

COTTAGE PARK YACHT CLUB, WINTHROP, MASS.



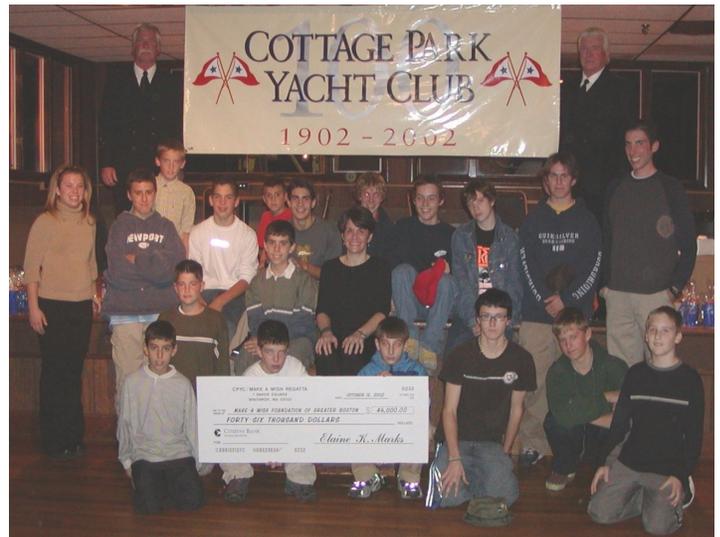
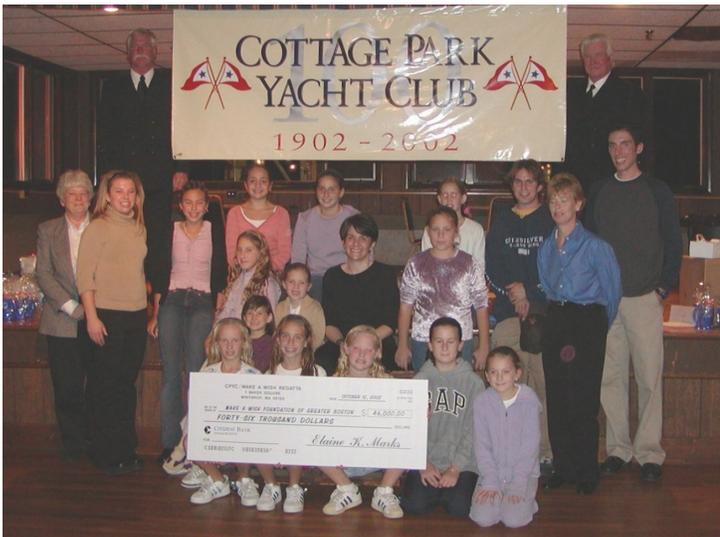
COMMODORE  
Michael K. Gahan  
VICE COMMODORE  
John R. Condon  
REAR COMMODORE  
Daniel C. Mullane  
SECRETARY  
G. David Hubbard  
TREASURER  
Ernest E. Hardy, Jr.

NOVEMBER 2002

Tel. (617) 846-CPYC

Web site: [www.CPYC.ORG](http://www.CPYC.ORG)

# \$46,000 Check Presented to Make-A-Wish At Youth Cup Night



Commodore Gahan, Vice Commodore Condon with youth sailors, instructors, event organizers and this year's Make-A-Wish Check

Kathleen Doherty, regatta youth coordinator, represented Make-A-Wish Regatta Chairperson, **Elaine Marks** in presenting a check for \$46,000 to Make-A-Wish representative, **Julie Able** Friday, October 18th. **Julie** told those in attendance that our check would enable the foundation to grant eight to nine wishes in the year ahead. During the fiscal year 2002, the Boston Make-A-Wish chapter was able to grant 209 wishes. Our regatta substantially contributes to the foundation's efforts. **Julie** went on to describe three wishes that have recently been granted to illustrate the diversity of wishes



Wish Grantor, Julie Able presents Commodore Gahan and Rear Commodore Mullane with a framed piece of Wish Art done by one of the children who had a wish granted. The picture depicts the child's wish experience

made possible. The first child wished for a recording studio. The foundation was able to build one in the family's basement. Another child wished for a party. Make-a-Wish created a luncheon party featuring rides, games, clowns, magicians, arts and crafts, among others, much to the delight of the wish child and to all those invited. The third child was able to take a Cruise to the Western Caribbean with their entire family. Once again all of the members of CPYC and their friends should be proud of the wonderful job they did for the Make-A-Wish Regatta. Congratulations to all.

# CPYC SAYS GOODBYE TO ANOTHER SUMMER



The gangways and floats are moved into, and secured in winter position with the help of the Leary's boat, ropes, and muscle.



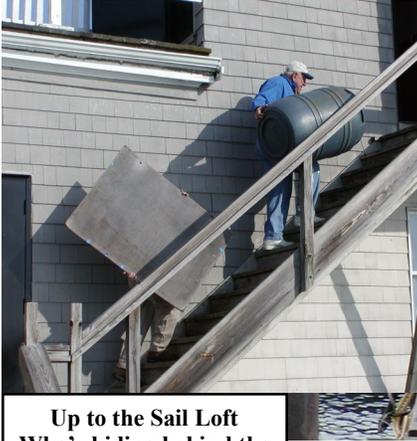
Steve Feeney instructs new member Jeff Moon



Drilling holes in the bolts



Always time for coffee!



Up to the Sail Loft  
Who's hiding behind the big board?



Disconnecting the water and electric lines



Disconnecting in tight spaces

## Thank You Letter

October 23, 2002  
 From: Jon E. Van Tassell  
 Marina Committee Chairman  
 To: Members of CPYC  
 Topic: Marina Closing Weekend

Marina closing weekend this year was held on Saturday, October 19 and Sunday, October 20. I asked for help from all boat owners this year and expected to take 1 full day and perhaps part of the second to complete all tasks. I am pleased and proud at the

attendance and concerted effort of all the participants. I particularly want to thank mooring participants with an extremely large turnout. Each of the group leaders organized and completed all the tasks they had been assigned in the marina and were even able to help with some of the house tasks as well. I am particularly pleased because this year was unable to attend myself! In particular I want to thank Paul Leary and Paul Nichols for filling in while I was out of town. I also want to thank each of the group leaders for taking charge of the individual tasks and

completing them quickly and thoroughly. Thank you all for your help and dedication to our club. I also wanted to thank the members that have quietly worked on projects over the year for the general good of the club. These volunteer efforts have saved the club a great deal and were accomplished with selfless giving of personal time. With the first 100 years over let's see how far we can move the club forward in the next 100 years. Thank you all and may this year be the best year ever for the club.

## THE COMMODORE'S CORNER

Greetings to all -

Although autumn has provided us with gentle boating weather, it is quickly drawing to a close. The days are getting shorter and the weather crisper.

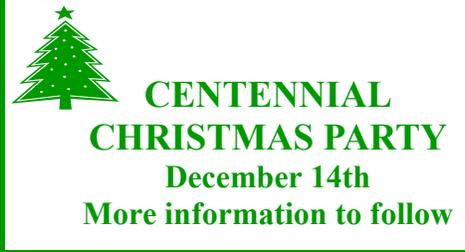
Many thanks to all members and family who made this yachting season so successful. "Attagirl" to **Connie Goll** and her faithful troupe of volunteers who engineered a wonderful sailing season for the club's youth sailing program. Special thanks to **Elaine Marks** for her expert management of this year's Make-a-Wish Regatta; she took on the task without even a blink. **Elaine** and her crew provided us with a well run regatta weekend. Not only was it one of the largest to date, it raised \$46,000 for the foundation. I must also congratulate our bosun, **Steve Feeney**, and his USCG certified launch drivers. Our launch, Windjammer, reliably operated every day this year.

To many of us this may seem like our aquatic off season - not necessarily! The racing schedule is just beginning for frost-biting. Sundays will be a hub of activity for boating throughout the winter. Inter-club, laser, R/19's and our remote control sailboats will be enjoying stiff competition. Catch all the action from the head pier and then stop by the Pilot House and warm up with many of the club's newest members. Hope to see you at first club winter event, the Christmas Party, December, 14th. Special highlight of the evening will be celebrating the finale of our 100th year.

Regards from your centennial commodore,  
Mike Gahan.

## From the Board of Directors

**While the Board of Directors is anxious to hear from and communicate with members, they will not entertain anonymous letters. Unsigned letters make it impossible to develop a two way dialogue. Please sign letters so that the subject matter of concern can be discussed and considered. Members are always welcome to appear before the board to express ideas and concerns. Thank You.**



Turkey Shoot

Nov 23

Contact **Bob Sheppard**  
To Participate



## The Manager Say's Thank You—

I would like to thank everyone for your support in making our Friday Night Dinners a success again this year. I would like to give special thanks to the waitresses and waiters from our own Youth Sailing Group, who were there for us throughout the summer. Also, thank you to the many members (and friends of members) who cooked and/or helped in the kitchen. Last, but certainly not least, thanks to all that dined with us on Friday nights – without all of you we couldn't have continued! Donna Quattrocchi



Nominating night will be Wednesday November 20th. This is an important night for the CPYC membership as it is an opportunity for members to review the status and condition of the club, to ask questions, and to clarify misconceptions in an open forum. Important questions can and do come up for the club concerning it's future direction. The nominating committee is elected at this meeting from the membership in attendance. The importance of the nominating committee can not be under emphasized, as this is the committee that after much deliberation, proposes the slate of officers and board for the ensuing year, and thus ultimately sets the path for the club's future. Therefore it is your responsibility as a member to attend the meeting to cast your vote in selecting the nominating committee and to vote on any issue that comes before the meeting in the manner defined by the By Laws. This is the appropriate way to influence change and be heard on club matters.

The November 20 meeting will begin at 8:00 PM following the traditional dinner at 7:00PM. Reservations need to be made 3 days prior to the meeting.

The 1st order of business will be the election of five Nominating Committee members.

A By Law change to add a new classification of membership is proposed which will require a 2/3 favorable vote, and reads as follows:

**Married Spouse**

## Nominating Night November 20

1. **Any current spouse of a member is eligible to be a spousal member, with all the club privileges of a regular member, upon application to the Board of Directors; and if elected shall pay twenty five percent of the regular member's dues and one third of the annual capital improvement fund assessment plus one hundred percent of all voted annual/special assessments and applicable user fees.**
2. **If two current members become husband and wife, one may apply to have his/her membership be in accordance with the above paragraph 1 and each will retain their previously established seniority.**
3. **Should the marriage between two members be dissolved, each member would have the option of retaining his/her seniority and paying the full rate for the membership class he/she would the apply for.**

A By Law revision is proposed, requiring a 2/3 favorable vote which applies to **COURTSEY ASSOCIATE MEMBER.**

The modification appears in bold type.

1. The Board of Directors may extend a courtesy Associate Membership to the Current Commander of the USS Constitution and **the commander of the USCG Group Boston.** Said members would have all the privileges of a regular member except voting, holding office or utilizing marina/boating facilities at the CPYC.

Lastly appropriate discussion from the floor will be addressed.

Please attend and exercise your rights as a member.

# Youth Sailing Awards for 2002



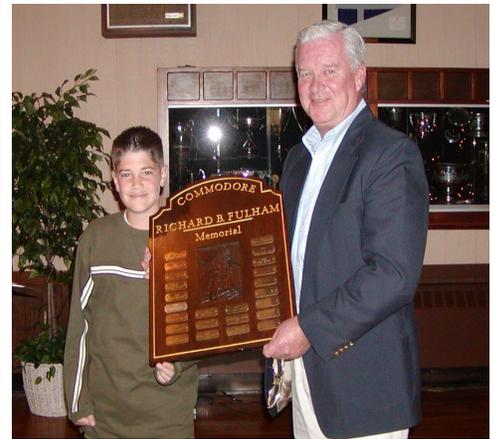
Rear Commodore D. Mullane presents the Charles Loomis Award to Matt Murray

## Most Improved Sailing Awards

Beginners—Angela Pettee  
 Intermediates—Casey Goll  
 Advanced—Jessica Curley  
 Laser—Billy Benker



Sam Roberts receives the Baker Award from Dottie Merrill and Commodore Gahan



David O'Brien presenting the Richard Fulham award to Eric Ronan



Skipper Eric Ronan and crew Chelsia Goll are awarded the N-10 Hatch Brown Youth Sailing Club Championship

## Hatch Brown Youth Sailing Club Championship 2002

### N-10's

- 1st - Eric Ronan & Chelsia Goll
- 2nd - Sam Roberts & Matt Cesario
- 3rd - Brian Carney & Mike Cassidy
- 4th - Jessica Curley & Stephanie Crombie
- 5th - Colan Riley and Dan Carney

### Lasers

- 1st - Matt Aiello
- 2nd - Matt Gaucher
- 3rd - Derik Curley
- 4th - Chris Carr
- 5th - Billy Benker



Matt Aiello takes home the Laser Hatch Brown Youth Sailing Club Championship



## Breakfast With Santa

Parents, Grandparents, New and Old Members, mark your calendar for the annual Ham and Eggs Breakfast with Santa on Saturday, December 14th from 10 AM to 12 Noon. The cost is \$5.00 for adults. Children are free.

The party will feature roaming cartoon characters until Santa arrives. As Santa visits with the children, he will give out gifts to each child. So don't forget to deposit a labeled gift with Santa's elves as you arrive. A flyer will be mailed in No-

ember containing more information. Once again there will be a raffle to benefit needy Winthrop families and food will be collected for the Winthrop Food Pantry. Heidi and Tom Montgomery will be coordinating this year's breakfast, with the help of Paul Montgomery, Laurie Sigmund and Mike McManus. Anyone wishing to volunteer to help, please contact Tom or Heidi at 617-846-6320.

## DEADLINE For January WINDJAMMER

**December 30, 2002**

**Please send any copy,  
 pictures, or  
 information**

**to  
 Sue Hardy at CPYC  
 or  
 suehardy@worldnet.  
 att.net**

## 2002 MEMBERSHIP

- 1 Montgomery, William J.
- 2 Nugent, John B.
- 3 Johnson, Robert H. \*
- 4 O'Brien, J T J 4
- 5 Curran, Franklin A.
- 6 Jeveli, Theodore A.
- 7 Valley, Francis J.
- 8 Keough, Edward W.
- 9 Pyne, C. Edmund
- 10 Murphy Jr. Esq., Hon. John L.
- 11 Flynn, Frederick C.
- 12 DeModena, Sylvio
- 13 Duplin, Joseph R.
- 14 Siefert, Norman F.
- 15 Donovan, Thomas J.
- 16 Jones, John A.
- 17 McDonald, Joseph A.
- 18 Buckley, Morton
- 19 Dimes, Richard D.
- 20 Evans Jr., Harold J.
- 21 Montgomery Jr., Thomas S.
- 22 Mitchell, Daniel Robert
- 23 Leary, Paul T.
- 24 Brown, Harold D.
- 25 Duval, Ernest H.
- 25 Taylor, Richard S.
- 27 Leach Jr., Edward B.
- 28 Collins, Walter V.
- 29 Diamond Jr., John H.
- 30 Hardy Jr., Ernest E.
- 31 Lawton, Richard J.
- 32 Scigliano, Robert E.
- 33 Crombie, William E.
- 34 Porter, Robert F.
- 35 Kelley Jr., John B.
- 36 Lowe, Matthew P.
- 37 Forster, Edward L.
- 38 Critch, Sr., James I.
- 39 Bibbey, Carter
- 40 Duffy, Edward C.
- 41 Merrill, Dorothy A.
- 42 Grasso, Joseph A.
- 43 Cranford, Charles R.
- 44 Tyrell, Richard S.
- 45 Budreau, William R.
- 46 McMath, John P.
- 47 MacDonald, Gary
- 48 Mullane, Daniel C.
- 49 Forster, James J.
- 50 Wood Jr., Frederick W.
- 51 Adams, Charles W.
- 52 Freedland, George
- 53 Biggio, John M.
- 54 Sullivan, Mary G.
- 55 Deedy, Thomas R.
- 56 Caggiano, Ernest C.
- 57 Tape, Sr., Frederick H.
- 58 Gagin, Robert C.
- 59 Colpak, Donald H.
- 60 Cummings, Arthur T.
- 61 Fobert, Ernest M.
- 62 Lanza, Francis M.
- 63 Goll, J. Michael
- 64 Diamond, John B.
- 65 Goetz, Robert C.
- 66 Clauss, Paul T.
- 67 Zambella, Joseph A.
- 68 Clifford Jr., Theodore C.
- 69 Sheppard Jr., Robert L.
- 70 Lally Jr., Edward F.
- 71 Buckley, Francis J.
- 72 Honan, Richard D.
- 73 Kirby Sr., Warren A.
- 74 Beattie, Brian
- 75 Lally, John F.
- 76 MacNeil, Edmund L.
- 77 Howard, Leo M.
- 78 Costa, Peter F.
- 79 Hall, Robert A.
- 80 Wasson Jr., Byron R.
- 81 Briggs Jr., William F.
- 82 Ham Jr., Harold A.
- 83 Kendall, John L.
- 84 Crotty, William L.
- 85 Fairbrother, Dean W.
- 86 Montalto, Joseph P.
- 87 Cavicchi, John E.
- 88 Powers, Martin J.
- 89 Nugent, Terrance \*
- 90 Ficarò, Giacomo L.
- 91 Enggren, David H.
- 92 Olssen, Carl A.
- 93 Tsiumis, John E.
- 94 Conley, Edward F.
- 95 Sullivan, John R.
- 96 Collins III, James J.
- 97 Johnson, M. Mark
- 98 Goodearl, Arthur F.
- 99 Mitchell, Dennis P.
- 100 O'Brien Jr., David L.
- 101 Carroll, Thomas W.
- 102 Creedon, John J.
- 103 Gilbert, Kevin J.
- 104 Rapchuck, Andrew
- 105 Racicot, Edmond A.
- 106 Fenlon, Peter
- 107 Crombie, Steven
- 108 Crombie Jr., William E.
- 109 Marks, Peter W.
- 110 Marks, Philip
- 111 McQuillen, George J.
- 112 Ford, Donald \*
- 113 Albert, Richard J.
- 114 Aloise, David A
- 115 Gorman Sr., William P.
- 116 Cox, David E.
- 117 Van Pelt, Susan C.
- 118 Jeveli, Eric W.
- 119 Wilson, Matt P.
- 120 Nicholls, Paul C.
- 121 Moran Jr., John F.
- 122 Collins, J. Edmund
- 123 Ciampa, Joseph
- 124 Voss Jr., Francis
- 125 Connors, Robert
- 126 Critch Jr., James
- 127 Sordillo, Ernest P.
- 128 Condon Jr., John R.
- 129 LaRosee, Michael
- 130 McDonald, David T.
- 131 Vazquez, P. Terry
- 132 Doig, Ronald W.
- 133 Housman, Arthur
- 134 Guillory, Donald J.
- 135 Todisco, Louis R.
- 136 Hughes, David A.
- 137 Leary, Paul F.
- 138 Doherty, Lawrence R.
- 139 Kelley, Robert N.
- 140 Feeley, Patrick R.
- 141 Alagero, Anthony P.
- 142 Savage Jr., Woodrow W.
- 143 O'Brien, Keith W.
- 144 Rodney, Keith R.
- 145 McDonagh, Paul
- 146 Hanlon, Daniel J
- 147 McGinn, John F.
- 148 Poto, John A.
- 149 Harrington, Dean E.
- 150 Gray III, Arthur E.
- 151 Winkler, David K.
- 152 Murphy, Paul T.
- 153 Nocton, Gerard H.
- 154 Sullivan, Elaine L.
- 155 Albert, Ronald L.
- 156 Willwerth III, Lawrence A.
- 157 Burns Jr., James W.
- 158 Carideo, Thomas S.
- 159 Case, Guy
- 160 Nauta, Marrit J.
- 161 McNeil, William B.
- 162 Clauss, Paul J.
- 163 Driscoll, John F.
- 164 Gagin, Stephen R.
- 165 Greenfield, Joel
- 166 Honan, Stephen V.
- 167 LeBlanc, Francis J.
- 168 Bagley, Ralph R.
- 169 Sirois, Roger J.
- 170 Machcinski, Stephen
- 171 Crombie, Brian
- 172 Ball, Lawrence K.
- 173 Reilly Jr., Thomas E.
- 174 Healy, James W.
- 175 Duval, Paul J.
- 176 Maguire, Joseph T.
- 177 DiMento, Phillip R.
- 178 Stokes, Edward C.
- 179 Burke, James
- 180 Anthes, Philip H.
- 181 Feeney, Stephen P.
- 182 Clarke, Robert E.
- 183 Harney, Robert A.
- 184 Baum, Robert J.
- 185 Renfer, W. John
- 186 Toohig, Warren J.
- 187 Close, Richard C.
- 188 Resnick, Laurence H.
- 189 May, Thomas P.
- 190 Foote, Richard C.
- 191 Ciampa, Fred A.
- 192 Hudson, Warren E.
- 193 Ryckman Jr., William E.
- 194 Gahan, Michael K.
- 195 Crotty, Robert M.
- 196 Nunnery, William J.
- 197 Gervasi, Susan
- 198 Hanna, Geoffrey R.
- 199 Ronukaitus, Marianne
- 200 Dowling, Robert J.
- 201 McLeod, Robert R.
- 202 Van Tassell, Jon E.
- 203 Briggs III, William F.
- 204 Sheppard, Daniel T.
- 205 Peterson, Nancy L.
- 206 Schwartz, Frank
- 207 Goll Jr., John M.
- 208 Famolare, Charles J.
- 209 O'Brien, Christopher J
- 210 Post, Larry M.
- 211 Salvesen, Diane L.
- 212 Famolare III, Charles J.
- 213 Pyne, Stephen C.
- 214 Chaulk, Gerald F.
- 215 May, Timothy P.
- 216 Hallisey, Robert J.
- 217 Parr, Michael J.
- 218 Trainor, Jr., John J.
- 219 St. Jean, Michelle
- 220 Pyne, Robert E.
- 221 McCafferty, Foster M.
- 222 Bradley, James R.
- 223 Hyde Jr., Richard W.
- 224 Foley, Kevin P.
- 225 Rokosz, John A.
- 226 Walsh, Jr., John F.
- 227 O'Brien, III, David L.
- 228 Honan, Matthew W.
- 229 Siljander, John F.
- 230 Hill, Allan G.
- 231 Larson, Kurt E.
- 232 Woods, Kenneth
- 233 Dolan, Carol
- 234 Fobert, Matthew E.
- 235 Roberts, Richard L.
- 236 Hickey, Angela E. (Duplin)
- 237 Clark, Thomas F.
- 238 Kennedy, Kimberly Hardy
- 239 Doherty, Thomas E.
- 240 Cipoletta, James J.
- 241 Hubbard II, G. David
- 242 McCarthy, Rosemary
- 243 Wiley, Carol Ann
- 244 Floyd, Lawrence A.
- 245 Chmielinski, Paul
- 246 McKinnon, Richard B.
- 247 Carney, Michael
- 248 Sullivan, Jr., John D.
- 249 Vannoni, Leo S.
- 250 Marks, Patrick W.
- 251 Douglas, Robert C.
- 252 Tanner, Thomas J.
- 253 Aiello, Joseph C.
- 254 Warren, Lowell A.
- 255 Curley, Gregory
- 256 McGrath, James M.
- 257 Kirby Jr., Warren A.
- 258 Finn, Robert F.
- 259 Reardon, Jr., John
- 260 Montgomery III, Thomas S.

## 2002 Membership Continued

- 261 Mullane, James D.  
 262 McGinn, Sean F.  
 263 Lawton, Barry K.  
 264 Dawley, Christopher J.  
 265 Braverman, Stephen  
 266 Hall Jr., Robert A.  
 267 Ray, Richard E.  
 268 Carr, Stephen O.  
 269 Brachowski, Julie Hurley  
 270 Gonzales, Dennis M.  
 271 Kennedy III, David W.  
 272 Fridberg, Mikhail  
 273 Magnan, Raymond  
 274 Schneider, Herbert J.  
 275 Dolan, Gregory F.  
 276 MacRae, John  
 277 Sullivan, Gregory D.  
 278 Gorman, William P.  
 279 Walsh S.J., Rev. E. Corbett  
 280 Bristol, Robert G.  
 281 Williams, David G.  
 282 McDonald, John F.  
 283 Milano, Richard J.  
 284 Reilly, Ellen M.  
 285 Merola, Steven E.  
 286 MacDonald, Marc J.  
 287 Rake, Todd C.  
 288 Gilbert, Timothy J.  
 289 Klim, Martin A.  
 290 Beatty, Stephen E.  
 291 Goll, David  
 292 Gaucher, Dale S.  
 293 Borowski, Marianne  
 294 Dorr, Jill M.  
 295 Marcotte, James  
 296 Lush, William "Skip"  
 297 Marks II, Paul W.  
 298 Briggs, John D.  
 299 Reardon, Stephen F.  
 300 Zisa, John  
 301 Randolph, Kenneth R.  
 302 Burke, David W. F.  
 303 Cook, Jeffrey D.  
 304 Kelley, Carolyn  
 305 Economides, John  
 306 Huettig, Fred R.  
 307 Meskell, John F.  
 308 Charles, Francis  
 309 Zambella Jr., Joseph A.  
 310 Sherwood, Sydney George  
 311 McHale, Timothy  
 312 Simms, James A.  
 313 Houghton, Joseph E.  
 314 O'Connor, Daniel  
 315 Boyd, Daniel  
 316 Bradley, Lawrence G.  
 317 Mulvaney, Ann E.  
 318 Bedingfield, Blake  
 319 McKie, Robert A.  
 320 Donnelly, Thomas G.  
 321 McGovern, Scott M.  
 322 Montgomery, Paul C.  
 323 Hensel, Martin  
 324 White, Brad  
 325 Akao, Shigeto  
 326 Swartz, Jason R.  
 327 Hanna, Jennifer  
 328 Wessinger, Sara Jane  
 329 Spinetto, Steve  
 330 Rudser, James C.  
 331 O'Donoghue Jr., John W.  
 332 Marks, Brian  
 333 Pagliuca, Victor  
 334 Fox, John P.  
 335 Jones, Gary P.  
 336 O'Connell, John C.  
 337 Hyett, Norman  
 338 Iappini, Charles  
 339 Fobert, Lauren  
 340 Marks, Jonathon  
 341 Kahlert, Helmut  
 342 Hartigan, Richard  
 343 Twomey, Matthew S.  
 344 Nee, John J.  
 345 Ford, Daniel J.  
 346 Carleton, Nathaniel P.  
 347 Herbert, Kay  
 348 Cummings, Donna J.  
 349 Smith, Robert H.  
 350 Franzese, William P.  
 351 Donnegan, George C.  
 352 Jeannero, Andrew N.  
 353 Daly Jr., Francis B.  
 354 Walsh, Quentin  
 355 Carroll, William M.  
 356 Whittaker, Charles  
 357 Caggiano, Peter  
 358 Murray, Dennis J.  
 359 Cash, Edward M.  
 360 Allen, Wayne A.  
 361 Rocco, A. Todd  
 362 Spence, Edward  
 363 Hain, Stephen L.  
 364 Gill, Peter T.  
 365 Foster, Bernard Robert  
 366 Rubinow, Sara E.  
 367 Evangelista, Joseph  
 368 Swirbalus, Robert  
 369 Gagliardi, Joseph L.  
 370 MacKay, Kevin C.  
 371 Bailey, Thomas D.  
 372 Sandstrom, Ronald  
 373 Costa, Paul V.  
 374 Berg, Christopher  
 375 Rodriques, Peter E.  
 376 Riley, John  
 377 Rezac, Ronald J.  
 378 Raymond, Douglas E.  
 379 Evangelista, Anthony J.  
 380 Cassidy, Sean  
 381 Evans, James E.  
 382 Leonidov, Sergey  
 383 Watson, Richard J.  
 384 Jay, Robert R.  
 385 Harris, Paul  
 387 Sigmund, Ross  
 388 Coggeshall, James W.  
 389 DeBlois, David R.  
 390 Roberto, Barbara J.  
 391 Ronan, Philip Walter  
 392 Spada, Leonard  
 393 Evans, Charles H.  
 394 Reuter, Gregory  
 395 Canavan, Maureen L.  
 396 Reilly, Alice  
 397 Hamwey, Joseph  
 398 Pettee, Wayne B.  
 399 Curtis, William  
 400 Pratt, John C.  
 401 Corcoran, Michael J.  
 402 Gurley, Lucy K.  
 403 Mack, William  
 404 Murphy, Samuel  
 405 Valley, Danielle  
 406 McManus, Michael T.  
 407 Loubier, Nancy A.  
 408 Rocheleau, Charles  
 409 DeFeo, James P.  
 410 Aranov, Pamela  
 411 Horrigan, Sean  
 412 Higgins, Eric W.  
 413 Bonnell, R. Brooks  
 414 Griffin, Donald J.  
 415 Kfoury, Louis M.  
 416 Richard, Louis P.  
 417 Cesario, Gerald  
 418 Howard, Scott P.  
 419 Gamel, John  
 420 Van Tassell, Katie  
 421 Pyne, Ann Marie  
 422 Tamker, Joseph  
 423 Lavery Jr., Edward W.  
 424 Mc Kenzie, James R.  
 425 Coyle, Robert H.  
 426 Benson, Dan  
 427 Brown, Peter  
 428 Norcross, Truett  
 429 White, Thomas E.  
 430 Lincoln, Rush B.  
 431 Patterson, Kristi  
 432 Blodgett, Deverie  
 433 Nilson, Scott  
 434 Fox, Keith R.  
 435 Notarnicola, Robert  
 436 Jackson, Kevin M.  
 437 Stellati, David J.  
 438 Goethert, Erik  
 439 Trafton, Warren  
 440 Holden, William V.  
 441 Steriti, Louis  
 442 Davis, David W.  
 443 DiGiovanni, Mark L.  
 444 Walsh, Patrick  
 445 Walker, Janet H.  
 446 Tiger, Ted  
 447 Moon, Jeffrey P.  
 448 Oriola, Roger M.  
 449 Mullins, Helena M.  
 450 Lipka, Stephen  
 451 Buote, Lawrence F.  
 452 O'Connell, Janet L.  
 453 Gange, Paul  
 454 Newell, Paul  
 455 Jones, Arthur Ted  
 456 Doherty, Patrick  
 457 Donahue, Marie  
 458 Bernier, Randy  
 459 Aresco, Anthony  
 460 Cheverie, Paul  
 461 Facella, Carol  
 462 Corcoran, Alicia

\* Deceased

**John MacRae  
Qualifies for  
2003 Snipe World's**

Congratulations to CPYC Snipe sailor **John MacRae** who recently qualified for the Snipe World's Championships to be held in Southern Sweden on the straight between Sweden and Denmark August 2-9, 2003. John and long time crew **Barb Evans** will be one of 8 US teams competing in this event that is held every other year. This is a tremendous accomplishment and



we wish them a lot of success as they will be competing against some of the world's best sailors. **John** and his wife **Myrna** also frostbite in IC's at CPYC in the winter. Former CPYC member **Henry Filter** will also be competing.

**Stephen Gagin  
Publishes First Book**

CPYC member since 1985, former launch driver, and local insurance agent, **Stephen Gagin** has recently published his first book Bravo TWO Sierra which is available through [www.1stbooks.com](http://www.1stbooks.com). Much of the book was written over the years in the Commodore's locker, overlooking the marina.

Bravo TWO Sierra takes place in the lush rain forests of Honduras and the storm ravaged Caribbean Sea. The book follows the lives of Santana J. Roja and his band of cutthroat, Satan worshipping pirates, and the crew of the USS MASSASOIT, an old fleet tug. The events of Bravo TWO Sierra capture a flavor that makes the reader think of yesterday's headlines.

**Stephen** is at work on his second novel. Getting books published is so difficult, he hopes that successful sales through 1stbooks.com will help to garner a credible New York agent and future success.

**Member Spotlight**



Currently member #9, **C. Edmund Pyne** has been a member of CPYC since 1955. A life member and Past Commodore, **Ed** has also served as club Treasurer, Board of Director's member, membership Chairman, and on the House, Regatta, Capital Improvement, Marina, Membership and Nominating Committees. Over the years he also coordinated the side and head pier rehabilitation, assisted with the Blizzard of '78 restoration efforts, and in the purchasing, outfitting, and licensing of the current club launch, "The Windjammer."

**Ed** was launch boss for 18 years, and a past president of Youth Sailing. He and his wife **Marita** actively raced their Thistle at CPYC for 17 years.

**Ed** is a retired Communications Manager from N. E. Telephone and AT&T, and a retired Commander of the U. S. Coast Guard Reserve. This fall **Ed** and **Marita** are enjoying their 5th voyage aboard their Grand Banks trawler as they cruise the Intra Costal Waterway to the Florida Keys.

**ADULT CUP NIGHT  
NOV. 16th**



**Laser Frostbiting to Begins Nov 3rd**

Many members are in the middle of storing boats, putting away sails and getting the skis sharpened, but others are getting ready for the upcoming Laser Season at CPYC making sure that the dry suit is ready for the cold winter conditions and the hull is wet sanded. We have been frostbiting/sailing on Sundays for the last 10 years. We start racing at 12:00 and

Hatch Brown typically runs 5 to 8 races for us. Our season starts on November 3rd with the Laser Blast regatta and continues until April 6th of next year. This year we expect around 15 Lasers to be on the line. Sailing in the winter can be some adventure, but when you have the right gear it is not much colder than skiing or ice skating. We have a 20/20 rule which is if it is colder than 20 degrees or if we have more wind than 20 knots we call it a day. If it is too windy, we watch football and bowl a game or two. If you would like more information, drop us a note. Contact: Todd C. Rake [TC.Rake@verizon.net](mailto:TC.Rake@verizon.net) [www.cpyc.org/laser](http://www.cpyc.org/laser)

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## CPYC Questions and Answers



**\$5,000 Dinner  
November 8th**

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Dinner only \$20.00**

**Tickets available through:  
Nancy Loubier, Ernie Hardy, Fred  
Tape, Donna Quattrocchi,  
Jack Driscoll, & Mike Gahan**

**Question.** As a member who plans to buy my first boat for the next season, how do I apply for such things as slips, dry-boat space, lockers and dinghy space? What are seniority requirements?

**Answer.** Applications should be submitted to the Marina Committee, with copy to the Club Secretary, in the January to March time frame.

**Slips.** There are only 60 slips and the assignment is by membership seniority and availability. The maximum length is 44 ft.

**Moorings.** First you need a permit from the Town Hall. Next you buy a mooring

and hire someone to put it in our basin. Currently there are no space limitations. **Dry-boat storage.** Assignments are based on membership seniority since there are space limitations.

**Lockers.** There are only 55 lockers and they are also assigned by membership seniority.

**Dinghy space.** This would be in addition to a mooring or a slip. Again space is limited and assignments are by seniority.

**Turnabouts.** Space is available.

All of the above have fees involved. The published fee schedule can be obtained from the club secretary.

## MYSTERY MAN OF IRON



Several years ago, the marina committee bought the hoops that secure the floats to the pilings already made at a cost of \$75 each. **Paul Nichols** discovered that there was a machine available for \$89 that could bend the galvanized iron rods into the correct shape with a little geometry and a good deal of muscle. Each straight rod costs \$20.00. Annually the marina committee replaces 5 or 6 loops. This process represents a considerable saving annually to the marina operation.

The sequenced pictures show the process of converting a straight iron rod into a loop. **Paul Nichols** is supervising, and **Frank Voss** is measuring, while the **Mystery Man of Iron** does all the work. Just who is this Mystery Man?



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## Racing in the World Laser Masters

By Keith Fox

*Ed. Note: Recently Keith Fox competed in the World Laser Masters held in Hyannis in September. Divided into divisions by age, 280 Lasers participated. Keith was asked to tell us about his World Master's experience, and he has done so with a humor and insight that both sailor and nonsailor can appreciate.*

\*\*\*\*\*

I read Blackburn's book on sailing fit, which told me straight away I was in big trouble. I mean, let's start with diet. He does not even acknowledge the benefits of beer and wine, preferring instead to pontificate on the benefits of the different types of starches and carbohydrates in potatoes and bread. A comparison of Sam Adams and Bass Ale, or Cabernet Sauvignon versus Merlot would be much more useful. His exercise program is at least more readable if not more approachable, but approach it I did, gingerly, favoring the gym with my presence 5 days a week for 7 weeks. The gym has a nice steam room and the shower heads have good pressure. After a couple of weeks, I discovered there are also some exercise bicycles (generally used by the younger members) and a weight room where people wear bicycle gloves and make a series of obscene grunts as they lift enormous barbells around. It is to these areas that with some trepidation I ventured. Bicycle riding, one-arm rowing, curls, crunches, push ups, back exercises, I felt it was only a matter of time before something broke, if only my will power. But seven weeks is not so long, and my regimen was not so tough (no grunting needed), so no harm done. In fact the time spent was well worthwhile: I never felt that even my abysmally low physical limits were seriously challenged during the regatta— skill limits and confidence yes, but that's for later.

**Registration:** So there I was with close to 300 other lasers, which is a lot of lasers. Each boat had to be fully rigged for the inspection, which many failed. The most common cause of failure was that sail numbers were not properly spaced, causing much unhappiness since almost everybody was using a new sail. By pure luck, my sail numbers were OK. Along with several others, I failed because I had a washer on either side of the bolt that goes through the rudder head (the one the rudder rotates on). It is a mystery to me why that makes a difference to anything (and also why Vanguard ships them that way if it is against the rules).

**Race 1.** I left the beach at 1130 and just made the first race at 1310. I am not sure why the race course was so far out, but it was. A mediocre start but at least at the right end. Watching the fleet ahead (I wonder what it is like to watch the fleet BEHIND?) I made the decision which way to go early on, subject to the space to actually do it. Because the course started with a windward leeward section, with an offset mark adjacent to the windward mark, it was clearly a bad idea to end up heading to the first mark on port tack (especially if you are not in the lead) so I elected to hit the starboard lay line somewhat early, which worked fine except that my boat speed was so low that I was already close to the back of the pack. Downwind was uneventful, as was the beat back to the first mark. There were almost no changed positions on the subsequent reach or downwind leg to the gybe mark, so there was just a reach and a short upwind to the finish. On the last reach (on port tack) a whole group of boats went high to get rights at the mark. Watching this happen, and seeing the luffing matches starting, I elected to aim straight for the mark. Unless Todd, Warren or Tim Gilbert are in the fleet I try to avoid conflict where reasonably possible (with the three aforementioned I adopt the opposite approach and try to T-bone them). With the wind dropping, I reckoned their extra distance might allow me to slip ahead of the group. If I failed I might get ahead of some. If not then there was not much downside. This strategy worked and I passed at least 8 boats on the final reach. Most of them got me back on the final beat (boat speed, boat speed).

**Race 2.** Decent start, decent beat, decent run, decent beat, no obvious errors, just slow. After rounding the windward mark for the second time and onto a reach, I did not go around the offset mark. Now I had read the Sailing Instructions carefully and you did not actually have to go round the offset mark when heading onto a reach after the second beat, only when going to the leeward mark after the first beat. I knew I was right, and what was more, by cutting it, I had gone low and gained maybe five

places, placing me about twentieth from the back. The boats around me said (maybe helpfully, maybe not) that I had missed the mark, had better go back, would be disqualified, etc. I knew I was correct so ignored them for a few more seconds, Then more comments and louder. So, like a fool, lacking the courage of my convictions, I went back around the offset mark I did not need to go around which put me second to last. I should have just kept going (and next time I will have the courage of my convictions).

**Race 3.** It is absolutely pouring with rain. What a surprise, there is the Old Salt himself, Todd Rake who swung by to say hello. Thanks for the support Todd! We set off for the 1300 start at 1130. As the fleet moved into Hyannis Harbor the wind dropped and a huge towing operation came into effect. The Hyannis Yacht Club and the crash boats were accommodating. We were all towed out in great long lines to the race area where we waited, and waited, and waited. Eventually we got in a race. (Not so for one fleet which spent over six hours on the water waiting for a start as the wind kept shifting). Writing this now, two weeks after the race and back to my standard pinot noir diet (cabernet and merlot are for training, pinot for the off season) I remember little indeed about this race. The wind kept shifting, the course was changed by a power boat at the mark helpfully holding a large card with the new compass bearing on it. For those of us at the back of the fleet (and without compasses) I always find this amusing. The front of the fleet, especially the leader, needs to know where to go next. But the rest of us are following a boat or pack of boats ahead. We try and spot the mark in the distance, look at where clumps of boats are ahead, and pick a course. Except for the boat which is next to last: that boat always seems to closely cover the one and only boat behind. Better to be next to last than DFL, no? So what do I recall about this race? Two things. First, on the first beat, when focusing on something other than the next wave, one broke over the bow. The boat was flat at the time so the cockpit was swamped (I understand that the better sailors get some leeward heel and the waves slide off the side, but then they probably don't let their minds wander to the declining NASDAQ or what to have for dinner either). With such little wind, using the bailer was out of the question, so I resorted to the "heel" technique (as in using my heel to kick the water out of the back of the boat). It took quite some time to empty the boat, and the combination of my own excess weight and the water in the cockpit had the same effect as a sea anchor. That I remember. Second, on the final run, I decided to follow the advice of an expert, Kurt Taulbee, one of the top US laser sailors; focus on the waves and try and go by the lee. The only benefit, if such it can be called, of being at the back is that there is nothing to lose. So I went right on the downwind, trying to surf waves on a broad reach, moving to a beam reach to get speed before heading down again. After going about halfway to Nantucket, I turned and went back to the fleet by the lee, again looking behind a lot to try and catch the waves/roll/chop/ This worked really well. Soon I was crossing many people I had been behind, so I kept going by the lee to develop an inside spot at the gybe mark. I probably picked up ten or so spots downwind, which I promptly gave back on the final beat. Then we got towed home.

**Race 4.** Another day. The forecast was for light winds so the RC had ordered a 1000 start. From 0815 on, the fleet sailed off into a grey rainy dampness. Reaching the race site was a blast: dead downwind with rolling seas and a few gusts resulted in a periodic "plop" sound as people capsized and their sails hit the drink. This is a somewhat unnerving way to start the day. Then the fog rolled in and there was no land visible anywhere. Even worse, aside from a small handful of lasers, there were no boats visible either. I followed a boat with a compass and either by luck or judgment (his) ended up near the committee boat, which promptly ordered a postponement. We all beat it, literally, back to the beach arriving around 1130. Time for a cup of soup (\$1!) and then, an hour later, off we go again. The fog has cleared. The rain, skies and sea were still grey, but the wind has stiffened, and it is a dead run to the racecourse. It is for days such as this that one should carry a rosary. Instant Christians indeed. There is a song about Welsh rugby supporters praying for a victory that comes to mind, "Ten Thousand Instant Christians, I wonder What He'd Say". Dead downwind in a laser is dodgy when the wind is up. I passed by one sailor who had narrowly escaped a death roll and was luffing for a quick break.

(Continued next page)

“Terrified” was his response to my “How are you?” So I was not alone. (Psalm 23 etc.) With four fleets using the start line, it was our day to start last, which of course meant sitting through the starting sequence for three other fleets, plus recalls, and a gap between fleets. I am guessing we started about 1415. My plan for this start was to park near the committee boat and slowly drift down the line, starting somewhere near the middle. I was confident this was possible having tested drift speed during the start of the previous fleet. What I really wanted to avoid doing in these conditions with so many boats close together, was either having to gybe during the latter portion of the start sequence or having to reach back through the fleet to the committee boat on port tack. After a decent start, the combination of wind and waves made it impossible (for me) to keep the boat flat, even with max Cunningham, heavy vang and a tight outhaul (while a tighter outhaul might make it easier to stay flat, it also – according to the experts – reduces drive, making it more difficult to work through heavy chop). However, there were some who could, and I am still not sure how. Some, of course are heavier, taller and can hike longer, a great combination. But some boats seemed to stay quite flat without that much effort. One possible solution is to have the Cunningham rigged entirely around one side of the boom rather than the more common method which I use, around the boom. The upgraded Cunningham kit apparently has enough leverage to pull the cringle below the gooseneck which should both flatten the sail and move the draft forward reducing weather helm. Anyway, some twenty plus minutes later I reached the first mark in decent shape, although admittedly on port tack: I was so busy trying to stay flat, work the waves and stay in contact with the boats around me that I ended up slightly over standing the mark. Per my comments on Race 1, this is really dumb when there is an offset mark, because you have to sail through the leaders who by now are coming downwind on starboard. Now to the downwind leg, which I started maybe 25 places from the back, a position I maintained until my first capsize. This was a spectacular job with the bow catching the trough of a wave at full speed, the end of the boom hitting the water as the boat rolled off the wave, and yours truly propelled through the air landing with one leg either side of the mast. This took the wind out of my sails, so to speak. Righting the boat and getting back on course left me not so much breathless as concerned. Concerned that the same thing might happen again, leading to a decided loss of confidence. Indeed, since I was now last, I thought of retiring. That is until the French and Japanese boats just ahead both capsized. I zipped past them and a few other turtled hulls to the leeward gate. Let me say that a leeward gate is a wonderful thing when you really really, really don’t want to gybe. Leave the gate to starboard and head back up to the windward mark. Going to windward is hard work of course. The elements of wind, waves, chop, and getting swamped are all there, but are to a greater or lesser degree manageable. And tacking to windward? Wait for the combination of a relative lull and smaller waves and over you go. Aside from the huge egg sized bump on my head, no problem (when the vang is really cranked down the boom is lower.....). Back we go to the windward mark and off on the first reach which was a wild and crazy ride with close to zero visibility and little more directional control. We overtake a boat whose mast has snapped in half. On a different day, with the sun shining, closer to shore, this would have been the best of fun: waves to surf, gusting winds, chop, screaming planes and a ten minute ride back to the dock and an “Ice Cold in Alex”. But that would be on a different day. So there we were, a small pack, zooming everywhere the wind and waves sent us, changing position and direction every few seconds as we struggled to stay upright. In fact, we took turns capsizing. Rounding the reach mark we went downwind, or should I say we tried to go downwind. Maybe the vangs were all too tight, maybe we didn’t get enough windward heel to make the turn, but the most this group managed was a broad reach on starboard and a few more capsize. Suddenly, I was alone, or at least alone in the sense that I was upright and the others upside down. I headed down to the mark as much by the lee as I had the courage to do, leaving a good handful of boats behind and feeling somewhat smug too. The smile would be removed from my face all too soon. Passing the gybe mark on a screaming by the lee run I pulled in some sail and went for a high speed gybe. Now that, may I say, was really stupid. With all that carnage behind me all I had to do was to stay upright. Gybing from a by the lee course, with everything loaded up leads to the potential for “submarining”, especially with some waves and chop in which to bury the bow. That’s what happened. I did one of those

## Historical Picture Recently Located



**Can you identify these CPYC gentlemen and where the picture was taken? Answer below upside down.**

**Back, L to R, Ralph Baker, Ed Magoon, Ted Mc Carthy, Frank Ward, Front, L to R, Admiral J. Harold Wellings, Ken Magoon, Races in September 1962, aboard the ship Michener. The picture was taken at the Newport Americas' Cup**

excruciatingly slow capsizes where everything goes into slow motion and you end up, inevitably, on an upside down hull (yet again) glad only that your centerboard shock cord was tight enough to stop the board from falling down. This was a double capsize (maybe Todd would hold on and do a California roll, but not me). When I eventually resurfaced, the carnage that had been behind me was now in front. I set off in pursuit thinking that maybe we could all change positions one more time before the finish, which of course did not happen. Murphy’s Law.

**Race 5.** Do you remember learning to ski? One would go with friends who could ski. They would schuss down the hill letting the slope and the skis do most of the work. Then they would stop and wait for you to muscle your way down in a combination of snow ploughs, stem christies, bum slides and falls. Then, exhausted, just as you reach them, they would take off again at full speed. They reach the chair lift first, still fairly fresh. You arrive later, bruised and tired physically and mentally. It is just like laser sailing. I capsized just before the start of Race 5, retired from the race and then the series. It was wise to retire from Race 5: I do feel that those at the back of the fleet have a real responsibility to not interfere with those going for the silver. While that is easy to do in light and moderate conditions, the chances of an inadvertent collision or some other sort of interference increase when conditions erode. Moreover, this provides a truly noble excuse. As for the rest of the series, I had to work during what would have been Race 6, and being so far back in the fleet I did not have the motivation to continue. Of course, if I had traveled some great distance and was staying in the area then presumably I would have felt differently.

*Ed. Note: Keith’s musings about participating in the World’s will continue next issue as he recants some general conclusions about the experience.*



## Thistle Fleet #22 Cottage Park Yacht Club

We finished up the season growing the fleet to 5 boats. We had a great season of sailing. This year our big milestone was to get Fleet #22 re-established at Cottage Park Yacht Club. This took some work from our group and we were re-chartered at this year's Nationals in August in Oregon. This season we concentrated on racing on Wednesday nights. On a typical Wednesday night series we would have 2 to 3 races. After the racing we gathered in the pilot house, ordered some pizzas and told stories of the nights events.

When you see **Chris Takacs** and **Angela Hickey**, ask them what the markers mark. In the fall we had a group of boats participate in the East Coast Fall Series. This is an 8 weekend series. To qualify you need to race in 4 events. We had teams represented in Saratoga, NY, Westport, CT, Nyack, NY, Ossining, NY and Annapolis, MD. Next year we are campaigning to get our own East Coast Fall Series regatta at the club. This winter many of us race in the CPYC frostbite season, but we will be working on our boats and will take two teams to the Thistle Midwinter East Championships in St. Petersburg, FL in March. After we come back we will have about 6 weeks and will be racing again on Wednesdays and Saturdays. If you would like to learn more about the Thistle Class drop me us a note and check the below links.

Contact: Todd C. Rake  
TC.Rake@Verizon.net  
www.cpcy.org/thistle  
www.thistleclass.org



Lewis Lake swans seen visiting CPYC in early September



### THE EAR HEARS

We are glad to see **Roger Sirois** back around the club and healthy.

\*\*\*

Condolences to **Robert Nortarnicola** on the passing of his father.

\*\*\*

We also extend our sympathy to **Rush Lincoln** who recently lost his father.

\*\*\*

Sadly the **Tomey's** lost **Matt's** father in August. However on the up side **Sarah Elizabeth Tomey** was born Oct. 1st. Our congratulations.

\*\*\*

It was the **Beattie's** son **Michael** that graduated from Holy Cross. Apologies.

\*\*\*

**Tom May** has won The Mass Bay Class C Championship again this year for the 10th time. He also won the PHRF New England's 5 times.

\*\*\*

**Barry and Leslie Lawton, Kim and Dave Kennedy** are new boat owners. Caught any fish yet?

\*\*\*

**Denise and John Economides** ventured to New Orleans for the 40th Rhodes 19 Nationals. We hear they made quite an impact

when their boom vang exploded during the practice race.

\*\*\*

The Star Class has elected new officers. **John Fox** has retired as fleet captain after 2 years. **Peter Costa** will be the new fleet captain. **Robert McKie** has stepped down as treasurer. **John Fox** did not spend a lot of time out of office, as he was elected Treasurer.

\*\*\*

The **Harold Ham's** once again enjoyed a cruise, this time to Nova Scotia and beyond.

\*\*\*

Ask the **Van Tassell's** about how much fun it can be to do boat deliveries in extreme heat, pouring rain, cold, and big blow conditions. They sure had some adventures.

\*\*\*

We hear from the **Pyne's** from time to time as the wind their way down the Intra Coastal Water Way.

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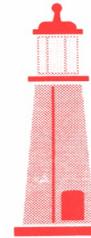
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The **Mark Johnson's** with **Captain Tom Montgomery** are also sailing to the warmer climates for the winter season.

\*\*\*

Lastly, **HAPPY THANKSGIVING**

## Meet the New Members



## IN THE WIND The 100th Year 2002

A warm welcome to our most recent new members.

**Paul Cheverie** and his wife **Luella** hail from Marshfield Hills. They have been to CPYC many times with Catalina Association activities.

Attorney **Alicia Cororan**, daughter of **Mike Cororan**, lives in Malden. She enjoys her sailboat *What's Next*. It is always nice to see families as CPYC members.

NOV	2	New Member Dinner Dance
NOV	8	5 K Dinner
NOV	16	Adult Cub Night
NOV	20	Nominating Night
NOV	23	Turkey Shoot
NOV	28	Happy Thanksgiving
DEC	4	Ladies Roll-Off
DEC	11	Ladies Bowling Banquet
DEC	14	Children's and Adult Christmas Parties
DEC	31	New Year's Eve



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