

KNOT A CLEW

Round Turn Spilled-Hitch Bowline -- "Locked"

For centuries, sailors have counted on the Bowline's ability to stay put under any circumstance. But modern synthetic lines are often much slicker than the natural-fiber lines of the past, and modern Bowlines sometimes slip.

So any time you want some cheap security insurance, "lock" your Bowlines. This is particularly recommended for situations in which the load comes and goes, as with dinghy painters, sheets, and slings, when

you can't count on a steady strain to help hold things together.

The Locked Bowline takes a little longer to tie, but then you don't have to worry about re-tying. And you can untie it as easily as a regular Bowline, even after a heavy load.

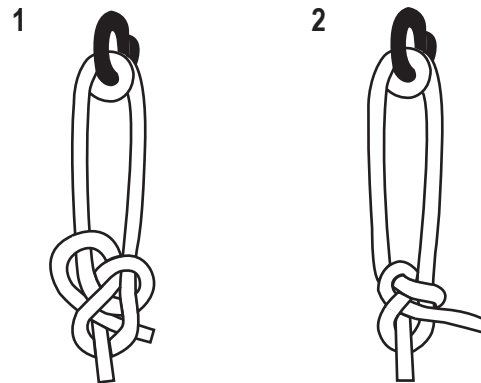
If there's any danger of chafe on the eye of a Bowline -- say you are making a line off to a small-diameter ring-- then

beginning with a round turn will help distribute the load over more fibers, thus reducing chafe.

For better distribution of strain, make a round turn through the object your are tying to. Form a loose Spilled-Hitch Bowline.

Bring the end around and pass it under the two parallel parts at the neck of the knot. Draw up. (The same knot can be used for the Fingertip Bowline.)

– Chapman's Nautical Guides KNOTS, by Brian Toss



THE BINNACLE

Autumn Winds, October 2003

COMMODORE'S LOG

It's hard to believe that another season has come and gone at CYC. The weather has been just spectacular for spending time on the water during the final weeks of summer and I hope you've been able to take advantage of it. With the exception of a few frayed nerves, we should consider ourselves fortunate to have been spared any damage from Hurricane Isabel.

This year's Chowder Day was extremely well attended. In addition to the usual large fleet of Optis vying for the Rookie Bell, our 210, 420 and H12 fleets were also well represented. The Race Committee and Junior Committee did a fine job conducting the traditional awards ceremony and the Entertainment Committee provided delicious chowder.

Thanks to all who came out to attend our Annual Meeting in September, where our officers and committee chairs presented their reports for the year. The list of accomplishments is too numerous to mention here. The club is on solid footing both financially and structurally. Our Junior Activities and racing programs are healthy and growing, and new initiatives have been undertaken that will benefit us all in the years to come. The Executive Committee and all of the volunteers who have made CYC such a vibrant and fun place this season are to be commended for the many hours they spend on club activities. Special thanks to **Dan Evans** for his leadership over the past two years as Commodore. Please be sure to thank Danny personally for all his hard work.

I wish everyone a happy and safe holiday season, and a short winter. See you again in the Spring. – Matt Steele, Commodore

ALL GOOD THINGS MUST COME TO AN END

CYC officially closes for the season after the Columbus Day weekend (October 13th). All boats should be removed from the slips, kayaks and dinghies removed from the docks and all lockers should be cleaned. Water and electricity to the club will be shut off the following week and David and his crew will begin to dismantle the docks. Please help us by adhering to this schedule. – Peter Pearce, House Committee Chairman

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COHASSET YACHT CLUB
COHASSET, MASS.

FROM THE DESK OF AUGUSTA WYND, EDITOR

Welcome to Autumn Winds, the fall issue of *The Binnacle*. Despite a few days of Indian Summer, the season is winding down and soon the club will be 'put to bed' for the winter.

The membership has enthusiastically supported all CYC events this year and the Labor Day – Endless Summer Party was no exception. Thank you to **Corey Axelson** and **Nancy Michalowski** for making the event so fun.

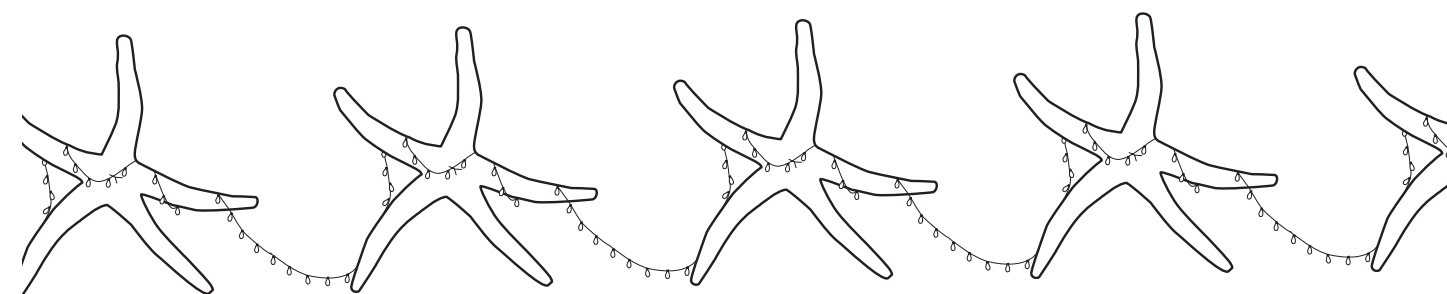
THOMAS F. HORIGAN

Sadly, CYC and the entire community mourn the loss of **Tom Horigan** on September 12th. A member of CYC's Cruising Committee for three years, Tom was a great neighbor, an avid boater and owner of the 38' Marine Trader Trawler Tir'na nOg. He will be remembered by all that knew him as a true gentleman who loved his family, his community and the ocean. Our prayers go out to his wife **Kathy** and two sons, **Patrick and Brendan**.

By every measure, the 2003 Chowder Day was a tremendous success. **Jacquelyn Chase** and **JC Hermanns** won the *420 Trophy*. **Woody Chittick** won the *Small Boat Trophy*, and **Sam Wakeman** won the *Impossible Trophy* for 210s. **Bob Durant** won the *Barron Memorial Trophy* and the *Rookie Bell* was won by **Jack Murphy**. A highlight of Chowder Day was the presentation of the *Gutterson Cup* to **John Keane** for his long-term support of and participation in the 210 fleet.

The club's Annual Meeting was held on Thursday, September 11. Each committee chair presented his or her annual report. On behalf of the nominating committee, Bob Jordan presented its slate of officers, members and committee chairs which was unanimously accepted by vote of the membership. Many thanks to **Dan Evans**, out-going commodore for his tireless efforts on the club's behalf and congratulations to the club's new commodore, **Matt Steele**. There are many new committee chairs, officers and member on the board. Thank you also to out-going committee chairs **Betts Murray** (Junior Activities Committee), **Emily Brown & Suzie Montgomery** (Entertainment Committee), **John Bertolami** (House Committee), **Steve Bobo** (Cruising Committee) and **Gary Vanderweil** (Membership Committee) for their enthusiasm and guidance.

This is the last issue of *The Binnacle* for 2003. I hope you all have a wonderful holiday season and quick winter. See you in the spring! - Augusta Wynd, Editor (receiving email at Humble_One@comcast.net.)



THE HOLIDAYS ARE JUST AROUND THE CORNER (A REPRISE OF 'SHOP 'TILL YOU DROP')

Did you ever see a fellow club member smartly dressed with a CYC shirt and hat and wonder, "Where do they shop?" Well, you too can buy CYC clothing and other items. **Letitia Jordan, Anne Vandeweil and Sarah Murphy** have all volunteered to run the virtual CYC Shoppe. Please call for details or if you're interested in purchasing any of the following CYC items, they make perfect holiday gifts.

Letitia Jordan – (781) 383-0195

100% Cotton Polo Shirts in Navy or White \$28
Hats - Khaki/Blue or Nantucket Red \$15
Burgees (10x15-\$23, 12x18-\$24, 16x24-\$25)
Neckties (Navy or Dark Red) \$15
Tie Tacks/Pins \$6

Anne Vanderweil – (781) 383-6590

CYC Centennial History Books

Sarah Murphy – (781) 383-9823

T-shirts (for children and adults)
Sweatshirts (for children and adults)
Fleece vests

IN THE NEWS

Congratulations to **Frannie Wakeman** on her induction into the New England Women's Sports Hall of Fame. The Hall of Fame recognizes women for their courage, leadership and achievement in sports. Mrs. Wakeman is a four-time winner of the Adams Cup (1935-1938), which was established in 1924 to honor women's sailing championships. Mrs. Wakeman served as a Trustee of the Cup from 1947 to 2001. The U.S. Sailing National Championship Sportsmanship Trophy, New England Women's Junior Single Handed Trophy and the Massachusetts Bay Women's Championship Trophy are all named in her honor. For more information, please visit www.ussailing.org and www.women sailing.org.

The *Benson Memorial Trophy* is awarded to a member of the club who has made the most outstanding contribution to yachting, either through racing or otherwise, outside of the Cohasset Yacht Club. The trophy is named in honor of Commodore Philip Benson who was an avid racer throughout New England, a founder of the 210 class and its National Champion in 1952. This year the trophy was awarded by **Betts Murray**, Mr. Benson's granddaughter, to **Davenport Crocker**. Davenport, skipper Tim Healy and crew members Nick Judson and Gordon Borges won the gold in the Pan American Team-Sailing in the J/24 class. Congratulations Davenport.



NAUTICAL KNOW HOW – A GLOSSARY OF LITTLE-USED NAUTICAL TERMS

- Davit – A long beam of timber used to fish the anchor.
- Dead Water – The eddy water, which appears like whirlpools, closing in with the ship's stern as she sails on.
- Doubling – The act of sailing round or passing a cape or point of land.
- Downhaul – The rope by which any sail is hauled down, as the job downhaul.
- To dowse – To lower suddenly or slacken.
- Drift – The angle which the line of a ship's motion makes with the nearest meridian, when she drives with her side to the wind and waves when laying to. It also implies the distance which the ship drives on that line.
- Dunnage – A quantity of loose wood laid at the bottom of a ship to keep the good from being damaged.



ADDITIONAL DOCK SPACE FOR JUNIOR ACTIVITIES

The use of the club's facilities and docks has increased consistently over the past few years, which is a good indicator that CYC members are making the club a part of their lives. We have increased the number of boat slips, spaces specifically for 210's, tie-up area for dinghies and this year we even added a rack exclusively for kayaks. The Junior Activities program and its participants however have been adversely affected by this "encroachment." Early in 2003 the executive committee appointed ex-commodore **Charlie Dean** to take on a special assignment to investigate the possibility of adding dock space for use by the juniors.

Club docks currently occupy an area of approximately 50,000 square feet. Charlie learned that state and federal guidelines allow for an expansion of up to 10% with minimal permitting requirements. We are now on-track to add two new docks for a total increase of 800 square feet in early 2004. These will be completely inside of the current operating area of the club and are expected to meet the requirements of the Harbor Committee, which will hear this request in early Fall.

Charlie has worked closely with Harbormaster John Muncie and reports that John has been "very accommodating and helpful" so far. The next step is to create a diagram showing placement of the new docks and to gain final approval by the CYC Executive Committee. With the added dock space we will be able to provide a safer and more efficient area for the juniors that will be out of the way of general foot traffic. – Chris Arnold

JUNIOR ACTIVITIES COMMITTEE

The 2003 junior sailing program was a tremendous success with 55 children sailing in their own optis – 14 on the Racing Team and the balance in the Mariner program. Instructors **Taylor Davis and Carter Noon** set the tone and direction for the program. **Wiley Wakeman** returned to coach the 420 Racing Team, and **Kim Ulmer, Quentin Reeve, Allie Dempster and Whitney Davis** rounded out the team of instructors.

Thanks to **Linda & Sam Wakeman** for housing Quentin in their home this summer. Thanks to the **Leggats** and the **Sherbrookes** for hosting the flag sailors at their beach for the overnight, to the **Calhouns** for the use of their inflatable. A big 'thank you' to **David Marks** for his constant help and support of the entire program, and to all CYC members for their enthusiasm and participation.

Special thanks to **Betts Murray**, outgoing co-chair of the Junior Activities Committee, for her spirit, energy and passion for sharing her love of sailing with children. Welcome to new co-chairs, **Rusty Landon** and **Lydia Everett**.

QUINCY YACHT CLUB CHALLENGE CUP

The Quincy Yacht Club Challenge Cup was held at Cohasset Yacht Club on the 20th and 21st of September. Fourteen International 210s participated, including nine boats from CYC with **Eric Crews** posting the best results by placing second overall.

DAY TRIPS – WELCOME TO BUMPKIN ISLAND

Measuring 35 acres, Bumpkin Island lies in Hingham Bay, just off the town of Hull. Initially formed by a glacier over 15,000 years ago, the island was originally settled by Native Americans who seasonally migrated to the harbor islands to harvest the bay's fish, oysters and clams.

Bumpkin Island became part of Weymouth in 1637 and was subsequently sold to Samuel Ward who, in 1681, bequeathed it to Harvard College. For the next two centuries, it was leased by Harvard College to tenant farmers who harvested hay and grew fruits and vegetables. Previously called Round Island, Pumpkin Island and Bomkin Island, it became known as Bumpkin Island by the 19th century. In 1900, Charles Burrage, a Boston philanthropist leased the island from Harvard and constructed a large facility for children with physical disabilities. When the U.S. entered World War I, Burrage transferred his lease to the federal government, who built 56 buildings and established a naval training station that eventually graduated nearly 15,000 seamen. Abandoned after World War I, Bumpkin became part of the Boston Harbor Islands State Park in 1973.

Bumpkin Island hosts picnic areas, walking trails, camping, boating piers, guided walks, historic buildings and ruins, plus other facilities. With its abundance of history, beautiful sights, native raspberries and bayberries, it is a perfect destination for an early fall cruise or sail.

CUTTING IN A WATERLINE

At some point most of us may need to paint a waterline on a boat. Perhaps it's a dinghy or something else. Short of using a laser theodolite or dipping your boat in a swimming pool filled with bottom paint, I know numerous ways to cut in a water line. None are easy.

The first method I use is to attach the end of a roll of masking tape to the bow and walk to the stern laying the tape on the boat where I think it ought to go until I reach the stern. After I've done this, I paint in the waterline, put the boat in the water, see what it looks like, take the boat out of the water, remove and then sand off the old waterline. Then, I'll usually try one of the following:

Make sure the boat is level athwartships. The bow can be higher or lower than the stern. Take two stiff battens four beams long and secure the midpoint of one at the point on the bow where you want to start the waterline. Do the same with the other at the stern. Both battens should be exactly horizontal through the entire process. Next, take a piece of string with a weight on it, and hang it over one batten. Pull it tight over the second batten. Where it touches the boat is where an accomplice should mark the waterline. Moving the string at one end in toward the boat and at the other end out away from the boat will allow the string to touch the boat at every point along the desired waterline. Mark the waterline. Be careful to keep the string straight. If it



touches the boat with too much force, it will ride up and you will have a waterline that looks like the result of the first method above. If there's a hollow section on the waterline, the string won't touch the boat, and you'll have to make a mark on the boat in the horizontal plane of the string. This is the way an original waterline is marked on most boats by boat builders. Which is only one of the reasons why boats are so expensive.

A third way requires the boat to be symmetrical on a level slab. That is, both sides of either the transom or the mid-ship section must be equal distances from the level floor. Mark where you want the waterline at the stem and at the stern. Block up the transom so the waterline mark at the stem is the same distance from the floor as the mark at the stern. Now, using a block of wood with square ends or a box with a side equal to the distance from the floor to the waterline, place a rigid spline on the box and use it to mark points along the waterline. This method gets rather complex for boats with double ends or with deep keels, and one can use a level to measure the desired distance from the floor but doing so frequently requires between four and seven hands.

There is also the water tube method. The boat has to be level with no list and the waterline at the stern has to be at the same elevation as at the bow. This is only easy if the boat is on a level slab, but not otherwise. This method requires two people and a clear tube filled with water. One end of the tube is held at the waterline with someone watching it. The other end is brought up to the boat where a waterline mark is desired. The individual holding the tube at the waterline keeps his water level at the waterline mark while the other person moves along the hull marking it where the water level indicates.

Personally, my favorite method is to paint the boat without any waterline launch it with about the right amount of gear aboard, then, keeping the bilge dry, wait three days. In most climates, you will get enough scum to identify a perfect waterline. Place masking tape an inch and a half above this scum line, clean and paint the bottom up to the tape.

The stern droop one sees in waterlines of counter stern boats comes from trying to paint a bootop the same width as the rest of the hull when reaching the after quarters. The inclination is to make the bootop too narrow, which drags its upper edge down.

There are also some methods I haven't tried. The most interesting of which is to cover the entire bottom with a continuous piece of polyethylene. This is done painfully (and slowly with larger boats) at the point during launching when the boat is being transferred from the poppits to the travelift or the Brownell boat mover or whatever. When the entire boat is sitting on its launcher or slings, or on the trailer with its membrane of polyethylene between it and the hull supports, you (not me) pour a gallon of bottom paint into the polyethylene bag covering the bottom. Then launch the boat. According to engineering principles, after the boat is launched, the water pressure will cover every inch of the bottom of that sucker with paint right up to the waterline. After that, you can cut in a very wide bootop.

Sometimes one wonders why people like to build boats, but it's probably not because they like painting waterlines. – Steve N. Bobo

2003 ANNUAL COMMITTEE REPORTS

CRUISING COMMITTEE

The Cruising Committee, chaired by **Steve Bobo**, sponsored four successful events during the year. Over 100 people attended the *Winter Lecture* where **Martha and Dana Robes** gave a talk on their five-year round the world cruise. With their help, the club donated \$1,000 to the Center for Student Coastal Research at the Cohasset Maritime Institute.

The annual *Clark's Island Rendezvous* was held over the last weekend in June. One power and five sail boats attended the event.

The Dickson was sailed in conjunction with the club's first Waterfront Weekend event on July 26th. Fifteen boats showed up, fourteen started and thirteen finished. Congratulations to winner **Richard Chute**, who sailed H12 Malabar to victory.

The *2003 Summer Cruise* visited Cuttyhunk, Dutch Harbor, Block Island, Mystic and Napatree Beach/Watch Hill. Ten member and guest boats attended.

This is **Steve Bobo's** last year as chairman of the Cruising Committee. Thank you Steve for the great events and your hard work. Welcome to new chairs, **Mary Whitley** and **Tucker Collins**.

ENTERTAINMENT COMMITTEE

This year's events included the *Winter Party*, the *New Members' Party*, two cocktail parties on the porch, the 4th of July and Labor Day celebrations, the *Fishing Tournament*, the *Weekend Waterfront Cookout and Chowder Day*. All events were enthusiastically enjoyed and supported by the membership. This year the committee succeeded in having a 'break even' season.

Kudos and many thanks to outgoing chairs, **Emily Brown** and **Suzie Montgomery** and their committee for making this year so much fun. Welcome to new chairs, **Stacy Weaver & John Beck and Dawn & Jay Murphy**.

HOUSE COMMITTEE

The House Committee, chaired by **John Bertolami**, completed and initiated many projects during the year.

Opti racks were expanded to hold up to 65 optis. New kayak storage racks were installed to accommodate our newest fleet. The marine railway system was rebuilt and the launch drivers' station was completed. **Ron Hobson** collaborated with **David Marks** to write an Operating Manual for the club. Four new rocking chairs were purchased.

Thirteen new boat slips were assigned and one seasonal assignment was made. The waiting list for slips stands at a record-high level of 44.

Ongoing projects include routine maintenance of the clubhouse facility and the salt marsh restoration project.

House Committee Chairman, **John Bertolami** has completed his term on the committee. Thank you for all your efforts on behalf of your fellow members. Welcome to new House Committee Chairman, **Peter Pearce**.

RACE COMMITTEE REPORT

The Race Committee is co-chaired by **Eric Crews** and **Charlie Henry**.

The 2003 season was marked by an increase both in enthusiasm and the number of boats participating among the various fleets, including a resurgence of the H12 and Bullseye fleets. The International 210 fleet jumped from 13

active boats to 17, with the potential of two more on the way.

Averaging eight-to-ten boats on the line each Saturday, the 210 fleet completed a total of 19 races in the Saturday Championship Series. The *Bemis Trophy*, which is awarded to the winning skipper of the Saturday Championship Series was won by **Betts & Wisner Murray**, followed closely by **Charlie Henry** in 2nd place and **Lynn Conway** and **Mike Dickey** in 3rd place.

The Wednesday night series featured eleven consecutive weeks of racing with an average of 12-15 boats on the line. The annual *Richard A. Sullivan Regatta* was won by former club member **Stu Hebb**. A total of 16 boats participated.

Four CYC 210s traveled to the *Buzzard's Bay Regatta*, hosted by the New Bedford Yacht Club. **Charlie Henry** took overall 3rd place.

Two Cohasset boats ventured to the South Shore Yacht Club in Milwaukee to participate in the *210 Nationals*. CYC had two participating boats with **Ryan Staszko** finishing in 7th place overall. **Jay Murphy** won CYC's single-handed *Sherbrooke Trophy* sailing Little Dipper to victory.

Another highlight of this year's racing program was CYC's first *Waterfront Weekend*, jointly sponsored by the Race Committee and the Entertainment Committee. **Eric Crews** won the *Aloha Bowl*. **Richard Chute** won the *Dickson Cup* and **Katherine Evans** won the *Junior Memorial*. Close to 100 CYC members were out on the water.

The 2003 Chowder Day was also a testament to the growth of the CYC racing program. **Jacquelyn Chase** and **JC Hermans** won the *420 Trophy*. **Woody**

2003 ANNUAL COMMITTEE REPORTS

NOMINATING COMMITTEE REPORT

The Nominating Committee, consisting of **Woody Chittick, Charlie Dean, Gary Vanderweil and Bob Jordan** (Chairman), presented the following slate of officers, members and committee chairs, which was unanimously approved by a vote of the membership.

Executive Committee

Commodore

Matthew R. Steele

Vice Commodore

F. Wisner Murray

Staff Commodore

Daniel S. Evans

Secretary

Lynn M. Conway

Treasurer

Grace K. H. Evans

Charles W. Dean

Robert C. Jordan, Jr.

Raimund G. Vanderweil, Jr.

Samuel W. Wakeman

Nicholas W. Noon

Melissa J. Browne

Race Committee Chairs

Charles D. Henry

Eric C. Crews

Kathleen M. O'Donnell

House Committee Chair

Peter H. Pearce

Entertainment Committee Chairs

Stacy Weaver & John W. Beck

Dawn & James H. Murphy

Junior Activities Committee Chairs

Russell W. Landon

Lydia Everett

Membership Committee Chair

W. Woodworth Chittick

Cruising Committee Chairs

Mary Whitley

Tucker Collins

MEMBERSHIP COMMITTEE REPORT

Chairman **Gary Vanderweil** presented the following report on the membership.

The club accepted 14 new members in 2003, four were single members and ten were family members. Twelve of the 14 new members are dedicated sailors and the remaining two are family members whose children were active participants in this year's Junior Activities Program.

The net result of changes in membership status, resignation and new additions to the club results in the following membership breakdown:

Life Members	1
Honorary Members	3
Senior Members	21
Family Members	223
Non-Resident Members	5
Single Members	<u>21</u>
TOTAL	275

Excluding Life, Senior, Non-Resident and Honorary Members, who do not count in the club's bylaws limit of membership of 260, we have 245 members, an increase of two from 2002. The club has a healthy pool of qualified candidates for membership. When openings develop, the Membership Committee reviews the candidates in the pool and processes applications for those candidates that best fit the available opening.

Thanks to outgoing chair, **Gary Vanderweil**, for his leadership and direction of the membership committee. **Woody Chittick** is the new chairman of the Membership Committee.