

CRUISE NOTES.

The annual cruise took place as scheduled and ran into the usual problems. The weather was somewhat unsettled but not to the point of bodily discomfort as in some years past.

The greatest difficulty seems to have been about the Pontquogue Bridge. Going east Ting Hao, Captain Milligan, broke her mast trying to get through the narrow opening, we understand that the bowsprit was also damaged. "Whimsey", Captain Wimmerstedt, on the way back, also collided with the bridge and spent a hairy half hour extricating herself with small damage. The Commodore had a collision with a Freeporter (Commodore's fault) at Dering Harbor. Dr. Ruppe no longer believes in the tabernacle having had the mast come down on a rush at the celebrated "Toenail Cove", fortunately Dr. Glinick was at hand and pronounced the victim almost healthy.

Speaking of the medical profession we had decided that this cruise could have been a rump convention of the AMA for we not only had Drs. Ruppe and Glinick, Dr. Lerner who crewed for Hervey Smith and our Fleet Head Shrinker Dr. Hunt but the Fleet Gynecologist, Home taught, Byron Martin was available. The 2 weekers had Dr. Love and Dr. Luke. Thus one can see that we were prepared to cope with almost any problem involving health.

It was determined that for next year we would like to have a representative of AA with us; not that it would do any good.

Not all the boats started the cruise on the 13th July and their cruise times varied from one week to three weeks so not to try to break down the times we list all participating yachts with some pride:

Gemini, Captain Ruppe; Peregrine, Captain Glinick; Wanderer, Captain Rague; Whimsey, Captain Wimmerstedt; Golden Dragon, Captain Pearson; Moby Dick, Captain Carl; Sally, Captain Darnell; Leander, Captain Martin; Sonata, Captain Hunt; Noreaster, Captain Boyd; Dragoner, Captain Wissman; Snookie, Captain Kent; Wooden World, Captain Eberle; Star Dust, Captain Klesick; Vi, Captain Yaxis; Morning Star, Captain Smith; Tambour, Captain Goldsmith; Perriwinkle, Captain Hack; Serena, Captain Flynn; Spindrift, Captain Ramsdell; Wahou, Captain Peck (Cruise Chairman); Big Dipper, Captain Thayer; (Co-Chairman, Cruise); Arabesque, Captain Brady; Baybee, Captain Wragge; Lively Lady, Captain Max; Lady Lou V, Commodore Beinert; Reverie, Captain Macy; Chance, Captain Merry; Diana, Captain Spiess; Mijo II, Captain Warnock; Vagabond, Captain Luke; Neptune, Captain Tegins; Secret, Captain Fleming; Pipe Dream, Captain Chinman; Quincy Rose, Captain Nelson; Fun, Captain Love; Sno'goose, Captain Garben; etc.

If we have missed any yachts it is because we have not had reports at this date.

In addition to the foregoing yachts we had a visitor from Larchmont, Captain Allan Woodle in a new Danish Sloop called the North Sea 28.

The planned rendezvous with the Setauket Yacht Club did not come off. The Setauket Group got socked in at Fisher's Island and could not make it. It seems just as well since Long Beach was infested with Green Flies.

Captain Fleming reports this amusing story, believe it or not:

"Marion and I are still chuckling over an experience we had while en route to Block Island. Visibility was poor and there was almost no wind. As we slatted around while viewing our compass with complete mistrust a very large power cruiser came roaring up from astern. The boat's speed was not cut one bit and as it roared by close to starboard, rolling us unmercifully in its wake, the skipper leaned out of the deckhouse and over an audio hailer asked us to "point the way to Block Island". All this from a cruiser literally bristling with electronic gear. I was so amazed by the skipper's request that I guess I just made a sort of gesture out to sea.

It is with sadistic delight that I can report that the cruiser concerned did not show up in Great Salt Pond for the three days we were there."

The count of cruising yachts indicates that about 1/4 of the Fleet took part in cruising during the mid July- early August period, perhaps a record number. The Labor Day Cruise is the next effort and for those who can make it we can promise a fine time, weather permitting. After the Commodore's Race we expect to rendezvous at Smith Point just to the west of the Bridge, Rafting will be in order, the kids can sail prams around while their parents conduct chemical experiments with the wine of the country.

We have not made any provisions for dink towing for those who wish to race in the Commodore's Race. Make your own.

Sunday, September 1, is a layover day for those who wish to watch the racing at Bellport and Monday we will start for home and work.

Kiddie Notes.

The July cruise brought out an amazing number of children and it was the judgement of the group that the kids should get a special trophy for tolerating their parents for so long. Helen Beinert has a fair list of those participating but it could possibly stand amplifying, send in the names soonest so that these can be made up and presented at an appropriate time, yet to be decided.

Trophy awards

The long list of winners of trophies for the various Cruising Club Races has not yet been checked for dues payments, if you have won a trophy and have not paid dues get it up or you won't get it. Trophy night will be the Fall Cocktail Party. Check Year Book for Date.

Pollution Report

Yes, it still is.

L.I.R.R. Notes

John Berdolt expects to have his enormous new skipjack delivered almost immediately. Jack Young also expecting. Stuart Baldwin now enroute to the Chesapeake where he will cruise for the next two weeks. Crewing for him and Sarah are the Eberles. Norfolk and something called the Sassafras River are ports of call. Hervey Smith wants to know why all the boats that finish before him have better handicaps, Captain Palmer can explain, we think. Skip Spollen is trying to puzzle out why age and energy are mutually exclusive when it comes to finishing up a paint job. So are we. J. Davies having the longest overhaul on record. H. Post, racing in a "Windmill" made good during Race Week. Got a place. Many queries why our race results do not appear in following day's paper. 1, papers don't care and 2, takes time to figure results and usually they are finished after press time. H.G. Smith, Fleet Chaplain, wants us to have a Beauty Contest for Public Relations sake, insists he be sole judge, selfish of him. R. Paterson, corresponding secretary wants to know why Westhampton Yacht Squadron turned off water in club last day of Race Week, any answers? Mrs. Robert Carl (Pat) has suggested we have a "White Elephant" sale, perhaps at Fall Cocktail Party, get in touch with her since she has been appointed chairlady of event, 206 Woodsome Road, Babylon, N.Y. Anchors, turnbuckles, torn sails and the like of that accepted but neither husbands nor wives nor children can be traded. Fleet Art Director, Robert Pasch, suggests that black and white pictures be prepared for submission for the 1964 Year Book. H.G. Smith becoming object of scorn for not having prepared a masterpiece for 1963 Year Book. C. Voso, "Mirandi", broke a mast on Race Week. Catboat sailors starting a movement to outlaw spinnakers unless square yards can be used. Would you want to be judged by H.G. Smith? Other people on trains wonder if our talk is entirely limited to yachting, while it seems so we also talk about drinking once in a while, and other things. Will H.G. Smith please make an effort to have a decent drawing ready for 1964 Year Book?

If you wish to have your name and desires known to the membership please send copy to R. Paterson and duplicates to at least 14 members of the Board of Governors so that he may be reminded. This is your NEWS LETTER! We are more than happy to advertise any bargains you have to offer or print any cruise or racing stories that do not involve libel.