

# THE LOG

## The Monomoy Yacht Club Newsletter

**FEBRUARY 2011**

### FLAG OFFICERS

Commodore

**Julius Lempner**

Vice Commodore

**Robert Doyle**

Rear Commodore

**Phyllis Freeman**

Secretary

**Karen Voorhees**

Treasurer

**Richard Lyman**



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### SAVE THE DATES!

**Fri. Feb. 25**

Movie Night—5 pm  
Western

**Wed. March 8**

Ladies Tea at Borsari

**Wed. April 6**

Seminar: Spring  
Commissioning Essentials

### FROM THE FLAG by Commodore Julius Lempner

We're off to a pretty good start for the new year. Lots of rain, not too much snow, the boats don't need much work yet, and the beaches are still good for winter strolls. On top of that, the second Movie Night was well attended, and the schedules for the summer boating and social activities are coming together, and the 2011 Directory is on schedule to be published and mailed in the March timeframe.

And . . . all the committees are in place and are populated with their new chair persons and members for the 2011 fiscal year. Check the new Directory in March for a listing of the committees and their members. And I will take this opportunity to thank all the committee chairs and supporting committee members of the past year. You are the backbone of the Club, and your efforts and accomplishments are sincerely appreciated.

We have begun to implement many of the recommended courses of action defined in the Long Range Plan (LRP) that was approved by the Board of Governors in 2010.

*The Commodores arrive by water to be led to the Luncheon at the Wequassett Inn by bagpipe. Piper Bill Burley, Commodores Julius Lempner, Phyllis Freeman, Betty Magnusson, with Capt. Dick Hosmer and first mate Dennis Schock accomplish a good docking.*

(Check the Members-Only" portion of the website for a copy of the LRP.) We will soon begin to publish the completed action items on the website.

I am particularly pleased to see a more comprehensive boating program come together for the Club. While this season's programs will be defined in the next issue of THE LOG, of note at this time is the dramatically expanded series of seminars and training programs, and in particular the seminar on spring boat commissioning to be held in the April timeframe. I for one will try to save a few dollars and do it myself this year.

I encourage all members to check the website ([www.monomoyyc.org](http://www.monomoyyc.org)) for Club information, and as always, to contact me or any of the officers or Board members with questions, suggestions, or just plain feedback. ■





Hal Knapp and Roger Donald enjoy their task in manning the cannon at the Commodores Luncheon on the dock of the Wequassett Resort. Former Commodore George Fisk located the cannon in the Club attic and moved it into the sight of Club members who eventually made a really big sound that will not be forgotten.



## New Members

Please welcome our eleven new members:

**Dave and Nancy Alger**

**Steve and Sue Burlingame**

**Bob and Peggy Crespo**

**H. Norman and Prudence Davies**

**Henry and Beth Holden**

**Michael and Ginny O'Halloran**

**Thomas and Heidi Quill**

**James and Jane Rowan**

**Pieter and Betty Schiller**

**Mark and Jane Sherman**

**Jay and Ruth Tichenor**



## In Appreciation

Now that we have converted THE LOG to an electronic version, we must not lose sight of the significant effort put forth over *many* years by its previous publisher and past-Commodore, George Fisk. George wrote many of the articles himself (with typing aid from Connie Lyman), did the layout of articles from other contributors, had it printed, and with his wife Ernestine, stuffed and addressed envelopes, and of course made the trip to the post office to mail the hard copy edition. Much of that effort is no longer required, but it is not forgotten.

Nor can we forget George's tenure as Commodore from 1994 to 1996, his introduction of House Parties (BYOB's), perhaps one of the most successful of the Club's social functions and still going strong, and under his realm the acquisition of the cannon. Thanks to several other club members, the cannon was brought back to life at the Commodore's Luncheon last September.

George will continue to contribute articles on the history of the Club and the area. For all of this, we are grateful. ■

## New Boating Events Added

Fleet Captain Dick Hosmer has a very busy boating schedule planned for this year's season. Flotilla Commanders Dennis Schock (East) and Jim Doggert and Harry Cutts (South) have added many more rendezvous to the schedule.

In addition to usual popular rendezvous and raft-ups, the expanded schedule will have a cruise to South Beach for breakfast cooked on the beach, two GPS mystery cruises, a lobster roll beach party at Jack Knife Cove, a box lunch raft-up at Oyster Pond, the popular luncheons at Wequassett Inn and Brax Landing. The complete schedule will be included in the Directory for 2011, available soon.



## Boating Seminars

The Club's offering of seminars is undergoing an ambitious expansion this year, according to chair Jeff Hahner. You can expect a wide range of topics, such as *Rules of the Road*, *GPS 101*, *Successful Shell fishing*, *First Mate 101*, and more.

The series will kick off with a timely topic: *Spring Commissioning Essentials*. John Huether, Service Manager and Assistant General Manager at Outermost Harbor Marine, will provide you with what you need to know and do to have a worry-free season on the water. Mark the date: Wednesday, April 6, 10:00 - 11:00 a.m. at the Club House. Bring your questions



# CAPE LIGHTSHIPS — A Little History

By George Fisk, Contributing Editor and MYC Historian

We wrote in the last **Log** about the establishment of lighthouses along the outer Cape. Lightships were soon established on Monomoy Island and at Nobska Point in Falmouth; however, they did not fully meet the needs of boats traversing Nantucket Sound. During the nineteenth century and well into the twentieth century most of the cargo that moved up and down the East Coast of the United States went by boat. I was told by an old time Chathamite that during a nor'easter ships would ride out the storm in any convenient, safe harbor such as Nantucket or Martha's Vineyard. When the weather cleared they would set out again and you could stand on the high ground along Shore Road and watch a parade of coastal schooners all day long.

This great volume of shipping had to negotiate the shoals south of Cape Cod and some way was needed to mark the course through these dangerous waters. The solution was lightships: these were not new as some were already in use along the East Coast. There was a lightship at Sandy Hook, New Jersey which marked the entrance to New York Harbor established in 1823.

The first lightship in Nantucket Sound was Cross Rip Shoals located generally south of Hyannis between Nantucket and Martha's Vineyard. This was in the 1820's and it would be 1847 before more lightships were added. Pollock Rip, Shovelful Shoals

(which was later moved and re-named Stonehorse) and Handkerchief - these three would mark the course around the tip of Monomoy Island and the entrance to Nantucket Sound.

The largest concentration of lightships in the country was in the waters of Nantucket Sound and by 1922 there were ten lightships between Buzzards Bay and Nantucket Shoals.

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## The largest concentration of lightships in the country was in the waters of Nantucket Sound

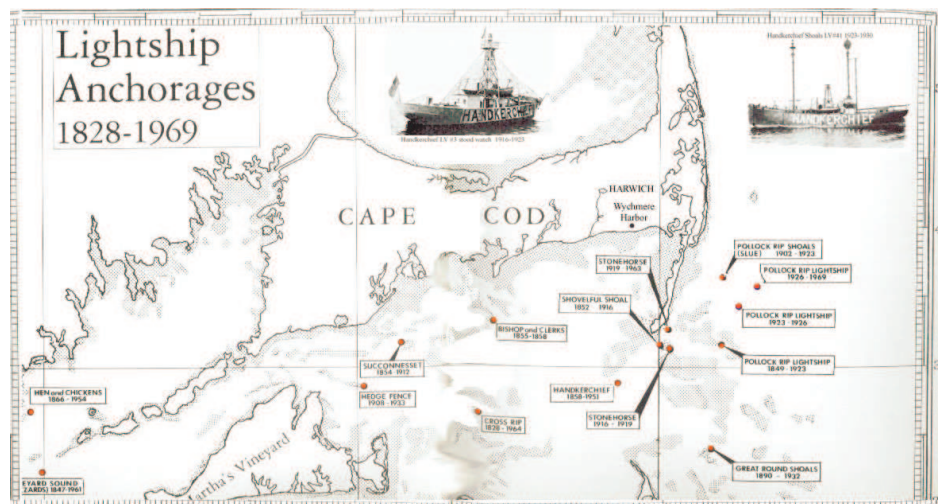
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Most were within sight of land but Nantucket Shoals was fifty miles at sea southeast of Nantucket. At first the hulls were painted different colors to identify them, and later they were all painted red with the name in large white letters. These ships were equipped with a bell or foghorn as well as a light.

Life on a lightship was not easy as there was the constant motion, the noise of the bell or foghorn and the isolation. Summer was better than winter but then the men were bored with little to do. Passing ships would often drop off newspapers and there was a ship which brought supplies and mail. During protracted stormy periods, however, it was often impossible for the lightship tender to reach the ship and they would run short of supplies and have to exist on hardtack and water.

The lightship tender would take men ashore for short periods of rest. As needed it would tow a lightship to port for repair or maintenance and tow a relief lightship to take its place. In 1905 wireless was installed in relief lightship Number 85 for the transmission of weather reports. During a Nor'easter the ship sprang a leak and sent a distress signal on the wireless. The signal was received by the lightship tender *Azalia* which arrived the next day.

*Continued on page 4*



## Lightships continued

A hawser was rigged to tow the lightship but it was deemed too dangerous to attempt to approach the ship to take off the crew so they abandoned ship and were picked up by the Azalia. During the tow the hawser broke and the lightship sank. This appears to be the first instance of wireless contributing to a rescue at sea.

Lightships placed on the navigable channels, as they had to be, were in danger of being struck by ships. Many lightships were damaged by barges. In December of 1909 Pollock Rip Lightship was struck by the schooner Katherine Perry and lost both mast and the light. The schooner

made no stop. Again, the Azalia towed a relief ship to the sight and the Pollock Rip in for repairs. In May of 1934 the Cunard-White Star ship Olympic struck the Nantucket Lightship and cut it in half, five men were lost.

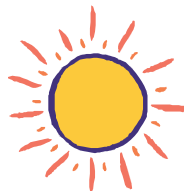
In the hurricane of September 14, 1955 both the Pollock Rip and the Vineyard Lightships and their entire crews were lost.

All of the lightships are now out of service, replaced by buoys. The ability to equip buoys with reliable lighting and sounding devices has made it unnecessary to place men at risk on the lightships. The Coast Guard maintains these buoys with ships designed for the task. ■



## Sunshine Committee

The new Sunshine Committee chair, Lorraine Canavan, is waiting to hear from members if they know of anyone who could use a kind word, a card, or some good wishes from MYC. With pen in hand and cheerful disposition, Lorraine is ready to sow good wishes and would like you to contact her with names of Club members in need of those wishes. Call her at 508 945-2916 or send an email to [lorraine-bob@comcast.net](mailto:lorraine-bob@comcast.net).



## Entertainment Event —LADIES DAY OUT TEA

Attention All Ladies! Be on the lookout for your special invitation to attend a "Ladies Day Out Tea" at the Borsari Gallery on Tuesday, March 8th. Come and enjoy, in the English tradition, a full afternoon tea complete with scones, clotted cream, finger sandwiches, desserts and tea. Located in a restored antique barn with beautifully displayed works of art, the Borsari Gallery and Tea Room is the perfect setting to meet with your Monomoy friends. Flyers are now posted online. Ladies Day Out Tea flyer.

<http://monomoyyc.org/Borsari%20Tea.pdf>

## Calendar

### February

- 15 BYOB
- 25 Movie Night—Western

### March

- 8 Ladies Day Out Tea
- 15 BYOB
- 25 Movie Night —Comedy

### April

- 6 Seminar—Spring  
Commissioning. Essentials

## A Nautical Quiz

1. "Mayday" comes from what language?

- (a) Spanish
- (b) Italian
- (c) French
- (d) Turkish

2. What was the name of the boat on which Darwin traveled?

- (a) Endeavor
- (b) Beagle
- (c) Resolution
- (d) Agamemnon

3. Which famous navigator suffered from motion sickness?

- (a) Columbus
- (b) Nelson
- (c) Magellan
- (d) Cook

4. Which animal is a sign of bad luck on a ship?

- (a) rat
- (b) cat
- (c) rabbit
- (d) bat

5. How many sails are up if a five masted ship is under full sail?

- (a) 48
- (b) 25
- (c) 20
- (d) 55



- 5. (a) 48
- 4. (c) rabbit
- 3. (b) Nelson
- 2. (b) Beagle
- 1. (c) French

Answers: