

# THE BINNACLE

*First Gust, Spring 2003*

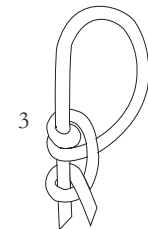
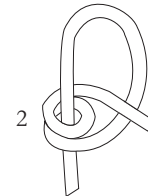
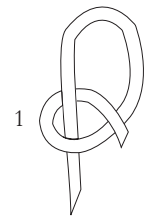


## SIMPLE ROLLING HITCH

### KNOT A CLEW

The Rolling Hitch is a trusty old knot that has adapted itself nicely to contemporary demands. Its twin virtues are that it will hold under lengthwise pull (most hitches are designed for right-angle pull) and that its position can be shifted to adjust tension. The latter virtue was particularly significant in olden days, since natural-fiber rope shrinks when wet and stretches when dry, so one needed a simple means of adjusting tension when a blaying pin or cleat wasn't handy. This knot is still sometimes called the Tent-Line or Taut-Line Hitch, and since Manila rope is still around, the terms aren't entirely archaic.

Meanwhile, here in the age of synthetic rope, adjustability is still a good thing. Use the Rolling Hitch to adjust mooring lines in tidal areas, to hang hammocks, to send tools aloft - learn it, and you'll find countless uses for it.



1. Make a clockwise loop, end in front of standing part. Pass the end behind the standing part and out through the loop.

2. Make a 2nd turn around the standing part, above the 1st turn.

3. Draw up the 1st two turns then bring the end down below the loop and make a Half-Hitch around the standing part. Draw up.

Note: Always make the turns towards the load. With a loop, the turns always go towards the end of the loop, since that is where the load will attach. When knotting one line onto another with a Rolling Hitch, figure out where the load will be coming from, and make the turns in that direction.

- from *KNOTS* by Brian Toss

### COMMODORE'S LOG

Spring is officially here, we've had a few warm days, and my thoughts are turning to boat projects! Fortunately, your Committee heads are already planning fun summer activities for us, and Dave Marks is launching floats and readying the club for boating season.

As a prelude to summer, the Cruising Committee is hosting its annual **Winter Lecture** on **Saturday, April 12**, at St. Anthony's Parish Center. Members Martha and Dana Robes will present a program on the first half (Florida to Australia) of their recent around-the-world cruise on a Little Harbor 48. Should be interesting, and fun!

Looking ahead, plan now to attend the second annual **Clarks Island Rendezvous**, to be held in the lee of Clarks Island in Duxbury Bay on **June 28-29**. Clarks Island is well within range of open powerboats, and provides a fun locale for rafting boats of all sizes. *Whirlaway* will again be hosting cocktails on Saturday evening.

Cruising enthusiasts should also plan now for the annual **Summer Cruise**, ranging from Cuttyhunk to Mystic and back on **August 16-23**. The Summer Cruise has been a great event for years, and this year should be no exception. If you cruise but don't own a boat, make your charter plans now and plan to join us!

Closer to home, the club will of course be hosting the usual wide range of fun boating and social events, including the season-opening New Members Party, the Sullivan Regatta, the Dickson Cup, and many other new and traditional events. Keep your eye out for the next Binnacle or separate mailings for more details.

This issue of the Binnacle sports a new look as **Melissa Browne** debuts as Publisher and Editor. Melissa brings renewed freshness and enthusiasm, and we can look forward to her maintaining the high standards set by her predecessors. Feel free to pass on any ideas on how the Binnacle can serve you better.

I hope to see you at the Winter Lecture on April 12<sup>th</sup>!

Danny

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COHASSET YACHT CLUB  
COHASSET, MASS.

## HOUSE KEEPING

By now you've all received **Peter Pearce's** mailing with the form to update your listing in the 2003 Club Directory and a Preliminary Registration Form and update letter from the Junior Activities Committee. Please be sure to complete and return these forms as soon as you can. We want to have the most accurate directory possible and the Junior Activities Committee needs your response to best prepare for the upcoming season. Any questions – call **Lisa Wescott** or **Betts Murray**.

## BITS, PIECES AND THE ICE PACK

The Sir Ernest Shackleton story took second fiddle to watching **Dave Marks** dig moorings and docks from the ice and snow in March. He expects to make the deadline for constructing the docks by the start of the season, but with the worst snow and ice problem in 20 to 30 years, it will be a tough task. We do expect some minimal damage to the docks since the ice has tossed them a bit.

The Opti fleet is 65 boats strong! Last year we were short on rack space but over the winter additional racks were constructed to accommodate up to 65 boats.

Six new families will gain dock slips for their boats this season due to the loss of a few members and changes to the slip policies implemented last year. – **Chris Arnold**

## FROM THE DESK OF AUGUSTA WYND, EDITOR

Welcome to the Spring 2003 Binnacle. I'm sure we are all looking forward to the upcoming CYC season, especially after such a long, cold winter. **David Marks** and his crew have been busy working to get the docks assembled and the clubhouse ready. The Executive and other Committees have been meeting and planning to make this season the best ever. We're very fortunate to have such a dedicated group of volunteers working on our behalf.

After auditing the past few Executive Committee meetings, we can attest to the group's passion for the club and foresight in planning for the future. There may be a tendency to take the club's smooth operation for granted, but as you'll read in this issue of *The Binnacle*, many are working behind the scenes to make CYC an enjoyable haven for its members. *The Binnacle* salutes the committee chairs and members for their work.

We plan to introduce some new features to upcoming issues of *The Binnacle*, including a Classified Section where members can list marine-related items for sale, and Fishing Lines – news and notes for CYC's anglers. We are open to your suggestions and comments, and I always want to hear about your nautical accomplishments. Please let us know how *The Binnacle* can better serve you. – **Ms. Wynd receives email at [humble@attbi.com](mailto:humble@attbi.com)**

## THE CYC MARINE RAILWAY

All boaters and yachtsmen that have used the marine railway to launch their vessels over the past few years have taken quite a leap-of-faith, considering its dilapidated condition. Good news - the entire railway system, including rails, car and stands, will be completely replaced ready for the 2003 season. The fabrication of the car and stands is almost complete. Materials for the rail system have been acquired and all permits have been obtained, so we are official. Once the snow and ice clear **Dave Marks** and crew will be ready to lay the tracks. – **Chris Arnold**

## CLARKS ISLAND (DUXBURY) RENDEZVOUS 2003

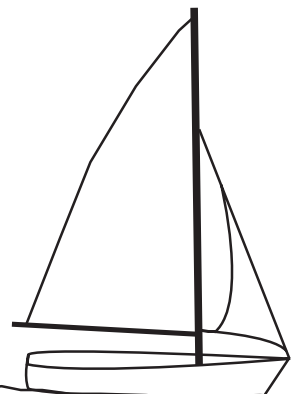
Anyone who finds himself/herself on a boat in search of a destination in June should plan to join us at Clarks Island in Duxbury Bay on the weekend of June 28<sup>th</sup> and 29<sup>th</sup>. Clarks Island is located North and West of Saquish near the entrance to Duxbury Bay, and there is good water to the West and North of it.

Clarks Island is a great destination in that it is equally accessible for boats moored either in Cohasset or south of the Canal. Last year's inaugural visit was attended by four boats (there's room for plenty more), and for some provided a unique test of coastal piloting skills in fog. – **Steve Bobo**

## WINTER LECTURE

CYC will continue its tradition of support for maritime activities by sponsoring a lecture on Saturday April 12, 2003 at 7:00 p.m at St. Anthony's Parish Center. The speakers for this event will be members **Martha and Dana Robes** who will present a program on their recently concluded five-year, around-the-world cruise on their Little Harbor 48, Sarah Jane.

...continued on page 6



## SHIPSHAPE

### A PRO'S VIEW ON GETTING YOUR BOAT READY TO LAUNCH

It's always been sound advice for anyone to get to know a good banker and doctor. If you own a boat, you should add a good boat mechanic to the list. This is the time of year to work with your boat mechanic if you want to make sure you'll be "ship shape" for the coming season.

Getting your boat ready for the season takes more than a pail of suds and a hose. A good washing and waxing is a good start for the backyard do-it-yourselfer, but it may take an expert to make sure you have a summer of trouble-free fun with your craft, whether it's sail or power. Renowned boat mechanic John Bayless agrees that boat owners should get started with many of the items necessary to have a fit ship when launching time comes around. Basic preventive maintenance is important but the mechanical work is generally wise to be left to the professionals.

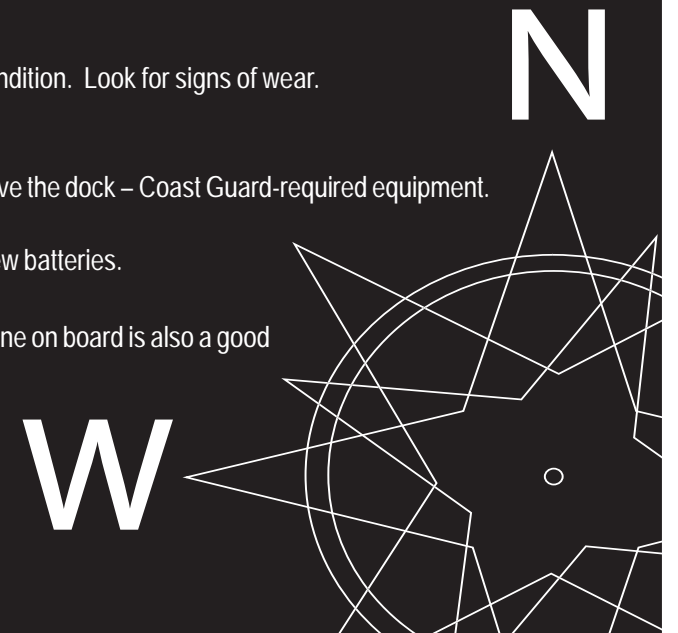
### Bayless' spring checklist includes:

- ✂ Wash the boat down and apply a clear wax on the hull.
- ✂ Inspect the zincs on your boat. Zincs are a sacrificial metal that protect against the deterioration of engine gear and other metal parts due to electrolysis. A good rule of thumb is to replace the zinc when over half of its original size has gone.
- ✂ Inspect the out drive and propellers. Make sure the propeller is "ding-free" as this can greatly enhance your boat's performance.
- ✂ Check the steering because often times the cables freeze-up during the winter.
- ✂ Check grease fittings on the out drives.
- ✂ Check the battery cables and charge all batteries.
- ✂ Change the oil at least once a year or every hundred hours.
- ✂ Change the plugs every year.
- ✂ Check the hull. Look for cracks or gel coat damage.
- ✂ If you own a sailboat, make sure all lines and sails are in good condition. Look for signs of wear.
- ✂ Make sure your drain plug is installed before launch.

There is one other area every boat owner should check before they leave the dock – Coast Guard-required equipment. Boat safety is the most important issue. Things to consider include:

- ✂ Visual distress signals (flares and flashlights) – up to date, with new batteries.
- ✂ Fire extinguisher – charged and accessible
- ✂ VHF radio - charged and in good working order. (Having a cell phone on board is also a good idea. Program marine emergency numbers into the phone.)
- ✂ Personal floatation devices (PFDs) should be on board. Boats of 16' in size or greater should have at least one Type-4 cushion or ring buoy on board.
- ✂ Audio distress signals (bells, whistles and horns) – should be on board and attached to PFDs as necessary.

– **Ron Hobson**



## WHAT WINTER?

Every winter some 400 yachts converge on tiny George Town in the Exumas to escape winter weather, and to cruise the beautiful Bahamas. Many move on, using George Town as a supply base, but others put down several anchors and just have fun in the sun. **Kit and John Bryant** on KITTIWAKE prefer the former, but sometimes hang around for special events.

The George Town Cruising Regatta is one of those events. It is a full week of fun and games, including volleyball, softball, tennis, small-boat events and of course races for cruising boats. Although there are many speedy boats here, most of them don't race. After all, these are our homes. Like all the rest, we have perhaps 1,000 pounds of non-racing

gear. It's a case of "Are we racing or shall we tow the dinghy?" On KITTIWAKE, we try to get crew with large dinghies, and fill them completely.

We had two races, a short round the buoys race, and the longer one that takes us out into the deep water of a sound. The short race had thirteen monohulls in two classes and four multis. There is an anchor start with engines running, which makes it very hectic. We were a little rough and let a Hinckley 38 get away from us, which was a mistake, as we never caught up to her. She led us all around the course, and beat us by just under a minute on corrected time. So we finished second in class, and second in the fleet, beating all but four of the larger boats on elapsed time.

The second race started on handicap, with a downwind start, like our Chowder Race. There were sixteen boats in three classes, plus seven multihulls, with PHRF ratings from 48 to 259. Although in Cohasset we're a big boat, here we are one of the smallest,

with a PHRF of 180.

We had a good start but couldn't catch anyone on the run. When we got on the wind, KITTIWAKE started to move. Hugging the shore to avoid the current, we had glorious views of the cliffs, the reefs and the beautiful

inshore water. Looking back we could see the big boats rounding the mark, but they were not coming up as fast as they usually do. We rounded the weather mark with a very comfortable lead and drove for the finish, eleven minutes ahead of the second boat in the fleet. It was very gratifying for us, as we don't drive very hard when cruising.

On a more peaceful note, Kit has been working with a watercolors group that has appointed her their teacher. The colors here are totally unlike anything farther north, and require a completely different palette. The group has turned out some quite good work, and has exhibited in the local arts show. Kit finds it difficult to break away and go sailing.

For our fishing friends, we have done some trolling, with poor luck. Our biggest thrill was hooking a blue marlin. Fortunately he broke the line on his first jump, because I have no idea what we would do with an eight-foot marlin in our cockpit. That same day, we had a small tuna type that also broke the line. With the water at 80 degrees, we are in the water as much as on top of it. Spear fishing here is like trout fishing in the Rockies – you can't keep your eyes away from the scenery, and there are a lot more fish. The hundreds of different coral formations boggle the mind, and every one of them has something under it.

Do we miss Cohasset? Yes. Do we want to come back? Not until we have to.

– **Kit and John Bryant**

## SALT MARSH RESTORATION PROJECT

The project to mitigate the erosion of the land and marsh surrounding CYC has made significant progress over the past five months. Leading the project is **Bob DiCenso** with support from House Committee chair **John Bertolami** and **Dave Marks**. This team has worked diligently with town, state and federal officials to address the erosion issue and to identify potential state and federal funds to aid in the funding of the project. **John MacKenzie**, an independent expert in the field who has worked on numerous similar state and local projects, has been recruited to help in the processing of the application, and search and procurement of funding solutions.

John has been able to help "define" the erosion issue as not only a club issue, but also one that threatens the town road and utilities leading to the Bellarmine property. This is critical as there are federal funds available for the shoreline protection of utilities. He helped us enlist the Army Corp. of Engineers, and coordinated on-site reviews with Corps officials, as well as appropriate Cohasset officials. The Corps design team

has completed its review and has forwarded its favorable recommendation to its headquarters in Washington, D.C. for approval and funding. If approved, the design team will then begin the design, permitting and procurement process and we will know what funding aid the Corps might provide.

In some areas, the land bank has eroded over 50 feet in the past 50 years. The encroaching waters now threaten not only the club but also the Howard Gleason Road and access to the Bellarmine property. Of the three mitigation methods considered, all concerned groups have accepted the "Rip-Wrap" method as the preferred choice. Essentially, this entails the construction of a stone barrier into the marginal areas of the marsh. Over time the stone will promote growth of natural plant life. In addition, it is friendly to a healthy marsh and also the most attractive alternative. This is also the chosen method by the Army Corp. of Engineers due to its time-tested longevity.

We have put a lot of effort into getting the Army Corps to address this project. With the Army Corp, we can expect the best possible constructed barrier and a better funding scenario that will help minimize costs to the club and Cohasset.

We expect to hear whether the Corps approved the project sometime in March. – **Bob DiCenso**

## WINTER PARTY

The 2nd Annual Winter Party was held on Saturday, February 1st at the Cohasset Golf Club. Over 75 of our members attended and enjoyed a light supper and fine entertainment. Thank you to our hosts, Lisa and Michael Westcott, who organized the event - a great time was had by all who came.

We look forward to seeing you all at the New Members Cocktail party in May. Details to follow. – **Emily Brown**

## ARE KAYAKS YACHTS?

Yes - as far as the CYC is concerned! Many club members enjoy paddling the coastal waters of Cohasset in these lightweight and nimble vessels. As evidenced by the number of yellow and red kayaks resting in and around the club last year, we are expecting another boom year for kayaks. Kayaks have surely enjoyed a surge in popularity yet they are posing a challenge for the CYC given our limited space.

To address this issue the Executive Committee has approved the construction of storage racks, which will be located at the barn off Howard Gleason Road to accommodate up to 16 kayaks. Two kayak rollers will be available to help club members cart their human-powered yachts to the water for launching along side the club. Kayaks and related equipment can no longer be stored at the yacht club overnight. The racks must be used.

If you are interested in storing a kayak on the newly built racks this season please contact **Keith Van Etten** via letter at 62 Surrey Drive in Cohasset or via email at khvanetten@attbi.com. Please make your request by May 1, 2003. The cost for the 2003 season will be \$50 per kayak.

– **Keith Van Etten**



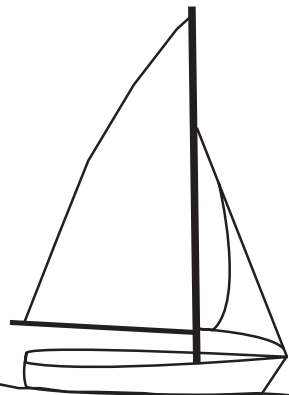
### JUNIOR ACTIVITIES COMMITTEE

The Junior Activities Committee is busy preparing for the upcoming season. The committee is finalizing its staffing but is pleased to announce the return of a wonderful group of instructors, lead by **Taylor Davis** and **Carter Noon**. **Wiley Wakeman** will be this year's Racing Team Coach, and **Kimmy Ulmer** and **Hilary Minor** are returning as full-time instructors.

The dates of the popular Sailing Program are June 23 – August 15. The program is open to children and grandchildren of members from age eight to 18. Each sailor is encouraged to sign up for the full eight-week program but he or she may enroll for either the first or second four-week session. Details on the program, as well as other events, will be included with a registration packet that will be sent in a subsequent mailing.

In addition to the Sailing Program, there will be many "fun days" including scavenger hunts, sailing adventures, beach overnights and other surprises.

As with all club events, the success of this program depends upon many volunteers to help out. Please call Junior Activities Committee Chairs **Betts Murray** (781/383-9444) or **Rusty Landon** (781/659-1868) to offer your time and support.



### SUMMER CRUISE 2003

The CYC fleet plans to sail to an area encompassing Block Island and eastern Long Island Sound between August 16<sup>th</sup> and the 23<sup>rd</sup>. The preliminary itinerary is as follows:

**Saturday, August 16, 2003**

Unofficial rendezvous at Hadley's Harbor or Padanaram

**Sunday, August 17, 2003**

Official Cruise start - Cuttyhunk

**Monday, August 18, 2003**

Block Island

**Tuesday, August 19, 2003**

Devon YC, Three Mile Harbor or Shelter Island

**Wednesday, August 20, 2003**

Mystic

**Thursday, August 21, 2003**

Lay Day

**Friday, August 22, 2003**

Watch Hill

**Saturday, August 23, 2003**

Dutch Harbor, or Sakonnet River

The Thursday lay day offers some flexibility with the opportunity to decide whether to spend a day exploring Mystic Seaport, or to head to the beaches of Watch Hill. The most distant point is approximately 90 miles west of the Cape Cod Canal. For those who are daunted by the distance, the proximity to Newport offers excellent opportunities to charter a boat and join the cruise. And as always, inviting non-member guests to join the Cruise is encouraged. – **Steve Bobo**

### WINTER LECTURE continued...

During their voyage, the Robes logged more than 40,000 miles sailing west to east. This lecture will focus on a portion of the trip covering roughly the first two years. During this time, the Robes traveled from Florida to Australia, spanning the South Pacific with stops in such exotic locales as the Friendly Islands (Tonga, Vava'u and Ha'apai), French Polynesia, and New Zealand. All this provides a sharp contrast to last year's speaker who spent much of his three-month circumnavigation avoiding "growlers" in the Southern Ocean!

The Robes are currently in the process of building a 65-foot glass Hood design in their yard with launching expected in May.

Proceeds from the talk will go to the Cohasset High School Summer Institute's Center for Student Coastal Research. These funds are being specifically earmarked for construction of two Gloucester Gulls. The Gloucester Gull or Light Dory is a 15.5-foot rowing dory that students will construct to use in conducting water quality studies in Cohasset Harbor, the Gulf River, and Little Harbor.

In November 2002 this group received a grant from the U.S. Environmental Protection Agency to "enable Cohasset Middle High School students to work as Summer Institute interns re-establishing water quality monitoring in the Gulf River and to assist the Gulf Association in its goal of conducting a Natural Resources Inventory of the Gulf River Watershed."

Reservations are encouraged. The cost is \$12 per person for prepaid reservations, and \$15 at the door (students free). CYC members can charge their account, and the lecture is open to the public. Details can be obtained and reservations made by calling **Steve Bobo** at (781) 383-9280.

– **Steve Bobo**

### SAILING TO NEW HEIGHTS

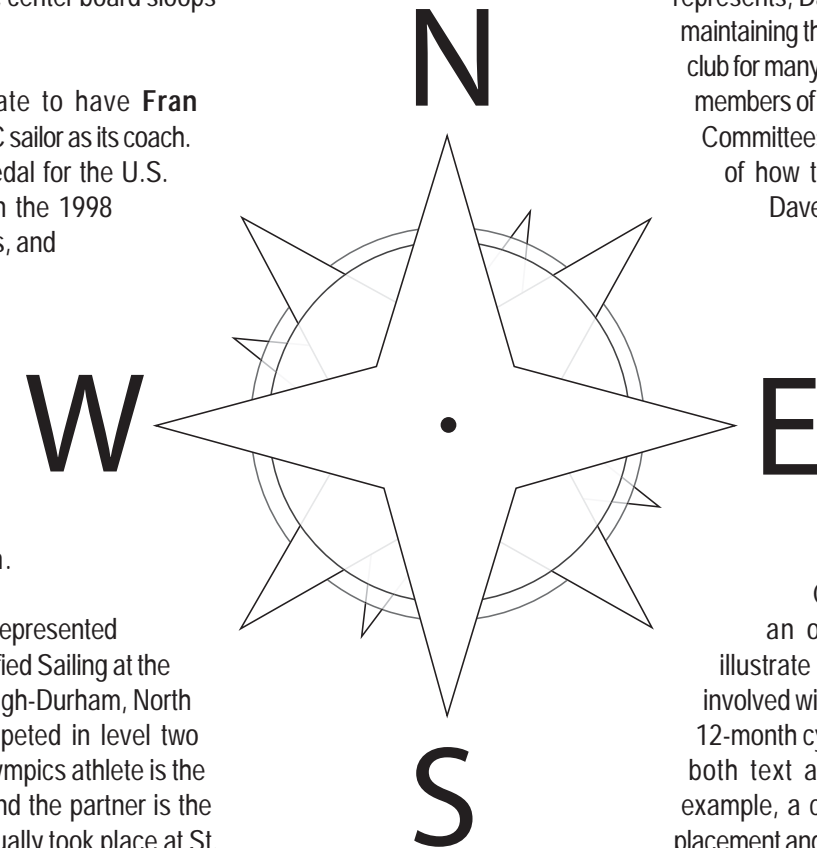
This June, **Jay and Jeff Nothnagle** will head to the 2003 Special Olympics World Summer Games in Ireland to represent Special Olympics Team USA in Unified Sailing. Team USA consists of approximately 1,000 athletes and 300 coaches representing all 50 states and the District of Columbia. This is the second year in which the father and son team will complete in sailing on a world-class level. The racing will be in Fireflies, high-performance, 12-foot, center board sloops popular in Europe.

The team is fortunate to have **Fran Charles**, a former CYC sailor as its coach. Fran won a silver medal for the U.S. Olympic 470 Team in the 1998 World Championships, and was two-time National Champion in both the 210 Class and in the Interclub Frostbite Dinghies. Fran is now the Varsity Coach at MIT and Sailing Master at the MIT Sailing Pavillion.

In 1999, Jay and Jeff represented Massachusetts in Unified Sailing at the World Games in Raleigh-Durham, North Carolina. They competed in level two where the Special Olympics athlete is the skipper of the boat and the partner is the crew. The sailing actually took place at St. Mary's College in Maryland using its fleet of Flying Juniors. There were five division races and ten medal races over a five-day period. Jay and Jeff were awarded the gold medal.

Jay started his Special Olympics athletic career at the age of eight, participating in speed skating and track & field. Twenty years later, Jay has competed at the state level in ten different sports. Congratulations and good luck to Jay and Jeff.

– **Melissa Browne**



### THE VIRTUAL CYC STEWARD

Very few CYC members understand the general role of a Club Steward. What's more, very few realize how lucky we are to have **David Marks** as our one-and-only. Dave started as an apprentice along side of **Cliff Dickson** in 1973. Due to his love for the water and his appreciation for what the club represents, Dave has been the keystone in maintaining the condition and integrity of the club for many years. Most recently however members of both the Executive and House Committees have pondered the question of how to maintain the club without Dave.

Don't be alarmed - neither the club nor Dave expects anything to change but it's important to have a long-term view to prepare others to maintain the physical plant. This task was left to Dave and **Ron Hobson** of the House Committee, who are creating an operating manual that will illustrate all of the primary functions involved with maintaining the club over a 12-month cycle. The manual will contain both text and graphics, including for example, a complete schematic for dock placement and moorings with corresponding GPS coordinates. Other topics include hurricane tactics, preparing for winter, and a listing of key contacts and vendors.

This manual will help the club maintain its best practices and minimize errors and ramp-up time if someone is needed to replace Dave, even for a short period. – **Chris Arnold**