the Secretary's office. **Norm** stated that the old chits will be able to be used until May 2005 as they are not dated. New chits that will be issued this May will be dated and also will be good until May 2005. Increased membership has helped the financial picture this year. It has been an expensive year for the



Vice Commodore Bradley, Commodore Condon, Rear Commodore McKinnon

club as many projects were undertaken including the new club roof and renovating the Woodside property. The year ahead will be a challenge since work needs to be done of the underpinnings of the club and there has been ice damage to the marina. The budget was presented for 2004. The budget is available at the club should any member wish to review it.

David O'Brien gave an accounting of the work and status of the Woodside property for the Capital Improvements Committee.

Leo Vannoni reported that the Audit Committee did a satisfactory audit of the club records and reported that they also audited the Capital Improvement Fund because of this year's high expenses.

By Law Changes

1. It was voted to again waive payment of the Initiation Fee until 3/1/05.
2. The next By Law considered was to add a "cost of living" clause to the an-

nual dues assessment. This By Law change provides for an automatic increase when the cost of living exceeds an aggregate of 5% since the last annual dues amount. There are no changes to the Capital Improvement fee. Discussion explained that the recent dues increases came in 1991, 1994, and 2000, which currently put dues just about on target with the recent cost of living increases. The By Law is not to be retroactive. Since the current cost of living index is low, it will probably take a few years for an increase to take place. It was explained that small increments seemed preferable to larger jumps. Discussion against the By Law centered on some members feeling that this would take dues

decisions out of the hands of the members. The by law passed by the required 2/3 vote, 72 for and 29 against in a standing vote. 3. This proposed By Law change would have changed the number of members needed to request a special meeting from 10 members to 10% of the membership. This would have meant that it would take 45-50 members to request a special meeting. The proposed

(Continued on Page 7)

**DEADLINE
FOR
May 2004
WINDJAMMER**

April 21, 2004

**Please send any copy,
pictures,
or information to
Sue Hardy at CPYC
or
windjammer@CPYC.org**

THE COMMODORE'S CORNER



To the Members of Cottage Park Yacht Club:

As the newly elected Commodore of the Cottage Park Yacht Club, I would like to thank the flag officers and directors that I have worked with during the preceding years. I would also like to say that I look forward to working with the current board of directors and flag officers. More than that I would like to state how much I welcome the opportunity to serve all of our members in the position of Commodore.

As Commodore one of my main goals is to work towards building better communications between our club members, committee and the flag officers and directors. I hope to accomplish this by use of the Windjammer and club website for committee reports and calendar updates. My hope is that by keeping our members well informed we can spark a new or renewed interest in the club that will lead to fresh ideas and member participation.

I welcome your comments and suggestions and look forward to a productive and prosperous year.

Commodore John R. Condon, Jr.

HAULING MY ANCHOR

I WANT TO THANK THE MEMBERSHIP FOR HAVING CONFIDENCE IN ME; TO ALLOW ME TO BE A DIRECTOR AND OFFICER FOR EIGHT YEARS, CUMULATING IN THE HONOR OF BEING THE CENTENNIAL COMMODORE. I WAS LUCKY. I WONDER, AS I PEN MY LAST MISSIVE TO YOU, IF MY WORDS HAVEN'T ALREADY BEEN SPOKEN SOMETIME IN OUR LONG CLUB HISTORY. ORIGINALITY IS DIFFICULT BUT MY THOUGHTS ARE GENUINE.

AND MY THOUGHTS TURN TO YOU, THE MEMBERS, WHO ARE THE CLUB. THANKING EVERYONE WHO CONTRIBUTED TO THE SUCCESS OF THE CLUB OVER THESE MANY YEARS IS IMPOSSIBLE. PLEASE TAKE COMFORT IN THE KNOWLEDGE THAT I DO APPRECIATE YOUR INVOLVEMENT AND CHERISH YOUR FRIENDSHIP. AND SO I WILL MENTION ONLY ONE "THANK YOU", TO MY WIFE BETSY. MY THOUGHTS NOW TURN TO FUTURE OF THE CLUB AND WHAT I CALL 'OUR MANIFEST DESTINY'. TO MOVE THE PILOT HOUSE TO THE FRONT OF THE CLUB. MY ELUSIVE DREAM OF EIGHT YEARS AGO STILL ELUDES ME, BUT TO QUOTE FRANK LLOYD WRIGHT: THE THING ALWAYS HAPPENS THAT YOU REALLY BELIEVE IN AND THE BELIEF IN A THING MAKES IT HAPPEN. I CLOSE WITH THOUGHTS OF THESE PAST TWO YEARS; THE CENTENNIAL PARADE, THROWING MAID GRAS BEADS FROM A TROLLEY, THE CPC MARCHING KAZOO BAND, THE FLOATS, GOING TO THE POPS, STEPDANCING AT THE ST PATRICK'S DAY PARTIES, THE PARADE OF LIGHTS, CHARTERED HARBOR CRUISES, THE REGATTAS AND THE WARM FRIENDSHIPS YOU SHOWED ME. I AM LUCKY, THANKS TO YOU.

MICHAEL K. GAHAN
CENTENNIAL COMMODORE
2002-2003



The Hub of the Club Pilot House News

The Pilot House is coming to life with the sounds and sports of the season. The party on Superbowl Sunday made Steve Honan our first big winner. Steve won a 47-inch flat screen TV. Check the Pilot House for future drawings and you too could join Steve on the list of Pilot House Winning Personalities.

With March comes March Madness and the Pilot House will not pass up the chance to cash in on this basketball bonanza. Check with our bartenders to find out what we have planned for our members as they watch the elimination games and, in particular, the Final Four.

On February 27 stop by the Pilot House between 7 and 10:00 pm to listen to the vocal tones and piano playing of Diane Dexter. Diane has performed for us on two previous occasions. We have asked her back by popular demand. She plays everything from the 50s to the present, from show tunes to ballads. Diane takes requests and welcomes audience participation.

On March 27 our own Tim McHale will be piloting the Pilot House to new heights with his music. At the New Members Party Tim had us singing, swaying in our seats and dancing the night away. Don't miss this chance to see Tim again. Be sure to pack your dancing shoes, tune up your vocals chords and, of course, you're always encouraged to bring a friend!

Just a reminder! The Pilot House welcomes all members and guests 18 years of age and over. Alcoholic libations, of course, require the proper identification. We ask that all visitors leave their autograph in our guest book. Our bartenders have access to membership applications and are happy to provide them when requested. They also have information available regarding upcoming functions including Friday night dinners, club parties and sailing schedules. The manager's office hours are Monday, Tuesday and Thursday from 9:00 am to 2:00 pm. Evening and weekend appointments are also available.

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Is There a Poet Among Us?

It appears we do have a poet amongst us. **Richie Honan** found this poem by member **John Powell** in Messing About in Boats, November 15, 2003 Volume 22 – Number 13.

Morning After Poetry

This poem was written the morning after sailing between two fronts on Boston Harbor, from Cottage Park Yacht Club anchorage beyond Snake Island, out the channel leading to the Winthrop Yacht Club, out to the end of the VASSI pier (visual landing slop indicator pier) approach for Runway 7 at Logan, then back in the channel and back to the mooring, a decent sail with a stiff breeze on a 50-year-old centerboard sloop named *Miri*.



Sea
Shining sea
Mars and moon
Supine
Waves glowing
Black
Before me

And wind wind
Wind with breezes bight
This is the sea before me
And in my hand
A line, a sheet
Tied to the wind
And sea

Weather Forecasting

It was October and the Indians on a remote reservation asked their new Chief if the coming winter was going to be cold or mild. Since he was a Chief in a modern society he had never been taught the old secrets. When he looked at the sky he couldn't tell what the winter was going to be like. Nevertheless, to be on the safe side he told his tribe that the winter was indeed going to be cold and that the members of the village should collect firewood to be prepared. But being a practical leader, after several days he got an idea. He went to the phone booth, called the National Weather Service and asked, "Is the coming winter going to be cold?"

"It looks like this winter is going to be quite cold," the meteorologist at the weather service responded. So the Chief went back to his people and told them to collect even more firewood in order to be prepared.

A week later he called the National Weather Service again. "Does it still look like it is going to be a very cold winter?" "Yes," the man at National Weather Service again replied, "it's going to be a very cold winter." The Chief again went back to his people and ordered them to collect every scrap of firewood they could find. Two weeks later the Chief called the National Weather Service again. "Are you absolutely sure that the winter is going to be very cold?" "Absolutely," the man replied. "It's looking more and more like it is going to be one of the coldest winters ever." "How can you be so sure?" the Chief asked. The weatherman replied, "The Indians are collecting firewood like crazy!"

Laser Sailors Iced at CPYC



This winter has been one of the colder and icier in many years. For the middle of the season, the sailing area was blocked with ice chunks. This happens usually for a couple of weekends throughout the winter, but this year has been an exception. For those days, with no ice, wind and cold has been our problem. We have a 20/20 rule. If it is below 20 degrees F or windier than 20 MPH, we will not sail. We hope that the second part of the season is a little warmer and inviting for sailing. If you would like more information on Laser sailing, send me a note at TC.Rake@verizon.net or check out the fleet's website at www.cpyc.org/laser. Our last day of winter sailing will be April 4th.

Todd Rake

EDITORIAL NOTES

I would first like to thank all of you who have contributed to the *Windjammer*, especially this issue. You do make my job SOOOOO much easier. Second I need to thank all of our advertisers. You do help with publishing and mailing the *Windjammer*. If there is anyone who has not taken an ad and is interested, it is still possible. Feel free to contact me.

Sue Hardy

Thistle Atlantic Coast at CPYC July 2004



This summer Cottage Park Yacht Club and Thistle Fleet #22 Will by hosting the Atlantic Coast Championships. This regatta will be held on Saturday July 10 and Sun July 11. We are planning to sail outside of the Boston Harbor in Broad Sound. This will be a true test for the Thistle Class. Many of the teams will come a day early to practice and visit Historic Boston. We are in the process of planning for the event. We are working on getting housing in Winthrop. If you are able to host a team either at your house or perhaps on a boat, that would be great. We are also working on Race Committee. Crash boats, and spectator boats. Any help would be appreciated. Please drop me a note via e-mail. TC.Rake@verizon.net. We also have information at www.cpyc.org/thistle. As the dates get closer, competitors may need crew to fill out a team. If you know someone that would like to sail, let me know. This could be a great introduction for the Youth Sailors to sail in a Championship regatta. Sailfast and drop me a note with questions.

Todd Rake

BeetleJuice Revives Old Memories Dance Floor Rocks with CPYCer's



CPYC and the PATRIOT'S



Cottage Park Patriot fans dined on a delicious Italian meal, socialized with friends, and cheered on the Pat's on to victory as they watched on a big screen TV. We even had our own CPYC/Patriots Tee's that were worn. What could be better? Love those New England Patriots, truly a team to re-



member.

Oh yes, who won the TV? One of the perennial winning CPYC personalities, Steve Honan. The question is, where are you going to be able to put it, Steve?




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JANUARY 2004 Second Coldest Month on Record

Views of Winthrop Harbor



By S. Hardy

Sunrise January 24th
Temperature minus 10 degrees
Wind westerly at 25-30 MPH

Looking across the harbor toward Deer Island, (left) the rising sea smoke looked like a cloud blanket that rested over the water. It seemed as if occasional puffs were pulled skyward from the cloud. As Windjammer Editor, I briefly considered venturing to the club to get closer pictures but quickly changed my mind when I looked at the temperature. It just was too cold and windy.

A closer look toward the anchorage area (below right) with Long Island in the background, was an eerie site. The sea smoke rose from the water and was quickly blown out to sea.

Sea smoke arose all along the ship channel into the harbor. It almost seemed as if Boston Harbor beyond the airport was on fire without there being any flames. (below left) The lone sailboat (below right) in the mooring area would disappear as a strong wind gust enhanced the thickness of the sea smoke.

What was especially amazing was that with the prolonged cold there was still some open water that allowed sea smoke to form.

Thick ice surrounded the club's footings leaving

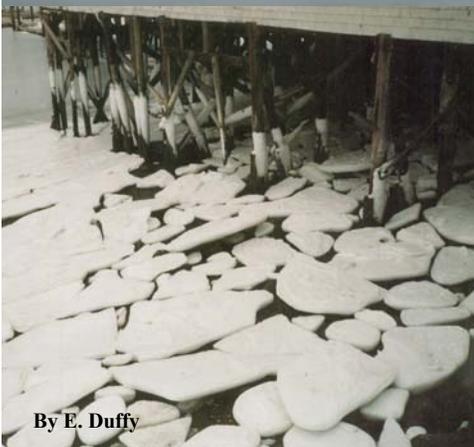


By S. Hardy

By S. Hardy



By S. Hardy



By E. Duffy

large saltwater ice cubes at low tide. (Left) The marina was tightly ensconced in ice that caused considerable damage with the rise and falls of many tides. The Hut was entrapped in ice which caused it's mooring to pull free as high tide approached and traveled to the Winthrop Bartlett Parkway shoreline. It had good company as one of the white Airport security markers joined the hut on the shoreline.



By E. Duffy

January 2004 continued

With the cold food for animals was scarce. CPYC member and neighbor, **Andy Rapphuck**, made sure our furry friends had a food source in the freezing cold. Wonder how Skippy peanut butter would feel about this?



Hum, what's this I find?



This is a little hard to get at but...



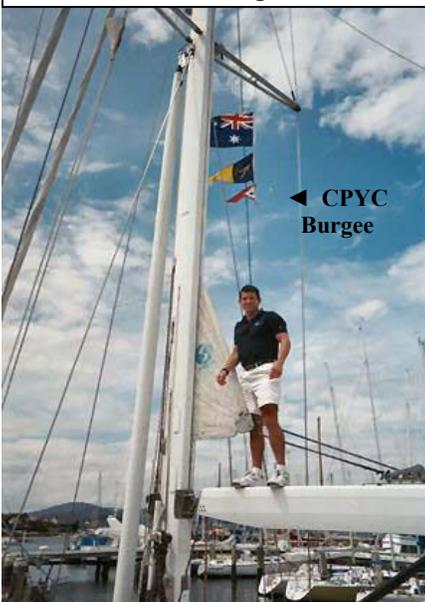
Boy, do I feel better.
Thanks Andy!

CPYC Member Makes Blue Water Passage on Other Side of the World

CPYC member, **Sean McGinn**, recently completed a 2,200 nm sail from New Zealand to Hobart, Tasmania via Sydney, crossing the Tasman Sea and Bass Strait en-route. Past Commodore **Mike Gahan** provided **Sean** with the CPYC burgee to be flown on the yardarm. **Sean** has been living in northern California the last three years, crewing and racing on a J105 on San Francisco Bay. He previously sailed and raced with CPYC members **Sue&Ernie Hardy Jaguar**, **Jack Kendall 30**, **Tom Donovan**, **Tom** (the real) **Donovan** and father **John McGinn** aboard **30** and **Icarus**, **Bud Valley Amalie** and **Goose**, **Mike Goll Thriller**, and a few seasons of our frostbite Laser sailing. **Sean** agreed to share his voyage experiences with the Windjammer. Last autumn, my J105 skipper, **Jaren Leet**, asked whether I'd be interested in crewing aboard a Farr 60 sailing yacht built in Sweden. Considering I had some time on my hands and desired some real "blue water" sailing experience, I quickly accepted the offer. **Dr. Stanley Paris**, originally a Kiwi, who is also a proud U.S. citizen and resident of St. Augustine, FL, owns the yacht, **Dreadnought**. **Stanley** is in the process of slowly circumnavigating the globe as his business allows time. **Jaren** and **Stanley** are close friends and have already sailed thousands of ocean miles together on **Dreadnought**. Therefore, **Jaren's** recommendation of me as crew was good enough for **Stanley** sight unseen (and vice versa). However, a few e-mail exchanges



Sean on *Dreadnought's* Boom



and phone conversations were made to ensure there were no glaring incompatibilities...there were none.

I was to rendezvous with **Dreadnought** at the northern tip of the South Island of New Zealand in a small port called Picton. **Jaren**, **Stanley**, **Pip Tocker**, and **Catherine Jagger** had just completed a month-long circumnavigation of the South Island. On November 20th, I departed San Jose, CA and arrived in Picton on November 22nd after 3 flights and a 3.5-hour ferry ride across the Cook Strait. As the ferry steamed down Queen Charlotte Sound, Picton finally came into view. The 92' white mast of **Dreadnought** clearly stood out amongst the smaller craft in the tiny harbor. We all gathered in a local pub that evening to watch the World Championship Rugby match between Australia and England being played in Sydney. England won in overtime. I won't say where most of the loyalty stood within the pub.

The following day, we set sail at 0700 for the larger port of Nelson that lies further east. We sailed north out of Queen Charlotte Sound, then west and finally south through and around the many islands and peninsulas of Marlborough Sound, passing through a narrow channel called French Pass where the current can reach 8 knots. Despite a chilly start, we enjoyed a spectacular sunny day with favorable winds in the 18-20 knot range. We maintained a comfortable ride and reefed/furled the main to keep the boat mostly flat and making between 8.5 and 10 knots. Upon reaching Nelson, **Jaren**, **Pip**, and **Catherine** disembarked. **Stanley** and I were joined by a 37 yr old German national/Kiwi resident, **Christian Doerring**. Talk about an adventurer. **Christian** left Germany 15 years ago, built his own 40' steel sailboat, that he now lives aboard with his Chinese-Malay wife and two children. I'd sail with him anywhere as he proved to be extremely able and compatible. **Christian** and I were **Stanley's** delivery crew and cooks. Our destination: Hobart, Tasmania by way of a short stay in Sydney. My goal was to then return to Sydney and find a ride for the Sydney-Hobart race.

(Continued Page 8)

Annual Meeting Continued

By Law change was defeated as a 2/3 vote was not attained with 54 for and 47 against.

4. The fourth proposed By Law adds the following sentence to Article XII, Sec. 2: "No amendment to the By Law may be acted upon at a meeting of the club if substantially the same amendment, in the opinion of the Board of Directors, has been voted upon within the prior eleven (11) months of that meeting." This amendment is intended to give time for by-law changes to be in effect to be properly evaluated. The amendment passed with only a few dissenters.

The slate of officers as presented by the nominating committee was presented and voted upon unanimously as follows: Commodore **John R. Condon, Jr.**; Vice Commodore **Lawrence G. Bradley**, Rear Commodore **Richard B. McKinnon**; Board Members **John G. Economides** and **Louis Todisco**; Audit Committee; **Leo S. Vannoni**, **Philip R. DiMento**, and **Robert Kelly**.

Commodore **Gahan** thanked **Larry Bradley** and **Lou Guerino** for putting on the annual meeting dinner.

Commodore **Gahan** presented **Jack Diamond** with a long time achievement award for all that he has



Gahan and Roberts

John H. Diamond, Jr. done for CPYC over the past years. His son, **Jack** represented him and received the framed CPYC burgee. **Rick Roberts** and **Jim Marcott** were recognized for their contributions to the Make-a-Wish Regatta.

Outgoing Board of Directors members **Robert Clark** and **Richard McKinnon**, and Rear Commodore **Dan Mullane** were recognized for their contributions.



2004 Board of Directors
L. to R. front : Vice Commodore **Larry Bradley**, Commodore **Jack Condon**, Rear Commodore **Rich McKinnon**
Back : Treasurer **Norm Hyett**, **John Economides**, **Louis Todisco**, **Nancy Loubier**, **Barry Lawton**, **Matt Honan**, and Secretary **David Hubbard**.



Condon and Guerino

Dan Mullane awarded the Rear Commodore's trophy to **Steven Feeny**. **Jack Condon** presented



Dottie Merrill

the Vice Commodore's trophy to **Lou Guerino**. **Mike Gahan** awarded the Commodore's trophy to **Dottie Merrill**.

Past Commodore **Gahan** and new Commodore **Jack Condon** addressed the meeting. Their comments can be found on page 2. Commodore **Condon** presented Past Commodore **Gahan** with a traditional Chelsea clock in thank you for his service. The meeting was adjourned at 9:25 PM.

Club Kitchen Gets New Refrigerator

Many thanks to the Men's Bowling League for purchasing the large double door refrigerator for the club kitchen. They saw the need for the refrigerator and stepped up to the plate. This should really help the entertainment committee with their future cooking endeavors. Pictured to the left with the newly delivered refrigerator are **Bob Sheppard**, **Joe Grasso**, and **Dave O'Brien** making the official presentation to Commodore **Jack Condon**.



Blue Water Passage Continued

The intrepid three departed Nelson the following day, Nov 24th, after provisioning, fueling, replacing a wire halyard for the cutter staysail, and clearing New Zealand customs. It quickly became clear that the captain would be happy eating canned food for a week. That left **Christian** and I to see who could cook real dinners in the ample galley. We agreed to alternate evenings and whoever did not cook washed the dishes. It was a good way to truly test our ocean-going stomachs. We passed with flying colors. The galley was set low in the cabin (3 steps down from the main cabin floor) and proved extremely efficient and effective even during heavy weather. Breakfast and lunch was up to each individual which worked well. We each pulled two 4-hour watches per day. I volunteered for the 1-5 watch that proved to be an excellent choice for stargazing and nighttime dolphin watching. Each afternoon at 1700 hrs local, we had a "social hour" where we would all gather for a chat and a drink or two if desired. It was an excellent way to keep the social fabric together and work out any underlying aggravations. Weather permitting we would dine in the cockpit, typically finishing dinner at about 2000 hrs. I would turn in for a few hours sleep before relieving Christian at about 0045 hrs. A small candy bar and cup of hot tea was an excellent way to wake up and clear the cobwebs while the now off-watch person provided any necessary briefing. Beyond culinary contributions, my expertise was in navigating while **Christian's** was in pulling weather faxes off the SSB radio via an IBM ThinkPad laptop. These were extremely useful in sailing a favored course vs. the rhumb line to Sydney. In the Southern Hemisphere, the direction of "spin" of Low's and High's is exactly opposite to that in our Northern Hemisphere. This was important to remember in determining the next day's projected wind direction from the weather faxes. The other significant difference is that our "red right return" rule will quickly get you in trouble if applied. It is the opposite down under and even though we had plenty of Kiwis on board the trip to Nelson, we almost ignored the rule and could have gone aground. The only major difference we had on board *Dreadnought* was my tendency to want to sail "fast." Hence I earned the nickname "the racer" from **Stanley**. His conservative cruising mode kept our speed at 10 knots or less (usually less!) and certainly did not strain the rigging very much. Even with different philosophies we averaged 200 miles per day and met the captain's objective. Shortly upon departing Nelson, the engine stalled. With no wind, we drifted down the channel with the current. About 45 minutes later the captain had the 145hp diesel running again. We motored and dined with a beautiful sunset while clearing a peninsula to our west

before we could change course from north to west/northwest into the open Tasman Sea. By the time my 0100 watch began (Nov 25), the wind had risen to about 20 knots and we were making 10 knots through the water. The breeze was on our nose although seas and swell were beginning to come from the south (our beam) indicating the expected change to a southerly later on. During that day the wind remained southerly and built to about 35 knots with a long fetch. Seas/swells peaked at about 15-20 feet. I was wearing a Scopolamine patch, which was extremely effective. However, both **Christian** and I decided to eat some "fresh" grapes. They had an almost simultaneous ill effect on both of us. Once the grapes were ahhm, dis-



A view of the *Dreadnought* from the bow

charged, we were both fine. However, dinner that evening consisted of Raman Thai Noodles, nothing complicated, and they did the trick. I'll never do another ocean voyage with grapes. We did have bananas aboard, against my advice to the Captain, but they brought no ill effects. November 27th brought the same weather. We were in a Low with the barometer dropping slowly but steadily. It was nothing too significant and any ocean sailor would not have considered the conditions difficult. We still had 25-35 knot winds from the south and some rather large waves on our beam. The main was reefed to about one-third and we sailed with the cutter staysail. The large genoa was completely furled. Despite the weather, we had constant company every day of the passage, a single albatross and single storm petrel. They creatures were simply amazing to watch as they glided without a single wing-beat using the updrafts off the waves. Their wings and beaks were probably a few centimeters from touching the water. What

grace! I, however, exhibited a little less grace in the main cabin as we took an unusually large roller on the beam. I lost my grip on the handhold. Being somewhat athletic, I used the salon table to halt my acceleration to leeward where the captain was seated. As I could have broken either the table, or myself, Stanley became a bit annoyed. I resolved to hold on a bit more tightly. Later during dinner on a calm evening, the captain was in very good spirits and leaned back a bit too far in his chair and proceeded to fall over backwards. He saved his glass of wine from spilling, but could easily have cracked his head. I bit my tongue out of respect to my elder!

The following day was **Christian's** birthday and on cue the weather abated (a little too much). The skies cleared and both the wind and waves dropped to day-sailing conditions. **Stanley** generously uncorked a bottle of champagne in honor of the birthday during our afternoon social hour! A fine dinner under clear skies closed out the day on a fine note with morale high. We had enjoyed a sunny day, warm and calm and were no longer struggling in the forward heads. I awoke during my 3-hour evening catnap by the violent motion and noise of the flat forward hull slamming and slapping over significant waves. As I was sleeping against the side of the hull, it was a rude awakening. We were now experiencing strong winds from the high-pressure system that followed the previous low. The weather fax showed that the isobars were fairly close at the leading edge of the High. During my early-morning watch, we had several waves break over the bow and reach the cockpit with some amount of volume and force. The dodger provided ample protection but my watch was spent standing in the companionway to keep an eye out in the reduced visibility. I could also go below and check the radar for contacts but I enjoyed hooking the harness into a hard point in the cockpit and "riding" the waves. It truly was exhilarating and the autohelm handled the conditions well. We now had a problem with the cutter furler and hence were using a partially furled genoa for a headsail that proved to be fairly effective off the breeze. I wouldn't have wanted to try to beat to windward with a furled cruising genoa however. At the end of my watch, Stanley took the watch at 0500 and I attempted to get my morning sleep in the forward cabin. This was not easy given the state of the waves and I awoke at about 1000 hrs to clear skies, 30-knot winds and a continuation of the sea state. The boat was taking a pretty good pounding, but with a high freeboard I'd have to say it was still a relatively dry and comfortable ride. By midday the weather improved as we moved into the center of the High and we had a marvelous afternoon. With just one more day to Sydney...we began to relax and get excited at the same time. As yet, we'd not seen a single ship since departing Nelson.

(Continued next issue)



Youth Sailing News

Registration for the summer youth sailing season will be Sunday April 4th. This year registration will be combined with bowling to make it more fun for all. Anyone with questions about the program and the upcoming season, contact Phil Ronan or Phyllis Mckinnon.

The Annual Fashion Show is scheduled for

CPYC Youth Sailing Presents STEVE WRONKER'S FUNNY BUSINESS Comedy Hypnosis Show Fun for All



Friday March 5, 2004
Doors open at 8 p.m.
Show begins at 8 pm
Dessert after the show
\$15 per person

For Tickets, Contact: Kathy Roberts 617-846-3953, Michelle Cassidy 617-846-0703, or Anne Ford 617-846-8726

You'll Laugh Like Never Before!

April 30th. Come and bring your friends. Once again their will be fashions for kids and adults. There will also be a silent auction table and raffle. Tables of 8 or 10 can be reserved with advance ticket sales. For tickets contact Dan Ford at djford@att.com. Anyone interested in helping or donating items please contact Phyllis McKinnon. More information will go out to the membership as the event draws colder.

The youth sailing cookbooks are hot off the presses, and in the process of being shipped at present. They will be available at the comedy hypnosis show and the March family dinner.



Congratulations to **Jack and Marie Ficareo** who celebrated their 50th anniversary at the *Top of the Hub* with their children and grandchildren in January.

Congratulations to **Derek Curley and Myles Herbert** who were inducted into the National Honor Society at Boston College High School.

Deepest sympathy to the family and friends of **Randell McLoud** on his recent death. **Randell** was a long time Winthropite.

It is with great sadness that we extend our sympathy to **Bill Gorman's** family, wife **Ann** and sons, **Bill Jr.** and **Keith**. Winthrop has lost a fine educator who is remembered with respect and fondness by a host of former students, co-workers, and CPYC members.

We hear that **Sis Murphy** is back home and doing better.

Members **Ed Lally, Dave McDonald,** and **Jack Condon** are once again cooking for charity. They will be doing dinner for "Joey and Maria's Wedding" which

Meet the New Members

Welcome to new member, **Matthew Curtis**. Mathew lives in Pembroke and is in Pharmaceutical Research. He enjoys fishing on his 25' power boat, *Orpheus*.

Donna Hanson hails from Newton and is a nurse practitioner. An avid sailor and racer, she also enjoys teaching sailing and sharing her knowledge of sailing with others.

Bernard and Mirabelle Wilcken are Winthrop residents. **Bernard** is involved with international freight.

John and Lauren Gallaghen live in Stoneham. **John** owns Collectors Gallery in Stoneham.

From Roslindale, **Gary French** is with the Boston Police Department. He enjoys sailing his 26' sailboat *MacGregor*.

Robert and Jeanne Capobianco have six grown children and live in Still River, MA. An attorney, **Robert** enjoys sailing his 30' sailboat, *Madkat*.

A retired (she questions) real estate broker from Boston, **Delabarre Sullivan** is involved in numerous sailing organizations. Look for her in her 27' auxiliary sloop *Dude A Belle*.

We look forward to meeting all the new members in the days ahead.

is coming to CPYC May 8 for the benefit of WINARC, (Winthrop Association of Retarded Citizens). Tickets will be available at the Pilot House.

To the **Dowling's**, congratulations on your 36th anniversary.

We are always sorry to hear about the loss of our faithful furry friends. Our condolences to **Jack Condon** for **Max** and to the **O'Brien's** for their Golden Retriever.



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IN THE WIND

MARCH

Mar 5 Youth Sailing Fundraiser – Hypnotist

Mar 13 St. Patrick's Day Party – The McTaggarts

Mar 19 Family Night Dinner

Mar 21/22 Marty Bowl Regatta

Mar 27 Tim McHale/Pilot House

APRIL

Apr 4 Youth Sailing Bowling and Registration

Apr 16 Family Dinner Night

Apr 17/18 CPYC Spring Clean-up Weekend (Formerly Marina Weekend)

Apr 28 Ladies Bowling Luncheon

Apr 30 Youth Sailing Fashion Show

MAY

May 1 Men's Bowling Banquet

May 5 Ladies Bowling Awards Night

JUNE

June 5/6 J FK Regatta

June 19 Commodore's Ball

June 26 Blessing of the Fleet

June 25/26 Rhodes 19 East Coast Championships & 27

JULY

July 3 Constitution Cup

July 10/11 Thistle Atlantic Coast Championships

AUGUST

Aug 7/8 Make-A-Wish Regatta

Aug 14/15 Star Masters

Aug 21– 26 Star North Americans

APRIL 2005

Interclub Nationals



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