



## Desolation Sound Delights: CCA Cruises “In Vancouver’s Wake”

As everyone knows, and as George Vancouver chronicled in his 1792 log books, the Pacific Northwest can be rainy and gloomy. The stalwart Pacific Northwest Station knew that their welcome of visiting CCA sailors to the Desolation Sound Cruise might be a damp one and Brian O’Neill and his active Cruise Committee prepared to buck up and keep smiling no matter what the weather served up. They need not have worried. For ten glorious late summer days this famous cruising ground known for its high mountains, deep waters, swift currents and unspoiled beauty captivated veteran visitors and newcomers alike. Commodore Tad Lhamon and PNW Rear Commodore John Robinson were not let down in any way by Mother Nature as they showed off their beloved Canadian cruising grounds inside Vancouver island on the British Columbia coast.

A capacity fleet of 62 boats manned by 202 sailors and representing ten of the eleven CCA Stations gathered on September 2 on the inside of Malaspina Peninsula to kick off the cruise at Okeover Inlet, the first site selected by Events Chair Lee Hedge. The Laughing Oyster Restaurant provided the venue on a drying lawn under billowing tents. With yachts stacked three and four deep at the dock down the hill and others anchored on the shallowing shelf nearby, the afternoon brought the only rain of the cruise but dampened none of the enthusiasm as old friends reunited and new

cruisers were welcomed. Efficient registration and cruise bag distribution from the after-deck of Dave and Sharon Heaps’ *Drumbeat* equipped all cruisers with a detailed cruise book prepared and edited by Jim and Sue Corenman, a custom CCA stamped canvas tool bag and warm blankets with the cruise logo selected by Mike O’Byrne and his Gifts Committee, and a specially cast bronze paperweight fashioned and fabricated by Bob and Polly Alexander to commemorate the occasion. Each person was also allowed to choose a book about the art, history, wildlife or First Nations lore of the region to enjoy at a quiet anchorage.

Wooden nickels served as legal tender for the cocktail hour which was followed by introductions and



Lee Brown

*Dirigo leaving at dawn*

a terrific seafood and hearty meat dinner. Following dinner, an extensively prepared ninety minute scholarly lecture on the history of the Spanish and English exploration of Desolation Sound and the inside of Vancouver Island coupled with a geopolitical analysis of the role these Age of Enlightenment explorers played on the global stage of 1792 was, thankfully, shortened to eight minutes... to everyone’s obvious relief. The dinner and “lecture” were followed by dancing to a rollicking Buddy Holly style band. The cruise was on. The next morning the fleet, displaying varying degrees of urgency, fanned northward up Malaspina Inlet to select new moorages for the next four nights.

The Cruise Committee led by Brian and Mary Alice O’Neill wanted to

*continued on page 25*

### Bermuda Race 2014 Edition, Page 29



Dan Nerney

*Start of Class 12 Cruiser Division shows  
Howie Hodgson’s J-160 class winner TRUE  
in the foreground*





## From the Commodore



### Dear Fellow CCA Members,

As our sailing season ends for many of us, those in the warmer latitudes have enjoyed a balmy fall on the water.

Earlier this summer, your CCA cohosted, with RBYC, a very successful Newport-Bermuda Race with 170 boats registered, none of which suffered any major issues requiring assistance at sea. You'll see more on this race elsewhere in this issue, but please join me in thanking Race Chair Fred Deichmann and his BROCC team for keeping up the tradition of this "thrash to the onion patch," and for his diplomacy in dealing with the types of issues that always occur when you have a large committee bringing many competitive crews together in one big regatta, such as questions about ratings, venues, swag, protests, inspections, safety requirements, and crew classification all received detailed attention at one time or another.

Plans are already underway for the 2016 Race under the leadership of A.J. Evans and his new BROCC team for taking on the task of moving this race to a new level with emphasis on both ends of the spectrum: high end mini-maxis competing for first to finish, and more cruising boats in celebration of this 50th running of the race and the 90th anniversary of CCA's involvement with managing the race.

As a side note, the NYCC is no longer able to house our race and other CCA trophies, where they have been available to display upstairs in a locked case and moved for special occasions by trophy chair Bob Darbee to the NYCC Model Room where they graced our dinner tables. After presenting the trophies in Bermuda this year, they were shipped back to secured storage near NYC while we research other options for storage and presentation of these valuable mementos.

In another development, as noted in our March board meeting, the Mystic Seaport Museum board has begun demolishing the building housing the CCA-developed Olin Stephens Reading Room. Our CCA members who serve on the Seaport Board, led by PC Sheila McCurdy, are working with Mystic to salvage as much of the exhibit as possible in the new location. Expect more on this subject in the coming months as we evaluate our options for a continued presence at Mystic and a more permanent, visible storage location for our race trophies and other memorabilia.

A great number of CCA boats participated in races and cruises in all of our locations this summer, and some of these experiences are detailed elsewhere in this *GAM*. Highlighting the end of the season was the magnificent Club

Cruise in Desolation Sound where almost 200 members and guests representing almost all of our eleven stations traveled aboard 60 boats in this pristine wilderness setting, sharing stories and CCA traditions from many perspectives. Thanks especially to cruise chair Brian O'Neill and his PNW committee who worked for two years to put on just the right blend of organized events and free form exploring. Clear weather and starry nights showed off the topography most handsomely, and the food, it was simply awesome – one nameless member noted that if he'd been at home and bought as many oysters as he'd eaten at the Squirrel Cove tribal center that night, he'd have been down a couple hundred smackers!

More than 100 CCA members and guests signed up for the Club's Fall Meeting in Toronto, hosted in great style by the active membership of the Great Lakes Station.



*Cmdr and Joyce Lhamon on the high seas*

Co-Chairs Bob Medland and Mike Hill produced a shining venue, featuring the two locations of the Royal Canadian Yacht Club, the tony Yorkville area of the city, and an introduction to many of the sights of this fine city. Many of us from saltwater coasts need a refresher from time to time to realize just how vast the Great Lakes really are. Our gracious hosts took advantage of this appropriate opportunity arranging the meetings at the club location in the city, and giving us a tour of their magnificent island clubhouse on Saturday; and to see it as it was being closed for the winter, at the same time that the Club was training staff in preparation for hosting next summer's Pan American Games, added even more to the experience – where else does a yacht club offer full amenities during the summer and then close up the set, arrange to haul out members' boats on the premises for winter storage! This was truly a royal experience for us all.

Many committees met during the day and reported at the board meeting that afternoon

including the election of 26 new members; in addition to full discussions of the challenges presented by the changes in the trophy storage Olin Stephens Reading Room, several other action items included the organization of an all member survey (to be conducted by a committee headed by VC Jim Binch), a recognition of surplus in our Club account that may give rise to a more generous stipend to stations, and a reopening of the discussion of the serious question of "what trappings of our Club should be memorialized in a public exhibit to demonstrate our commitment to basic principles: to promote cruising and racing by amateurs." At lunch that day, John Rousmaniere recounted the history of the CCA's involvement in the Newport Bermuda Race, helping many to understand the reason why we, the Cruising Club, get involved in racing. During the evening festivities, we presented the Commodore's Award to Ronald C. Trossbach for his unwavering commitment to the Club and his considerable efforts to promote Safety at Sea for all sailors. For more than two decades we have Ron to thank for his tireless pursuit of appropriate procedures for safe sailing while cruising or racing, his participation as a moderator in CCA and other Safety at Sea Seminars, his long-term handling of the Suddenly Alone education program, and his significant contribution to the body of knowledge that serves as a safety foundation for the entire sailing community.

And, with Joyce our own personal adventure to visit all our CCA stations has commenced; after returning from Desolation Sound, *Lyric* headed south to San Francisco where we were welcomed by RC Terry Klaus and the SAF station at StFYC, a very busy place now recovering from the recent Tinsley Island Cruise with over 500 attending, and with kite boarding (on foils!) competing with high school and collegiate FJ regattas, plus the Farr 40 worlds commanding the waterfront. We sailed south to Southern California, laying up temporarily in Oxnard to attend the Toronto meeting, after which we'll resume a leisurely sail down to San Diego, visiting with SOC members along the way. It's early in the process of this two-year voyage, but not too early to say that the CCA is alive and well, and the membership gatherings reinforce the notion that we are a club of good friends in many places.

*Tal*



## The CCA GAM

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## Coming Up...Cruises and Meetings



### Wirth M. Munroe Race

**December 5, 2014**

By the time this *GAM* reaches your mailbox, the results will be in for the 2014 edition of the Wirth M. Munroe Race.

The Wirth M. Munroe Memorial Yacht Race is held on the first Friday in December. First sailed in 1957, the race begins the winter ocean racing circuit in South Florida. The course, from Ft. Lauderdale to Palm Beach, presents challenging conditions as yachts must consider the vagaries of the Gulf Stream and the passing of the season's first frontal systems.

In 1957, members of the Florida Station of the Cruising Club of America, led by Dick Bertram, decided to sponsor a race from Miami to Palm Beach and to hold it in early December as racing yachts from the north had arrived by then in preparation for the Southern Ocean Racing Conference held in January and February. Over the years, yachts have raced under numerous rating rules, CCA, IOR, IMS, and now sail in three classes, IRC, PHRF, and Multihull. The original course has been shortened and now starts in Ft. Lauderdale to allow the yachts to finish before dark. In the 1960's the Sailfish Club of Florida became a co-sponsor of the race and hosts the well known awards party following the finish.



The 58th Annual Wirth M. Munroe Yacht Race from Fort Lauderdale to Palm Beach will be held Friday, December 5, 2014. The race begins at the Lauderdale Yacht Club in Fort Lauderdale and ends just outside of the Lake Worth inlet in Palm Beach, Florida. After the race, participants are invited back to the Sailfish Club for the awards ceremony. A second race, Sailfish IRC Regatta (IRC boats) Saturday, December 6 and Sunday, December 7.

For details, and race results please go to [www.sailfishclub.com](http://www.sailfishclub.com)



### Ski Gam 2015



The 2015 CCA Ski Gam will again be in Utah and headquartered at the Silver King Lodge close to Park City Mountain Resort.

The event will kick off on Friday February 6, 2015 with Registration in Club Room, 503, from 4:00 p.m. There will be nightly briefings, at 6.30 p.m. in the Club Room and attendance is requested as the next day's skiing is always subject to change, weather conditions etc.



Skiing locally at Park City usually opens the week on Saturday with Deer Valley on Sunday and another day at Canyons. Snow Basin has proved popular the last two years and weather permitting hopefully will be visited again along with Alta or Snowbird. Powder Mountain is yet to be tried, even Sundance? Lots of choice resorts to ski and many a group to ski with, the Steep and Deeps or the Cruisers or the Gentle Swoopers, whatever tickles your fancy!

Heavy hors d'oeuvres and wine will be served at the opening evening gathering to revive you all after your day of traveling. An Alpine dinner at Adolph's is planned for Sunday evening, with his Swiss Specialty – Veal Adolph's among other choices. Tuesday – Vive La France! A Club Room Champagne tasting and French buffet, so dress in red, white and blue. The final closing dinner will be at Cisero's on Main Street. That leaves three intervening evenings for dinner on your own and time to enjoy a smaller group of like-minded sailors in a quieter anchorage.

So far, we know attendees are currently cruising Greece and Norway,



maybe others elsewhere? Hopefully we will cruise vicariously some evenings with slide shows, perhaps even a show from the Desolation cruise.



Should you wish to attend, please see the website for further information.

We look forward to seeing you in Park City in February.

Barbara Watson and John Robinson  
Co-Chairs

## Annual Meeting and Awards Dinner NYYC

**March 6, 2015**

The Annual Meeting and Awards Banquet will be held at the New York Yacht Club on Friday, March 6, and is a very special day that includes committee meetings and the opportunity to honor those so deserving in our sport.



All members are welcome, and you are especially encouraged to attend the Awards Dinner, which is a spectacular evening. Recently elected members are particularly encouraged to be part of one of the more significant international contributions to sailing that the CCA makes each year. As said by Past Commodore McCurdy about the Awards Banquet:

*"The Awards Evening at the New York Yacht Club should never be missed as you saw from the coverage in the GAM. It was*

*far more than a club dinner. It was a dazzling evening with the luminaries of our adventurous sport. Once a year, the CCA has the opportunity to honor those who inspire and amaze us with their exploits and contributions to sailing. Bob Drew and his committee put in an extraordinary amount of work to gather these significant characters from around the world. The honorees are genuinely impressed by the importance of the CCA and its mission."*

## CCA Maine Out Island Cruise

**Boston Station, August 5-12, 2015**

Boston Station RC Steve Taylor invites all CCA members who may be in the area to join us. Our opening event, August 5, will be an informal barbecue and salad with rum keg, beer and wine at Cabot and Heidi Lyman's camp on Dix Island. Each boat is asked to bring an hors d'oeuvre to share.

The following day, GMP Post Captain Steve Tofield proposes an open water sail-in-company out around Matinicus, Ragged and Wooden Ball Islands. It will end near Seal Bay, Vinalhaven for an evening of informal rafting. The rum keg may appear on one of the larger boats.

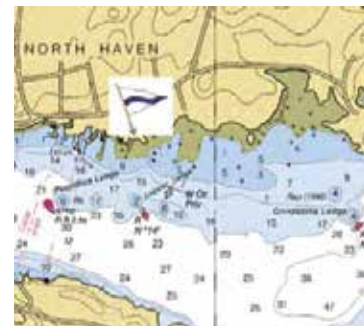
Next, we will go to North Haven for a lobster feed which is being planned by GMP Secretary Maggie Salter at the waterfront on the Fox Island Thoroughfare.

The cruise will close with a catered luncheon at Bob and Joan Roy's lovely home on Deer Isle on August 12. This event will be open to those members who are not actively cruising at this time and may wish to come by car.

The cruise fee for all events is \$160 per person, with no boat charge. The concluding catered luncheon at the Roys will be \$70 for those who chose to attend just that event. RC Taylor, along with Garry and Leslie Schneider, has designed this to be an informal cruise of the islands of Penobscot Bay that will recapture the spirit of early Club Cruises with lots of time between events for informal rafting in protected anchorages. We hope you will all join us; Commodore Tad Lhamon and Joyce Lhamon have already signed on, aboard *Lyric*. Chartlets of our three proposed event locations follow:



Dix Island Kickoff: 44.00.6N & 69.04.1W



North Haven Event: 44.07.5N & 68.52.3W



Bob Roy's House Location:  
44.11.7N & 68.35.7W

## Ionian Cruise

**Update # 4, October 2014**

Report from our exploratory cruise:

During the two weeks of September that coincide exactly with our cruise dates next year, the Ionian Islands Cruise Organizing Committee sailed and motored through the projected cruise itinerary. Steve and Karyn James along with Les and Mags Crane shared two different Bavaria 40-ish boats from the fleet that Kazim has assembled. We anchor-moored overnight in all the primary venues and visited many more of the harbors where you may adventure on your own. Vendors were interviewed. Some were retained while others were rejected. Venues were visited, selected, and secured where possible. We had mostly fabulous weather with a single twelve-hour period of a frontal pas-



sage and rain to spice up the cruise. The temperatures were pleasant for swimming but not too hot for sleeping – a refreshing break from August levels. These were two fast-paced, productive weeks that left us extremely excited about next year.



*Ionian Cruise area*

### Confirmed dates and itinerary:

The previously announced dates, Monday, September 14, 2015 thru Friday, September 25, 2015, are confirmed as is the itinerary. Registration and a welcoming party in Corfu will kick off the cruise. The Mayor of Corfu welcomed us and stepped in with his influence to assure that our first venue would be available. On the 18th we will gather after noon off the north coast of Meganisi for a fleet cruise around the island of Scorpios followed by a traditional CCA dock party, Greek style in Little Vathi. On the 21st we'll rendezvous on Ithaca, the home of Homer, for another social to include a traditional dinner and local entertainment. Finally, on the 25th a return to Corfu will find us ready for a fabulous finale.

Confirmed participation and reduced size of wait list: We confirmed that we will be able to accommodate 250 people and 50 yachts. A portion of the waitlist has now been absorbed into the registered participants' list. It is expected that there may be some attrition from those registered and more members on the relatively short waitlist will be notified as that occurs.

### Charters:

**Now is the time** to secure your charter. We found the Ionian to be quite busy during September. Greece has had a resurgence of tourism this year and September is still "high" season in the Ionian. Bookings are already taking place for next year. Also, remember there is an early booking discount to be calculated. Thirteen boats have already been chartered through Kazim's charter link on our web page. Some

boats have been found from other sources. There has been some demand for professional crew. These can also be arranged through Kazim's source.

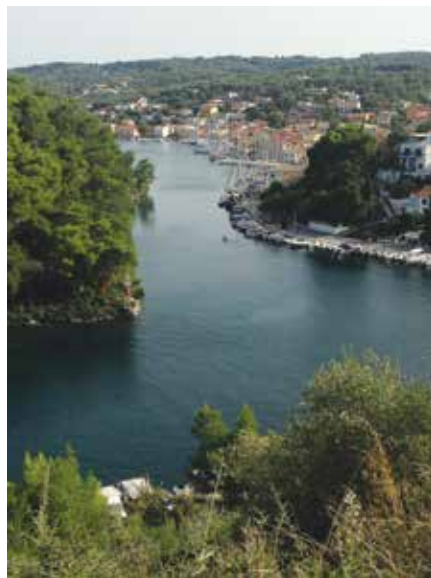
### Monetary confirmations:

Our final cruise budget will not be complete for some time while waiting for final confirmations and vendors' estimates. However, we plan to collect more than half the remaining estimated costs soon to ensure commitments. Expect a notice to pay the second installment payment within a few weeks. The final payment will be due in June next year.

### More Actions:

If you are planning to extend your holiday before or after the cruise with further travel in Greece, Kazim is designing customized tours. One tour being arranged has members driving themselves around Greece for four or five days before the cruise. Early adopters will have opportunities to build these tours. Contact Kazim through his Charter Link on our web page.

Cruise regalia is available from Team One Newport. The cruise logo, featured at the top of this notice, is on file in two different sizes available for embroidery on your item of choice.



*A view of PAXOS*

### Web pages, importance of using this site, check for information, reading opportunities:

As you may know we are running this cruise with zero mailings. Everything will be available and conducted through e-mail and the club's new web site. This is the future. It is important to become familiar

with the site to optimize your cruise. Registrations and payment forms and notices like this will be there. You will find reference sources for reading, travel information, plus tips and hints about what to bring and expect. If you have any knowledge or information that you feel would be of value to other participants, please send it along to the committee. Most, but not all of you, have completed the information form that is the basis for our fleet roster. **If you have not completed, or need to edit, your Registration Information Form please do so now.** At a later date we will request further data on this same form that will keep us abreast of medical or diet issues and your travel plans.

Your *excited-about-next-September* committee, Steve James, Les Crane, Chris Otorowski

## Spring 2015 Caribbean Cruise

**March 20 – 28, 2015**

Over 40 members have already signed up, and many more have expressed their intention to join in the fun. For those of you planning to charter a yacht, a variety of yachts are still available but we recommend that you secure your choice as soon as possible to ensure that you get the type and size that you really want. If you're interested in chartering, please contact Barbara Daetwyler (barb.daetwyler@moorings.com, 888-703-3173, or 727-530-5424 ext. 13308) as soon as possible. She can handle both Moorings and Sun-sail bookings. The first night's event will be right next door to their Charter Base in Oyster Pond, St. Martin.



We purposely selected the dates of the cruise to dovetail with the beginning of the St. Barth's Bucket regatta (March 19 – 22) to allow any of you to hop over and catch some of the action.



The Moorings/Sunsail Office can clear you in and out of St. Martin. In addition, for those of you with private yachts, Moorings has a number of moorings available in Oyster Pond to use at the beginning of the cruise. If you are bringing a private yacht to the event, please email Ron at [Rocinante46@gmail.com](mailto:Rocinante46@gmail.com) and we will get the information to Moorings/Sunsail.

Each of our events will be an informal buffet with open seating, starting with a cash bar of cocktails and starters, followed by dinner.

### **Friday, March 20: Captain Oliver's, Oyster Pond:**

The opening party will begin at Capt. Oliver's Restaurant in Oyster Pond, adjacent to the Moorings/Sunsail office. You will have the choice to stay onboard your charter yacht that evening (the earlier you book your yacht, the better the chance you have of being able to do this) or you can stay in a room at the hotel.

### **Monday, March 23: Elvis' Beach Bar, Road Bay, Anguilla.**

Elvis – who runs his eponymous beach bar – is a real local character, and his signature rum punch is worth the trip in and of itself. The bar itself is made out of an old Anguillian racing yacht, complete with an Elvis (the Graceland Elvis – not the Anguillian!) figure head on the bow. “Funky” and “Fun” are the two words that describe the ambience.

Road Bay is a large, protected anchorage, and is the place to clear-in on Anguilla.

The Customs/Immigration office is just a couple hundred yards down the beach from Elvis’.

### **Thursday, March 26: Friar's Bay Beach**

The cruise's closing event will be held at the Friar's Bay Beach Café, which is just a couple of harbors north of Marigot Bay. It is the picture-perfect beach restaurant – one of only two commercial establishments – in the very quiet Friar's Bay. The Bay sports a stunning beach, great swimming and excellent snorkeling. The Café's French Cuisine is “fantastique” – the best meals we had on the island.

We've scheduled this event to be two days prior to Saturday (which is when the charter yachts need to be returned to the base in Oyster Pond). Oyster Pond is about a three hour sail from Marigot, so to avoid having members getting up at the crack 'o dawn to return their yachts (especially after the final gala!), we've scheduled a lay day so you can enjoy yourselves on the last night without having to worry about an early departure the next morning.

### **Customs and Immigration**

Marty and I met personally with the St. Martin Port Authority Director Operations Manager, the St. Maarten/Dutch-side customs and immigration officers, and an Anguilla Immigration officer. We also met with the Deputy Director of Tourism on the French side, and he's planning on providing some surprise items for the gift bags that each boat/group will receive.

Each of these people have been briefed on our cruise, were very welcoming and appreciative that we had given them advance notice, and have encouraged us to contact them if we need anything. They also provided us with the forms we will need, copies of which we will provide to each boat's captain in advance of the cruise. All of this information, their contact information, and more specifics will be provided to each boat captain well in advance as well.

### **Summary**

This “come as you are, go where you please” cruise will offer a lot of choices and flexibility so everyone will have plenty of opportunities to be as relaxed or as active as they like.

If you have any thoughts, comments or questions, please email us at [Rocinante46@gmail.com](mailto:Rocinante46@gmail.com). We look forward to seeing everyone in St. Martin.

*Sincerely, Ron and Marty Weiss* 🇺🇸

## **Bermuda Cruise**

### **June 2016**

Following the prize giving for the 2016 Bermuda Race, there will be a celebratory five-day cruise through all the wonderful and rarely seen isles of Bermuda. Stephen Kempe (BDA) will be the Cruise Chairman. Plans are in the development stages, and further information will be forthcoming. 🇧🇲

## **Cruising Guides to the Canadian Maritimes**



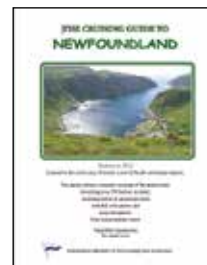
There are new editions to the *Cruising Guide to the Nova Scotia Coast* and the *Cruising Guide to Newfoundland*, both are dated January 2014. Our other two guides, the *Cruising Guide to the Labrador* and the *Cruising Guide to the Gulf of St. Lawrence*, are as of 2012. Go to [www.pilot-press.com](http://www.pilot-press.com) to find who carries these guides and/or to download the latest updates for each guide.

These guides came about in 1950 when Charles Bartlett commented to a group of CCA members in Boston after two summers of cruising the Nova Scotia coast that he and his crew were unhappy that there was nothing available to give them some idea as to which were the attractive and safe harbors and which were not. His point was that the cruiser with limited time cruising an area appreciates a few tips from those who have been there before.

As a natural offshoot of the *Cruising Guide to the Nova Scotia Coast*, in 1955 the *Cruising Guide to Newfoundland* with some material on Labrador was published. In 1983 the Labrador section became the *Cruising Guide to The Labrador*, a stand-alone publication and in 2010 the *Cruising Guide to the Gulf of St. Lawrence* began its second edition.

Don't forget the Chart Loaning Service if you are cruising in northern European or North American waters and want to borrow paper charts.

*Sandy Weld, Chairman Chart Loan Service* 🇺🇸



## Bermuda

Stephen Kempe wrote: "Hurricane Fay hit us a week ago Monday. We then had Gonzalo visit us as a Cat 3 hurricane five days later. In both cases the eye went right over us. We are all still trying to recover. We will have to give this GAM a miss."

## Boston

Rear Commodore Taylor hosted a large turnout for the Boston Station's Spring Lunch at the Dedham Country and Polo Club on Friday, April 18. We were all pleased to have Past Commodore Ned Rowland and Susie join us. Ned not only looked well but was kind enough to tell us a story during dessert. It was a tale of a large lady who joined a lobstering trip out of Stonington, Maine, but for details, you will have to consult Ned; stealing a Commodore's story is not a forgivable sin.



*Spring lunch*

Lunch began with a generous bowl of chowder which was quickly followed by the largest "half" of a Reuben sandwich we had ever seen. The meat portion alone was fully an inch thick and overflowed the crisp rye bread on all sides. During coffee there was a brief safety moment that covered some of the new to the market LED locator lights. The units displayed had come from the Safety at Sea seminar in Newport the previous month and are longer lasting than pyrotechnic flares, but do not have Coast Guard approval to take the place of the old standbys.

In attendance were: Rear Commodore Steve Taylor, Past Commodore Ned Rowland and Susie, Past Commodore Dan Dyer, Past Rear Commodore Nancy McKelvy, Patsy Lawrence, Nich-

olas Grace – Buzzards Bay secretary, Carter Bacon, Ernest Godshalk, Chris Knight, Mark Lenci, Jim McHutchison, David Millet, Kathleen O'Donnell, Andy Oldman, Bill Polleys, Garry and Leslie Schneider, Karl Schoettle, Chris Vezetinski, Gordon and Phyllis Vineyard.

The Boston Station's spring dinner was held May 8 at the historic Union Club in Boston. A large number of members attended, attracted by the speaker for the evening, Stan Honey. As a friend of RC Steve Taylor, Stan travelled the distance to speak regarding the recent America's Cup and the technology that enabled its viewing by those ashore. The Union Club was a new venue for the Station, but offered a very hospitable setting for our group in a handsome setting.

Members attending included: Dev and Jilda Barker, Ted and Liz Brainard, Bob Buffum, Lee Campbell, Peter and Liza Chandler, John Cunningham, Dan and Mimi Dyer, Ernie Godshalk and Ann Noble-Kiley, Sam and Gerry Gray, James Hammitt, Jim and Ruth Harvie, Charles Higginson, Ed Kane, Henry and Fran Keene with Will Keene, Rob Kiley, Bob Macleod, Steve McInnis and

Nancy Jamison, Nancy McKelvy, David and Christy Millet, Tristan Mouligne, Dan Nerney and Lizzie Sweet, Kathleen O'Donnell, Austin and Laila O'Keefe,



*Safety at Sea*

Abbott Reeve, Garry and Leslie Schneider, Steve Taylor and CiCi Spaulding, Max Taylor and Kristina Landsvik, Jack Towle, Sandy Weld, Jeff and Cindy Wisch.

Sailing committee member Chris Cunningham reported on the Memorial Day Gam: "Over thirty five members showed up at the Mass Maritime Academy for an exciting experience in their state of the art ship simulator. Captain Tom Bushy of the MMA had the computers simulating a 100 foot pilot boat and took us all on a tour of New York Harbor at 30 knots. During the trip the programmer subjected us to various wind velocities, sea states and weather conditions. It was hard to believe



*Stan Honey explaining his wizardry*



## News from Stations & Posts

### Boston continued

that the floor of the simulator was not also moving, but we were told to look down at it if we felt queasy as it did not move. Most had a hard time believing this. Afterwards, the Captain took us on an interesting tour of the Academy's training vessel, the 540 foot USTV *Kennedy*. Later, on the bridge, we learned some incredible facts from the Captain and John Bullard about the Academy and its history. Before adjourning back to our vessels (or cars) we met shore side, overlooking the canal, for hors d'oeuvres and the traditional CCA keg.



Kathy Newman, Nick Newman, Sue B. O'Keeffe, CC Cunningham

"The Mass Maritime Academy was extremely gracious. Besides putting on employees during a holiday and running the various tours, they provided moorings across the canal which were happily used by five members – John Bullard/*Captiva*, Peter Cassity/*Siren*, Bill Cook/*Resolution*, Chris Cunningham/*Safari*, and Chip Johns/*Margalo*. The Director of Marine Services, Bill Klimm, also provided launch service so we would not have to worry about transiting the Cape Cod Canal after partaking of the keg. We would like to thank President Richard Gurnon for allowing us to visit and Captain Bushy for his entertaining stories and wonderful tours."

The summer highlight for the Station was the gam aboard the US Coast Guard sail training barque *Eagle*: The USCG



Jim and Ruth on *Eagle*



Tom and Mary Amory, Alan Hickey Maggie Salter, and USCG cadet

*Eagle* entered Rockland Harbor on Friday, August 1. At 1800 hours we were piped aboard and cadets gave tours of the ship. Cocktails, delicious passed hors

d'oeuvres, carved beef, salmon and lobster salad at various food stations were offered.

Captain Wes Pulver welcomed the CCA members, Coast Guard Foundation and Coast Guard officers onboard.

Jim Harvie accepted a framed photo of the *Eagle* with a plaque which reads: Presented to the Cruising



Joan Roy, Rear Admiral Linda Fagan, Anne Brengle (President, Coast Guard Foundation), Susan Ludwig (Coast Guard Foundation Director of Philanthropy Northeast), Capt. Wes Pulver

Club of America in honor of the USCG *Eagle*'s port visit, summer, 2014.

Former CCA Commodore Jim Harvie thanked the Admiral, Commanding Officer, the officers and cadets for the memento of our visit. He indicated "The Cruising Club of America was founded over 90 years ago by a group of men who were intent on making adventurous use of the sea as amateurs. As our members have

done just that over the years, we have come to respect and admire the Coast Guard for its diligence in its vital work. No doubt the high level of skill, professionalism and perseverance which we observe in your work is enhanced by training here aboard the *Eagle*."

CCA members who were in attendance included: Tom and Mary Amory, Ed Brainard and Florence Lusk, Ted and Liz Brainard, Peter and Liza Chandler, David Elliott,



Pam and Bill Kellett with Joan Roy

David and Trish Frazier, Harvey and Pam Geiger with guests, Peter Haddock, George and Anne Hartmann, Carole Heller and Virginia Vought (NYS), Bill and Pam Kellett (Essex), Jim and Pepper McHutchison, Peter and Eve McPheeters, Bob and Joan Roy, Maggie Salter and Alan Hickey, Garry and Leslie Schneider, Peter Stoops and Kate Wilkinson, Brad and Ann Willauer. The Boston Station was pleased to be able to send a contribution to the Coast Guard Foundation thanking them for their invitation to this event.

In early September a number of Boston Station members trekked West to join Brian O'Neill and his committee for the Club Cruise in



A trio of Orca whales



## News from Stations & Posts

### **Boston continued**

Desolation Sound. The Pacific Northwest Station arranged for ten straight days of

While the water was clear and warm enough for swimming, not all of us were so inclined.



*Jay Gowell talking about one of the three new members he proposed*

Gary Schneider

crisp sunny fall weather in which to view spectacular scenery that included snow-capped mountains bordering deep fjords.



*Peter Worrell telling a hair-raising tale of sailing with his new member*

Gary Schneider

In attendance were Past Commodore Ross Sherbrooke and Kathleen, Bill and Toni Cook, Ernie Godshalk and Ann Noble-Kiley, Ed Kane and Marty Wallace, Brendan and Pamela Kelley, Malcolm and Luli



*New member Abbott Reeve with wife Kay*

Gary Schneider

MacNaught, Nancy McKelvy, Bob and Kathy Morton, Tim and Sue B. O'Keeffe, Rick and Linda Olney, Garry and Leslie Schneider, Dick and Jane Tracy, Tom and Anne Walker, Sandy Weld, Brad and Ann Willauer.

A bright October evening saw what may have been a record turnout for recently elected Cruising Club members at the New Members' Dinner at the Henderson House. Ten of them gathered with us for a pleasant evening of cocktails, plentiful hors d'oeuvres and a dinner of poached salmon... as in cooked, not stolen.

As our Boston Station Membership Chair, Peter Stoops, was off in Europe doing what CCA members are supposed to do, cruising on his boat, James Phyfe stepped into to introduce the following new members: Jonathan Burt, Robert Buffum, Robert Dwyer, George Hill, Andrew Kalifetz, Preston Kelly, Kathleen O'Donnell, Nick Orem Jr., Abbott Reeve, and Steve Rowe.

Following the introductions by their proposers, and rebuttals from many of the new members, Rear Commodore Steve Taylor described the Boston Station's return to the Rats on Wednesdays for its regularly scheduled winter lunches and the upcoming Boston Station 2015 Out Island Cruise. This will commence August 5 at Dix Island, proceed to North Haven on the Fox Island Thoroughfare and conclude at the home of Bob and Joan Roy on Deer Isle on the 12th. More details will be available on the CCA web site.

Chris Cunningham's Fall GAM report follows: "The Boston Station Fall Gam, October 11, was planned to be in Cuttyhunk aboard the schooner *SSV Tabor Boy* to help celebrate its 100th anniversary, but, with a pesky low traveling up the coast, the venue was changed to Mattapoisett Harbor. While over 60 members had signed up for the original event, about half braved the elements and showed up. The rain ended around 1400 and the skies cleared for a beautiful sunset. Ernie Godshalk entertained us with taps at colors on his newly acquired trumpet. Captain Geil of the *Tabor Boy* was a gracious host, and the *Tabor* students gave tours and served hot clam "chowda" to all. The CCA keg almost made it to the end, but the thirsty



*Fall Gam on Tabor Boy – New members Jon and Katy Burt and Sandy Weld, Chris Cunningham*

Chris Cunningham

group of sailors depleted it with only 20 minutes to go. The next morning, many boats were slow to depart, even though it was a beautiful fall day. Boats in attendance were *Bolero*, *Frolic*, *Gunsmoke*, *Little Cloud*, *Meridian*, *Passport*, *Resolution*, *Reveille*, *Safari* and *Wischbone*.

"On Sunday night the Beverly Yacht Club hosted the group for dinner. It was




*Fall Gam on Tabor Boy – Ann Noble-Kiley, Rick Olney, Felicity Hoyt*

Chris Cunningham



### Boston continued

a full house with 64 in attendance. Chef Damion of the BYC, quieted the room with an excellent filet mignon and scallops dinner. This will be the last event at the BYC in its current configuration. This winter, some walls will be knocked down, and the bar will be greatly expanded to accommodate the endlessly thirsty.”

Garry Schneider, Historian 

### Bras d’Or

Our station had a very busy sailing season with several major voyages by our members.

Our past RC Hans Himmelman, on a well prepared and well crewed *Delawana*, blazed across the Atlantic in late June, early July; St. Margaret’s Bay, Canada to Vigo, Spain in thirteen days, nine hours. Crossing tracks with Volvo 65, Abu Dhabi in 55 W longitude, a brief but notable point in a comfortable, fast trans ocean passage.

Erik de Jong writes “*Bagheera* is back in Nova Scotia since last weekend. We have made a successful circumnavigation of the Baffin Bay and the Lancaster Sound. In four months, we have crossed from Nova Scotia to Greenland, sailed north along the coast all the way to Cape York, crossed to Devon Island, sailed into the Lancaster Sound, paid visits to Admiralty Inlet, Mile Inlet, and Bylot Island. Went back north again to Coburg Island, Ellesmere Island, crossed the Narres Strait back to Greenland, visited Thule and Carey, and went back south along the coasts of Baffin Island and Labrador.”

Reg Gooday writes “On July 4, *Akubra* left Halifax Harbour on an offshore voyage to New York City. Due to Tropical Depression Arthur we enjoyed two evenings in the protected anchorage of Princess Inlet close to Lunenburg. We set off into the aftermath of Arthur to cross the Gulf of Maine and had a thrilling close hauled sail in SW 30 knots arriving in Hadley Harbour midday on July 8. A departure early the next morning with a four hour rest in Oyster Bay got us to the

East River with a favorable current that allowed us to cruise past Manhattan to the Statue of Liberty at 14 knots on the morning of the 10th. During our three-day visit in New York we were joined by fellow Bras d’Or member Phil Wash for the sail home. The return trip had an equally fast trip up the East River and included stops in Port Jefferson and a three night stay in Newport before a calm trip through the Cape Cod Canal and across the Gulf of Maine arriving home on the 19th.”

Judy Robertson, together with her daughter Marine, transited the Panama Canal in March on *Semper Vivens*, an Australian Swan 48. She writes “The Canal opened 100 years ago and even by today’s standards is an incredible feat of engineering. I know we will never forget that experience and the natural beauty of the tropical rain forest.

Then, in mid-April I headed off to Northern Patagonia in Chile where I joined friends on their 65 steel sloop, *Saiorse*. Greg Landreth and Keri Pashuk do charters in the far southern reaches and have been to Antarctica over 30 times each and rounded Cape Horn over 60 times. I helped them deliver their boat 1200 miles from Puerto Montt to Punta Arenas and they have asked me to return to help as crew on one of their charters to Antarctica. They are great fun to be with and obviously have lots of experience in sailing in extreme areas. I will have more to report in the new year!”

Denis Linton writes “*Carpe Diem 1* participated in the RNSYS cruise this summer. We got to the Magdelene Islands. The highlight of the cruise were the harbours visited. Mabou, Cheticamp, Harve, Aubert, Dingwall, Ingonish and Baddeck. *Remedios* an Americian CCA member (CHES) was with the RNSYS cruise all the way. They gave us two noteworthy items. The entire RNSYS flotilla were invited on *Remedios* for Mabou oysters and drinks in Mabou Harbour on a lovely sunny afternoon. Delightful. And secondly, a spectacular docking under sail without engine power in Ingonish. No small challenge with a 60 ft. boat and only about 100 ft. available. There were lots of spectators and helpers on the latter. All

judges gave them 10 (out of 10)! Done up to CCA standards. Their alternator/generator belt had failed them.”

Rick Salsman writes “Bonnie and I had another busy year on *Aisling I*. We left Marina di Ragusa, Sicily in mid April 2014 and slowly made our way north through the Messina Strait, with a couple of especially interesting stops. In the baroque city of Catania, we moored under the shadow of Mt Etna. In Reggio de Calabria, we saw the Riace Bronzes, an incredible pair of ancient Greek statues that were pulled from nearby waters. After much trouble trying to find the current tables for the Messina strait, we set sail for the Aeolian Islands, north of Sicily. The current in the Strait can run up to four knots and when the wind opposes... it’s no fun.

We spent several days on the beautiful island of Lipari, then on to Vulcano, where we hiked up the Volcano and even climbed part way down inside the crater, at Bonnie’s insistence. There is a good anchorage there. From Vulcano we moved on to the lush island of Salina, famous for capers, wine and the most expensive marina in the Aeolians. A midnight departure from Salina allowed us to sail past the island of Stromboli and see all its majesty after dark. It did not disappoint us. We saw several explosions from the volcano and the lava streaming red down the side. But instead of stopping at Stromboli, we headed to mainland Italy on an over-nighter, stopping in Camerota and Argostoli. Next was a quick sail past the Amalfi Coast and the Island of Capri, into the Gulf of Naples. After finding a great mooring place in Torre del Greco, we lingered for about three weeks exploring Naples. We also had a visit from my sister and brother in-law, Lyn and Kevin Waller. With them we drove along the Amalfi coast and sailed to the island of Procida. Later we explored Ischia and Capri, one by ferry and one on *Aisling*. Although run-down in places, Naples is a cool city with a young vibe and many hidden treasures. From there we continued our trek North, stopping in Nettuno (Anzio) where we visited the cemetery that holds the graves



### *Bras d'Or continued*

of over 8000 American soldiers who died during the landing there in WWII.

The museum there was very good and the setting was quite beautiful. It was a short hop from there to the beautiful private marina of Porto Romano on the Tiber River, near Rome's Fiumicino airport. We left the boat there and returned to Canada in mid June to spend time with family and for our daughter's wedding.

After a whirlwind summer in Nova Scotia, we headed back to the boat at the end of August. Before leaving Porto Romano we visited the Galleria Borghese Museum in Rome (stick that on your list) and the ancient Roman ruins in Ostia Antica. After setting sail in early September, we headed south to the Island of Ponza, where we anchored near the town of Ponza amidst incredible pinnacles and rock formations. From there we made an overnight passage to Trapani on the western tip of Sicily, and anchored in one of our favourite spots, just off the medieval Castello della Columbiari. While there we had a visit from Nova Scotia friends Victoria Fraser and Donald Allan. We revisited Erice for the views and cannoli and Segesta for the spectacular, intact, Greek Temple. We then made a quick trip back to Monastir Tunisia in North Africa to re-set our VAT clock and avoid any tax liability for the next 18 months. Although it is a pleasant and somewhat exotic stop, the temperatures were extreme and forecasted to be almost 40 C. After three days we headed back to Sciacca, Sicily and coastal hopped along the south coast to join our European and North American friends in our "winter home" of Marina di Ragusa.

Interesting that after we arrived a few boats pulled in flying New York Yacht Club burgees, but there did not appear to be any CCA'ers aboard.

So all I can say is «whew», that was another busy summer. There were some incredible experiences, sights, smells and tastes and we are already considering another trip up the west coast of Italy. We did not see another CCA boat during the entire year, though we did exchange a few emails with Will and Beth Apold, and with Evans and Becky Hoyt, who were in

the area. A rendezvous in an anchorage would have been great, but timing and weather are tough to coordinate."

Past RC Wilson Fitt kindly submitted a summary of the Spring and Fall Bras d'Or Station raftups: On June 21, the summer solstice, the Bras d'Or Station had its usual "spring" raftup at East Point Gut, a little slot in the headland that separates Mahone Bay from Lunenburg Bay. Although entry is not quite as difficult as it looks, there is a counterintuitive stage where you need to cling closely to very hard rock ledges rather than seeking the apparent comfort of the mid-channel route. We overcame this challenge by laying some temporary markers so ten boats arrived, the largest fleet assembled in the Gut for many years.



*Spring raftup at Eastern Points*

Eastern Points Island is a magical place, an old community where many of the houses, joined by paths, remain more or less unchanged since most of the permanent residents moved "ashore" in the 1950s. Station member Syd Dumaresq and his family, along with the family of Walter Lower, one of our members who passed away a couple of years ago, own several of the old houses and were our hosts for the weekend.

We enjoyed the usual conviviality of Station gatherings including a massive pot luck dinner, but the weekend was punctuated with a special event organized by the Nova Scotia Sea School, a youth training society that enjoys the support of many CCA members. The Sea School runs summer expeditions out of Lunenburg in its two open boats, most of which pass through East Point Gut. One of the Sea School's inspirational leaders, Zoe Nudell died in a car accident last fall and the Sea School and CCA joined in

remembering her that Saturday afternoon and dedicating a bronze plaque mounted on a rock outcropping where all can see it who pass by.



*Zoe's plaque at Eastern Point*

Wilson Fitt

Our second watery gathering, the "fall" raftup, was held September 20 at Scotts Cove, a snug and easy to enter anchorage along the rocky coast between St. Margaret's Bay and Halifax. A good thing that it is snug and easy to enter, because the breeze piped up to a steady 30 knots with very rough seas that afternoon giving exciting sailing conditions in open water and anchor maneuvers as the eight boat raft formed in the cove. John Harries and Phyllis Nickel probably took more than their share of the anchor load with their mighty cutter *Morgan's Cloud* and their equally mighty ground tackle. However, we all settled down to an evening of the best things about the CCA: excellent company, fine food and plentiful wine.

Fred Voegeli, having spent several seasons in the Med, notes he will be entering the ARC this year on *Frisco* which will take him from Las Palmas, Gran Canaria to St. Lucia. Ernest Hamilton writes "I did not cruise too far afield this year, but I did have a splendid three week, single-handed, cruise to Mahone Bay on *Glooscap* in time to spectate at Chester Race Week.



*Glooscap (owner Ernest Hamilton)*

Photo by passing boat

Wilson Fitt arranged to reserve the CCA mooring in the Back Harbour for my visit; and, as in the past, he and Thelma

### Bras d'Or continued

invited me to a very pleasant dinner at their home. I cruised-in-company back to Saint John with another yacht from here that was returning after a winter refit at Lunenburg Foundry. The photo was taken by her crew as I made sail leaving Lunenburg. Shorter cruises this summer included Digby (twice) and Passamaquoddy Bay and the islands."



Photo by a passerby

*Bras d'Or Stn crew in Desolation Sound with sou'westers (L to R – Kit McCurdy, Barb and Peter Watts, Wilson Fitt, Gail and Rod Fraser, Gretchen McCurdy, Al Bishop, Thelma Costello, Deb Bishop)*

The PNW station's Desolation Sound Cruise in September was well represented by our station including Kit and Gretchen McCurdy, Wilson Fitt and Thelma Costello, Peter and Barb Watts, Syd and Sandy Dumaresq, Rod and Gail Fraser and



Kit McCurdy

*Orca in Desolation Sound*

Al and Deb Bishop. Highlights included the majestic scenery, excellent weather and gracious welcome by the PNW members. We were served an incredible assortment of seafood and enjoyed the men's appetizer contest and clam chowder event (a group effort overseen by 'chowder police') A casual relaxed atmosphere prevailed for the three gatherings during the cruise. We were fortunate to spot a pod of Orcas and a Humpback as well.

*Al Bishop, Historian* 

### Buzzards Bay

The summer season of the Buzzards Bay Post got off to a good start with the return to Woods Hole in May of *Apogee*. She completed her Atlantic circle, coming up from Antigua with skipper Bob Morris on board as well as post members Fin Perry and Paul Bushueff.

Then on Memorial Day weekend, we enjoyed an outstanding two part gam under the auspices of the Boston Station. The first part took place on Saturday at the Massachusetts Maritime Academy in the town of Buzzards Bay. Members came by land and sea to enjoy a session in the Academy's updated Ship Simulator, which I found to be an amazing experience, followed by a tour of the Academy's training vessel *Kennedy*, in each case led by the entertaining, informative and hospitable Captain of the *Kennedy*, Thomas Bushy. Next day, some folks sailed and many more drove to an evening gathering at RC Steve Taylor's home in Nonquitt. Great weather prevailed, leaving the tent over his patio lit for ambience and otherwise optional, as the group gathered on the lawn and around the fire pit. Roughly 50 people were in attendance, including members ranging in age from 26 to over 90 – clearly we are a healthy Post! There were TWO handmade CCA rum kegs, with dueling recipes, providing for considerable ad-hoc entertainment. Several members and guests brought a wonderful array of pot-luck hors d'oeuvres and dishes for dinner; these, too were well-received by all hands.

As the summer progressed, many members then went on to adventurous activities, and let me pass on to you in their own, only slightly edited words what four of them reported to me. First, *Wischbone*, as recounted by her skipper, Jeffrey S. Wisch:

"The summer of 2014 was quite memorable for the crew of *Wischbone*. Our original plans were for an ocean crossing with Cindy, me and two other CCA couples. Unfortunately these plans had to be postponed. So what seemed would be a quiet summer took an abrupt about

face when Cindy decided in March at the Safety at Sea event that we should enter the Newport-Bermuda Race arguing that we could do better than in 2012 when this *Wischbone* was new to us. The only problem was trying to get a last minute crew. Everyone from the 2012 race had been released as free agents and they were all committed. However, we were very fortunate to sign on a rock star crew including CCA members past Commodore Dan Dyer as navigator, Sandy Weld as watch captain, Jonathan Goldweitz, calling the start, and myself as captain, watch captain and ship's medical officer. Non CCA crew included my wife Cindy as cook, family friend Steve Riggs, and a new CCA recruit, Brian Deichmann (Fred Deichmann's son). The race was painfully slow and in the light air we had the disadvantage of weighing in at 52,000 lbs. However, what we lacked in wind was made up by sailing with two icons, Sandy Weld and Dan Dyer who, it happened, had never sailed together before. We had a wonderful time and did not embarrass ourselves too much coming in 5th in our class and division.

The trip home was uneventful, our major goal being to get back to Newport ahead of Hurricane Arthur. We had onboard CCA members Bjorn Johnson, Jonathan Goldweitz, Tim O'Keeffe, and me. Additional crew included my wife, Cindy, and Jon's wife, Dorothy.

Cindy and I along with our Portuguese Water Dog, Magic, sailed up the coast of Maine in August. As opposed to the usual overnight passage to Northeast Harbor, we decided to stop along the way, visiting friends and new places. Some of our stops included Marblehead, Isle of Shoals, The Basin, Tenants Harbor, Merchant's Row, Southwest Harbor, Northeast Harbor, Mistake Island and Roque. It was wonderful meeting up with old CCA friends as well as meeting some new ones. We departed from Maine just before Labor Day and had an exhilarating sail back to the Cape following the passage of a cold front."

Peter Cassidy wrote: "We had a historic Eggmoggin Reach Regatta this year in Maine with six New York 32s





## News from Stations & Posts



### Buzzards Bay continued

competing. That was followed up by a cruise in company with three of the 32s, Henry May's *Isla*, Richard Armstrong's *Gentian* and my own *Siren* heading down east to Roque Island. The weather, sailing and company were terrific with many fine feasts had aboard *Siren*. The mini cruise included stops at Northeast Harbor, Roque, Mudhole, Long Island and Isle Au Haut."

Nick Newman wrote: "We just did our usual geriatric cruise in Maine on *Katrina*. One of the highlights was an

a river to visit the Krka waterfalls which are spectacular. From there, we moved to the big city of Split with a stop in Rogoznica. Now, we are cruising the islands of Vis, Hvar, and Brac. These are located 20 miles from the mainland, and are large islands with historic towns, narrow streets and good restaurants. The marinas are very good with 16 amp electrical service and water. It is a nice cruising destination during the month of September when the crowds have already gone, and we met up by chance with Maggie Salter and Al Hickey of the gulf of Maine Post, who were cruising there in *Sweet Dreams*."

Unknown




*Siren passing Petit Manan*

evening rendezvous with *Apogee* and *Sea Bear* in the Cranberry Islands, dining aboard *Sea Bear* with both of her original owners/builders (Pete Passano of the GMP and Bob Van Blaricom of SAF) as well as Bob Morris, Marina and Kathy."

Last of these verbatim reports is a bit of Autumnal news from Gian Luca Fiori, dateline September 20:

"I have been cruising in Croatia for two weeks aboard the m/v *Relief*, a Linssen 43.2 AC, a steel vessel made in Holland. We departed Zadar and went straight to the Kornati islands that are located 11 miles off the mainland coast. There are over a hundred islands and islets, the sea is crystal clear and they are kind of deserted with only few yachts around; there are several large charter fleets on the coast. We visited the park of Telascica and then moved toward the SW to Piskera in the Kornati Park Reserve. There are 20 allowed anchorages, each one nicer than the other. From there, we went to Skradin on the coast. An interesting ride up

tells me he is glad to share with others so email him your interest. It includes a picture of a Trebucet, something which I know about only because I recently took an extension course at Harvard in Medieval Warfare. Jack Towle is back with *Sisyphus* and made it to Maine. Sam Gray has taken *Clarion* to the Chesapeake helped by Bob Rosbe. There are lots more, but that's all for now.

Nick Grace, Secretary 

### Chesapeake

#### SUMMER ON THE CHESAPEAKE – COOLER THAN MOST

The Chesapeake Station met for its monthly luncheon in April at Annapolis Yacht Club, and the Spring Cruise began on May 9 with an overnight at Whitehall Creek followed by the Robert Henry Race to the South River. Bill and Maureen Torgerson hosted a splendid waterfront garden party on Saturday night, a great beginning for the summer which proved to be cooler

than average and marvelous for sailing. The June AYC luncheon was followed by a July 8 visit to the elegant Gibson Island Club with Secretary-Treasurer Wally Stone presiding over a reunion with GIYS members, traditional rivals in our annual Race for the Broom.



F. H. Hallett

*Sunset at GIYS with Seaquill*

June also brought the 635 mile Newport-Bermuda Race, with three boats from the Station participating. After 18 years of preparation, perfecting his boat and his crew, Chesapeake Station's Michael Cone skippered *Actaea* and hit the jackpot. She is a 1971 Hinckley-built modified Bermuda 40 which finished dead last in her first trip to the Onion Patch in 1996. *Actaea* raced in Class 1 of the St. David's Lighthouse Division (for the smallest normal cruising boats with amateur crew) beating 98 others in the division to win the big prize, the coveted lighthouse trophy, first in Class and first in Fleet.



F. H. Hallett

*At GIYS Tad duPont, Bob Mathews and John Melchner with Kathy Stinchcomb heading for the Rum Keg*

Mike and his crew garnered a lot of silverware. In addition to the "lighthouse" for the best corrected time, they brought home the Eastern Ocean Racing Championship trophy for the best combined time in this year's Bermuda Race and last year's Annapolis-Newport Race; the Wm. C. Finley Trophy for the best corrected time by a boat older than 15 years; the Dorade Trophy for the best corrected time by a boat older than 25 years; and the CCA Bermuda Station Trophy for the best

## Chesapeake continued

corrected time by a boat skippered by a CCA member or a Royal Bermuda Yacht Club member.



Sailmagazine.com

Chesapeake Log Canoe

Chesapeake Station member Rick Born sailed his J-120 *Windborn* to 8th place in Class 4 and 52nd in the fleet, and *Reindeer*, a Morris 47 owned by Station members Tony Parker and Peter Driscoll took 3rd place in Class 7 and 82nd in the fleet.

The Station's Fall Cruise began with the tapping of the Station's Rum Keg and a cookout at Gibson Island Yacht Squadron's waterside clubhouse on Thursday, October 9. We were treated to a spectacular sunset seen through the rigging of Thacher Brown's *Seaquill*, John Melchner's *Jocar* and Jonathan Goldweitz's *Egret*. The next anchorage was Bodkin Creek at the mouth of Baltimore's Patapsco River, and on Saturday, a windy day with spatters of rain from a leaden sky, there was a race from Bodkin around Love Point and up the Chester River to the waterfront home of Polly III, widow of Past Rear Commodore Charlie III, who graciously consented to host what turned into a great tent party, with soggy sailors clustered round the Rum Keg and tables groaning with seafood. Few who were there will soon forget it. It resembled an après-ski party after a cold day on the slopes.



F. H. Hallett

Wally Stone was honored by RC Tad duPont for long service to the Station.

Sunday found us moving gingerly a few miles up the river to Chestertown where we found a NYYC cruise enjoying a beautiful afternoon display of sailing by a local Chesapeake Log Canoe complete with half a dozen nimble sailors sliding in and out on long planks to serve as ballast. This is a very tender 35' craft with way too much sail. According to tradition, the only penalty for excess sail area is failure to remain upright.



F. H. Hallett

Tad duPont passes on his Rear Commodore's pin to Bob Matthews

Most of the cruisers moored at Chester River Yacht and Country Club, site of the Station's Annual Meeting and Awards Dinner. Tad duPont, the outgoing Rear Commodore, called the 38 members present to order promptly at five p.m. to hear reports by the historian, the treasurer and the nominating committee. The slate of nominees was elected by unanimous vote: Rear Commodore Bob Matthews, Fleet Captain Cary Thomson, and Secretary-Treasurer Marjorie Robfogel. After dinner, Tad and Bob awarded the Station Trophies. The Sunny Gibbons-Neff trophy went to Thacher Brown for winning the race from Bodkin Creek, the Commodore's Trophy was given to Jeff Gibbons-Neff for his work on the Station website at <https://che.cruisingclub.org>, Dr. Jim Thompson's Bowl was awarded (in absentia) to Michael Cone for his best corrected time by a Chesapeake Station member in the Bermuda Race, and Gary Jobson (who was in China) was awarded the Reindeer Trophy. Retiring Secretary-Treasurer Wally Stone received a framed print of Thomas Point Light to honor his long service to the Station.

Fred Hallett, Historian

## Essex

Spring in Essex got off to a good start on April 29 when 56 station members and their guests attended a spirited (pun intended) dinner at the Essex Yacht Club. The EYC clubhouse on the Connecticut River has just undergone an extensive renovation and expansion, and our dinner was held in the new Club room. A handsome new venue for our station.

Dave Dickerson, our Cruise Chairman, organized our Spring Rendezvous. The Friday dinner on May 31 was held at the North Yard of Pilots Point Marina in Westbrook, CT. Sean Saslo, our Entertainment Chairman, with his wife Janet Reisman, transformed the Boat Shed into a fine dining room and served up a terrific meal. Sue Dickerson provided the desserts – a chocolate-filled Bundt cake, cheesecake, chocolate squares, key lime pie and fruit. (Sue also bakes the cookies and cupcakes for our 3rd Thursday lunches). Tom Wadlow gave his Safety Talk on "Snow Shocks" and the dangers of hypothermia. Forty-five people attended, each contributing \$10.00 to the Bonnell Cove Foundation.

On Sunday June 1, the Rendezvous moved to the City Pier in New London, CT, where we crossed burgees with Off-Soundings. Mystic Seaport's *Charles W. Morgan* lay across the Pier, and when the public access to the vessel ended at 6:00, 27 CCA members got a special tour of the only remaining wooden whaling ship. CCA boats at the Pier were Station RC Richard Holliday's *Everbreeze*, Paul Connor's *Lilly*, Dave Dickerson's *Lindy* and Past National Commodore Bob Drew and Past Station RC Mindy Drew's *Shamrock*.

The Essex Station was well represented on the 2014 Newport-Bermuda Race, with six ESS boats making the Thrash to the Onion Patch. Rives Potts skippered *Carina*, Sean Saslo *Brigand*, Dave Dickerson *Lindy*, Dan Biemesderfer *Shearwater*, Fred Allardyce *Misty* and Paul Hamilton *Entropy*. Along with these boats, another nine of our station members participated.



## News from Stations & Posts

### Essex continued

In September, the Pacific Northwest station organized "In Vancouver's Wake," a cruise to Desolation Sound, British Columbia. ESS Station RC Dick Holliday and Ardis, Paul and Carol Connor, Frank and Elizabeth Bohlen, and Jeb and Dianne Embree were among the group who enjoyed a spectacular ten days in this wonderful part of the world. The weather was perfect, the scenery breathtaking and the people could not have been nicer. Thank you PNW – it was great!



Dick Holliday

Brian O'Neill, Jim Corenman behind Jeb and Dianne Embree and Sue Corenman on Flag Hill, Tenedos Bay

Our Fall rendezvous was a good time in spite of the weather gods. The Friday night October 3 event was held at the



Dick Holliday

Dianne and Jeb Embree on Flag Hill, Tenedos Bay

Niantic Bay Yacht Club, a fine location for a dinner (as for boats, not so fine in a southerly, although the van Zandts were able to enjoy a spinnaker run up the bay). Frank Bohlen's *Tattler*, Sandy van Zandt's *Shandygaff* and Dave Dickerson's *Lindy* were at the Club.

Forty-nine members and guests enjoyed a great meal provided by Sean Saslo and Janet. Desserts were courtesy of Sue Dickerson. The next day the venue moved to Watch Hill Yacht Club, RI, in heavy rain. In fact there were a few



Dave Dickerson

*Lindy and Tattler at the Fall cruise*

"white-outs." RC Holliday and Ardis on *Everbreeze* and Paul and Carol Connor on *Lilly* with Mike and Carol McBee, made it up the passage to Watch Hill. Sandy and Sidney van Zandt and Chris and Shirley Wick came by car and launch, driven by new member Carter Holliday, who was on *Everbreeze*. The Dickerson's *Lindy*, with her deep draft, remained in Stonington Harbour, and their guest, Bruce Avery, brought them around to Watch Hill on his lobster boat *Valerie-B*. It was a wet night, but everyone had a great time, on *Everbreeze* for cocktails, and dinners aboard.

Please do not forget our 3rd Thursday lunch held in Westbrook, CT at Pilots Point Marina Yachting Center (North or South Yard). Please contact Bob Green at robertagreen321@gmail.com to make a reservation – \$15.00 (\$20.00 at the door), and to check the location. Open bar includes the "Keg," as well as soup, wraps, chips, cookies, cupcakes and brownies. Members from other stations are encouraged to attend. See you there.

Jeb Embree, Historian

then flew to the PNW Desolation Sound Cruise which they called spectacular.

Ken Hege reports that his summer began with mad preparations for the shipping departure of *Straight On Till Morning's* (Schucker 43) for the Med. She arrived in Genoa, Italy at the end of June and they arrived in July. His first acquaintances on the dock were fellow CCA members Mark and Dorothy Hazlett

from Honolulu. It truly is a small world. After spending a few wonderful weeks on the Italian Riviera, they moved on to France where they entered the European canal system, west of Marseilles. The boat will spend the winter in the south of France.

The plan for *Glide's* Maine cruise was to follow to some extent Roger Duncan's cruise wonderfully described in *Eastward: A Maine Cruise in a Friendship Sloop*. Tanner Rose and crew headed east around Schoodic and spent their first night in the Cow Yard. The next morning, after a leisurely breakfast spent watching a lobsterman pulling pots, they were hit by "friendly fire." A preventer line became wrapped in the prop. They limped back to Sorrento to find a diver. (Tanner has the number of a good one.) The decision was made to save the Duncan Cruise until next year and spend the next eight or so days making a large clockwise circumnavigation of the Penobscot Bay area making good use of the last year's Maine Cruise Book, which will now stay onboard.

Bill Munroe joined Jack Towle aboard his Concordia yawl *Sisyphus*, along with Sennett Duttonhofer, to return the boat to the States from Baddeck, Nova Scotia. The cruise was made under power as the sea was calm and mostly in the fog. Bill finally made a visit to the hallowed Maskell's Harbour in Bras d'Or Lake, where the CCA was born. The coast from Baddeck to Lunenburg was new to him and they enjoyed many good harbors. Their stay at Pam Barker's near Mahone Bay was a highlight, where they made visits to the newly rebuilt schooner *Bluenose II* / V

### Florida

As you will read in more detail below, members and guests of the Florida Station in significant numbers made adventurous use of the sea this past summer.

Steve and Karyn, aboard *Threshold*, finished up their minor refit and paint project in Didim, Turkey during April. From May through August they did a loop through the northern Aegean then south as far as Rhodes before returning north to an annual berth in Kusadasi, Turkey. They

## News from Stations & Posts

### Florida continued

and Snyder's Shipyard, one of the three rebuilders. They also watched the start of a 16-boat schooner race in the mouth of the La Have River and greatly enjoyed meeting many CCA members in that part of the world.



Mary & Scott Piper

*Sepik river men, Papua New Guinea*

*Pipe Dream IX* began 2014 on-the-hard in New Zealand getting a total refit. Scott and Mary Piper set sail in April, 2014 with a new engine, generator, water-



Mary Piper

*Scott Piper with Mud Men, Papua New Guinea*

maker, electrical system, alternator, and sails. They have cruised continuously going to New Caledonia, Vanuatu, Solomon Islands, Papua New Guinea, Australia and are currently lying in Bali. Before year end they will cruise Madagascar and leave the boat in South Africa from November-January, while going home for the holidays. In January, 2015, they will return to *Pipe Dream* and proceed to Trinidad via Namibia, Ascension Island, Brazil, the Amazon River, and French Guyana. Thus, *Pipe Dream* will



Photo by passerby

*Scott & Mary Piper and Yasur volcano Tana Vunata*

have completed a fifth circumnavigation when reaching Trinidad. Fellow Florida CCA members, Ken Hege and Pat Montgomery, joined them in South Africa for the crossing to Brazil. Then, CCA members from the Pacific Northwest Station, Mike and Lee Brown, will join them from Brazil to Trinidad.

Pam Wall had an exhilarating sail for the long distance of 25 miles from Miami to Fort Lauderdale. You may want to laugh about this short cruise, but it was exciting. Remember when Hurricane Arthur was flexing its muscles near the Bahamas? Well that short sail that Pam made with her boat *Kandarik*, her son Jamie and Clint Bush for crew, was extraordinary. Pam had told Clint that the sail would be wonderful, fun, easy! Only problem was that they found, as they headed North, they



Pam Wall

*Jamie Wall and Clint Bush take *Kandarik* north*

might just as well have been in the eye of Arthur. A foul tide departing Government Cut in Miami made the motor sail out to sea agonizing against the strong current. Sailing from breakwater to breakwater they danced amongst tremendous close flashes of lightening, huge bursts of thunder everywhere, wind from behind, then wind from ahead, then calm, then headwinds of 25 knots, all enveloped in a steady heavy downpour that never let up. Only a quarter mile off the beach with zero visibility, and crouching down with every blast of lightening they laughed their way North. A greater crew no Captain could ever have had. They laughed the entire way shouting in between the tremendous crashes of thunder, "Are we ever having fun!" A great CCA sail! They sailed out to have some fun, and fun they had.

Braun Jones, his wife Tina, and their trawler type/expedition yacht *Ocean Pearl*, set off from St. Katharine's dock in



Braun Jones

*Ocean Pearl at passport control in St. Petersburg*



Braun Jones

*Church of Spilt Blood, St. Petersburg*





### Florida continued

London, on a voyage to Russia and return to England. This journey included passage through the German Kiel Canal, and visiting the following countries: Poland, Lithuania, Latvia, Estonia, Finland, Russia, Sweden and Denmark. St Petersburg, Russia was a highlight, and the furthest east they traveled. Presently, their boat is in Southampton, England.

Diane and Gerry Merseur write that they enjoyed a fun cruise aboard their newly-acquired Nauset 28 cabin cruiser with *Kestrel* becoming a bit much for the ancient mariner. Their plan was for a shakedown swing to Penobscot Bay from their home on Muscongus Bay with a first night at Dix Island on the Mussel Ridge Channel, always a delightful spot. Fog set in for the run to Islesboro the next day with the captain sitting in a very comfortable seat with the autopilot keeping course, so he could observe the electronic displays doing all the work. Complete decadence! Next on the schedule was the Wooden Boat Regatta with *Petrel* arriving at the east end of Eggemoggin Reach about 20 minutes after race start in the company of Fin Perry's *Elskov* who were competing in the racing (something about lobster pot warp). With the Nauset performing flawlessly they decided to do a Mount Desert visit and then a run up the Bay of Fundy to Lubec with visits to Cutler and the Cow Yard en route taking advantage of the tides in their favor. Arriving in Lubec, they asked about the availability of a mooring and were told by the harbor master to stay right alongside the town dock which they did for two days enjoying visits from many people and close by some very good restaurants. A very friendly place to visit! With beautiful weather, they began their return trip. They rarely exceeded eight knots except with the currents, speeds that match our sailing ventures and reluctance to burn lots of fuel! They visited many fine overnight spots with a delightful stop in Flanders Bay where Diane acquired a bucket of clams and mussels for a few days of gourmet dining! Arriving back in Muscongus Harbor after two delightful weeks on board their small cruiser they both felt that *Petrel* is ready for more chal-

lenging cruises, even though she has no sails! They observed that there were many powerboats, even large ones that run by high speed only a few yards away leaving tsunami wakes that shake the molars. Perhaps the CCA could start a program to reintroduce the courtesy at sea that was enjoyed only a few years ago.

Fred Bickley, who normally cruises and races in offshore venues, has discovered an exciting challenge in small craft survival events where just finishing is considered a win. He has competed in three events this year, the 300-mile Everglades Challenge (Hobie 18 – three days), the 210-mile Okoume Fest Challenge in the Chesapeake Bay (18' modified I-550 – five days) and the 300-mile Blackbeard Challenge (18, modified I-550 – five days) in North Carolina's Pamlico Sound, Alligator River, Pungo Canal and River, Neuse River, Harlowe Canal, Beaufort and Core Sound. Fred's next events will be the Everglades Challenge in March, the Mexico Race in April and the 2015 Transatlantic Race in July, sponsored by RYS, NYC, RORC and the Storm Trysail Club. The 2015 TR will coincide with the 200th anniversary celebrations of the Royal Yacht Squadron.

The story of Joel Taliaferro's *Orient Express* dismasting during the 2013 St. Petersburg to Isla Mujeres, Mexico Race was chronicled in this year's Voyages under the title "A Good Time for a Bad Thing to Happen." If you didn't read it, the short story is that after the rig came down, was cut away from the boat and debris cleared, the crew motored for 30 hours to Key West. After making necessary repairs the crew continued another 36 hours under power to St. Petersburg, arriving May 2, where *Orient Express* was hauled and repairs begun. *Orient Express* remained in the yard for most of 2013 and was re-launched in November. Everything from the chain plates up was replaced as well as numerous cosmetic repairs. *Orient*

*Express* returned to the Isla Mujeres Race in April 2014 winning her class as well as second overall.

Tanner Rose, Secretary 

### Great Lakes

The Fall Meeting in Toronto was a great success under the leadership of a fine GLS committee. It was a pleasure for our Station to host this event for the Club.

Now for the cruising reports that some of our intrepid GLS members have sent to us from around the world:

Jim and Jean Foley report that they had flown home from South Africa where *Onora* had been left until their return, whereupon customs decided to enforce a legal prohibition against doing this. When they returned they had to convince South African customs to release their impounded boat, which was a dicey situation not easily remedied. Very fortunately they did prevail in the matter, left Cape Town and sailed south, rounding the Cape of Good Hope and east into the Roaring Forties for Australia. This 33-day passage was interrupted by a steering bearing failure that required an emergency repair; but complicating matters, Jim cracked a rib and so Jean made the full repairs by herself at uninhabited St. Paul Island, where they had put in.



Jim Foley

Inside the Crater, St. Paul Island

The Foleys spent the next two months exploring the wild Recherche Archipelago and Great Australian Bight. It is there that they will return this month and explore the west coast of Tasmania.

### Great Lakes continued



Skip Novak

Skip piloting *Lord Nelson* from main mast (Antarctica).

Skip Novak has reported to me from the Pelagic World of the “deep south” that he is busier than ever with a seemingly endless docket of interesting projects. He has been so busy with voyaging and several southern adventures that I had much editing to do, but perhaps the deeper story can be told elsewhere in another CCA publication. His epic year just ended this September with a winter climbing expedition to South Georgia. A year ago in October, 2013, he and companions attempted the Shackleton Traverse on South Georgia, but were rebuffed by relentless bad weather that pinned his party in King Hakkon Bay for four days. It eventually

laid down some and they were able to complete the last part of the traverse starting in Fortuna Bay, up and over the Breakwind Ridge and across to Stromness. A year ago in November he was involved in studying and filming the life cycle of the Gentoo penguin, a family story that can be found

at <http://www.pelagic.co.uk>. All this, of course, is accomplished by sailing, usually in *Pelagic Australis*, to these remote destinations. In Ushuaia he jumped ship and was privileged to join the three masted barque *Lord Nelson*, where he was seconded on as a pilot and “expedition leader” for a month. The *Nelson* had left Southampton two years ago for a world tour as a sail training vessel that caters to half able-bodied and half-disabled crew.



Skip Novak

Ice, 3rd reef and staysail on the way to South Georgia

This Antarctic expedition was described by captain and crew as one of the hardest and most physically demanding legs of their tour, but one with the highest rewards. Skip further reports that he crossed tracks with Portland CCA sailor Peter Plumb who celebrated his 70th birthday with shipmate friends in Antarctica on board *Pelagic Australis*.



Skip and Elena, with their kids at Port Lockroy

And from our friends Gus and Carol Hancock aboard *Indigo* we learn that, following a haulout last winter in Palma de Mallorca, by June they were underway again, sailing straight through from Mallorca to the northern tip

of Sardinia, and then into the historic and beautiful harbor of Bonifacia, on the southern tip of Corsica. Thence they sailed up the east coast of Corsica and crossed over to the Italian island of Elba where there were many beautiful anchorages. From there up the Italian coast to La Spezia, overnight west across the Bay of Genoa in the first week of September, along the Italian and French Riviera and headed west. They tell us that the Riviera in September is largely free of the crowds expected during summer months. But there were other benefits as well, as they were in the midst of the dazzling classic big boat Mediterranean fall races and regattas. From there, they have now proceeded across the Golf de Leon to Barcelona where *Indigo* will spend the coming winter. Gus says “we are already in love with Barcelona.” What an adventure!

Rob Beebe, GLS Communications 

### Gulf of Maine

On a cool, rainy Saturday in April, CCA members arrived at Hodgon’s Yachts for a tour led by Ed Roberts. As they do a lot of “undisclosable” work for the military, he was able to talk about the skill sets they have but not necessarily some of the actual boat work. *New Cubed* (or New3) was the initial center of attention, but we were also able to inspect a 65 foot, Pedrick-designed cold-molded yacht being built in a satellite building. The juxtaposition of the two boats was fantastic, and all sorts of comparisons between the old and the new were made. In fact, an unofficial CCA Gulf of Maine poll taken during



Skip Novak

400 miles out from South Georgia.



## News from Stations & Posts

### *Gulf of Maine continued*

lunch at the Damariscotta River Grill afterwards showed a distinct favoring of the classic lines of the Pedrick hull over the brutal, utilitarian form of *New Cubed*. Lunch at the DRG was spirited and fun.

Attending the gam were Lynda and Frank Cassidy, Jessie Dupree, Steve Rowe, George and Nancy Marvin, Jim and Ruth Harvie, Steve White, Glen and Jeannie Porter, David Eliot, Fred Boursier, Rory Faulkner, Barney and Caroline Baker, Tom Quigly. Water Wales, Ted Hafenraffer, Blair Pyne, Steve Tofield and Jeff Robbins.



*New Cubed on the drawing board*

In June, we had a dinner gam at Osprey Restaurant at Robinhood Marina in Georgetown. Apparently due to the cold spring, few boats were ready to sail to Knuckle Cove! We all arrived by car, but enjoyed a long cocktail hour and a delicious meal at the Osprey restaurant. Discussions about the upcoming Bermuda Race were lively!



*Post Captain Steve Tofield, Al Hickey and Post Historian Garry Schneider*

Members in attendance were: Garry and Leslie Schneider, Peter Stoops and Kate Wilkinson, Al Hickey and Maggie Salter, Frank and Lynda Cassidy, Jim and

Ruth Harvie, Anne and Peter Driscoll, Steve Tofield.

On July 12, 30 members met on North Haven island for a lobster dinner. Priscilla and Ted Ruegg, friends of Jim McHutchison, very generously offered to host the cocktail hour at their home in the Village. The weather was

perfect and the view of the Fox Islands Thoroughfare from their porch was delightful! Of course the rum keg (expertly prepared by Post Captain Steve Tofield) added to the fun!

We walked to the American Legion Hall for North Haven lobsters and pot luck salads and dessert. It was a wonderful feast!

Members in attendance were: Jim and Pepper McHutchison, Ed Freitag and Molly Haley, Allan and Cathy Rae, Pam and Harvey Geiger, Maggie Salter and Al Hickey, Ann and Brad Willauer, Steve Tofield, Peter Stoops and Katie Wilkinson, Stevens Sheppard, Garry and Leslie Schneider, Bill and Pam Kellett, Peter and Carol Willauer, JP and Kaki Smith, Paul and Marty Rogers.

Due to repair work being done on the *Bowdoin*, our annual September sail took place on Monday, October 6. Twenty eight members and guests were aboard with new Captain Alec Schoettle and eight cadets. Captain Alec's parents, Karl and Katie Schoettle, CCA members, were aboard and have raised a fine sailor! Although the dawn temperature in Yarmouth was 41degrees, it rose to mid-60s in the afternoon in Castine. The *Bowdoin* really "shows her stuff" in a 20 knot southwesterly so we had a wonderful sail!



*Post Captain Steve Tofield, Frank Cassidy, Al Hickey, Post Secretary Maggie Salter, Ann Driscoll, Previous Post Captain Peter Stoops, Katie Wilkinson (hair mostly), Peter Driscoll, Lynda Cassidy, Past Commodore Jim Harvie, Ruth Harvie, Leslie Schneider.*

On October 17, 21 BOS/GMP members met at Maine Sailing Partners in Freeport, where Win Fowler discussed sailmaking, computer-aided-design and sail materials. He demonstrated the 3D computer software that starts with a computer model of the boat and rig to be sure the new sail design will be compatible with the other sails. He has target shapes for a mainsail or a jib or a stormsail but the depth of the sail (fullness) is dictated by the characteristics of the boat. Measuring the aerodynamic load calculations to determine the greatest efficiency, he can manipulate the shape of the sail (for example, exaggerating the vertical curva-



*Ann Willauer, Garry Schneider, Priscilla and Ted Ruegg*

ture) for fairness. The result is sails that are very smooth compared to sails "cut on the floor." Win adds his own experience to refine the computer design. He said that although sails are often compared



*Lobster dinner, wonderful!*

## News from Stations & Posts

### Gulf of Maine continued



Maggie Salter

Karl and Katie Schoettle with their son,  
Captain Alec of the *Bowdoin*

to wings, they are more like a prop blade that twists under pressure. Sails are fuller at the top than the bottom due to apparent wind going aft. It is important to have the twist right for optimal performance.

On November 22, at the Maine Maritime Museum in Bath, Jay Paris will discuss the design process from defining the mission and conceptual design through aspects of hydrodynamics, construction, arrangements, rig and systems. Design details, many applicable to new boats and retrofits, will be illustrated using his

design created in response to a preliminary CCA study on green yacht design. The G-37's evolution, drawings and design notes will be the central theme of the presentation. Paris will allow time to answer attendees' questions on any aspect of yacht design. On display at the lecture will be half-models, framed art including renderings of the OCC/Sail 43 based on a 1990s member survey of the Ocean Cruising Club, photographs of the P-32 construction process and some examples of custom hardware.

Garry Schneider,  
Historian, Boston Station  
Maggie Salter, Secretary,  
GMP Post

### New York

In early June, the Annual Family Clam-bake at David Tunick's house on Shippan Point in Stamford, CT took place under blue sky and warm temperatures. The weather was terrific as was the company.

The lobster was delicious and during the meal, Larry Glenn delivered the "Safety Moment" with a reminder how useful the **R10 Personal AIS Beacon** is, but also told a tale of how during one use in an emergency, the user had some difficulty activating the unit. Ultimately, the rescue was successful,

but the point was to make certain that all crew are familiar and practice the use of all safety equipment.

David Tunick was thanked for organizing and hosting the wonderful event.

H.L. DeVore sent the following note describing his very exciting Newport-Bermuda Race aboard his Class winner J-44 *Honahlee*:

"The Newport-Bermuda Race was a wonderful race but truly tough for my crew onboard J/44 *Honahlee*. We were barely out



B. Ewing

Rear Commodore Hiro Nakajima and Rudi  
Millard share some Bermuda Race stories.

of sight of land when a grounding fault developed in our satphone and rendered it useless for the next 36+ hours. And then to add insult to injury we had major issues with our aft bladder holding tank which resulted in filling the boat with the wrong stuff! The race is normally challenging



Maggie Salter

Past Commodore Jim Harvie, Lynda Cassidy and Paul Rogers

designs including the P-32 *Petrel*, an R&D project incorporating features somewhat more experimental than one might use in a sailboat for a client. Now, after over two seasons, some of these features have been incorporated in the G-37, an alternative



B. Ewing

Kitty Kuhner and Sue Ewing share a laugh  
and summer plans on the water.

enough psychologically. These two crises were little help! The good news for us was that we had a game plan of a stream entry point and we were comfortable sticking to it. We chose the slightly more conservative slightly more westerly entry to avoid any lulls and getting sucked back north by the meander. As it turned out that conservatism put us mid-class post stream which was disappointing. We then had to make the hard choice of trying to get to the west for the predicted but light southwester or possibly go more east. The obvious thing to do was leg out to the west which we began to do but then the epic "hole" hit the fleet and we saw no reason to sail into it and headed east ultimately skirting cloud after cloud's minimal breeze. We felt very lucky but also very proud of what we accomplished in fixing our satphone at sea, sanitizing our boat and all the while keeping up our racing focus resulting in a



Leslie Schneider

Past Commodore Jim Harvie, Lynda Cassidy and Paul Rogers





## News from Stations & Posts



### New York continued

winning in our class! Later in the summer we went on to sail the Vineyard Race and also won our class there which secured us



The crowd enjoyed the waterfront views from David's sea wall.

the Northern Ocean Racing Trophy. Quite the summer for the vessel named after "the land by the sea called Honahlee!"

Thank you to the tireless efforts of race organizers, race committees and volunteers."

Rear Commodore Hiro Nakajima reports the following: "Some of the other NYS members who entered their boat in this year's Newport-Bermuda Race were Past Commodore Sheila McCurdy with *Selkie*; Lenny Sitar with *Vamp*; Jim Bishop with *Gold Digger*; Rich duMoulin with *Lora Ann*; Hewit Gaynor with *Mireille*; Mark Ellman with *Next Boat*; RC Hiro Nakajima with *Hiro Maru*.

Unusual this year was the close quarters sailing of the entire Bermuda fleet

thanks to the numerous pockets of light air along the course down to Bermuda. Many of the boats were surrounded by their competitors every day and night throughout the race. The night watches were especially unique in that one could see mast head running lights 360 degrees on the horizon as if one were sailing in Long Island Sound.

Immediately after the finish of the Newport-Bermuda Race CCA, members Juan Corradi/Christina Spellman (BOS); Sheila McCurdy/David Brown;

Hiro and Yuko Nakajima jumped aboard planes to join the cruise around the island of Fyn in Denmark with the North American Station of Royal Scandinavian Yacht Clubs organized by CCA NYS member David Tunick. The next two weeks were spent visiting the numerous little harbors and towns of this very beautiful area of Denmark."

Mark Ellman has a very interesting and instructive article in this *GAM* (p. 37), relating his experience and withdrawal from the Bermuda Race. It is worth a read.

Bill Ewing, Secretary/Historian

### Pacific Northwest

The Pacific Northwest Station had a very busy summer with two important and successful cruises. The Fall CCA Desolation Sound Cruise "In Vancouver's Wake" brought over 200 CCA sailors to British Columbia and is reported on elsewhere in this issue of the *GAM*. As a prelude to the Canadian adventure, the Station organized a one week Spring Cruise "Circumnavigating Bainbridge Island" ably directed by Cruise Chairman Tom White. It was one of those "so near and so

far" kind of events covering territory that is close to the metropolis of Seattle but seemingly far afield and separate from the big city. The Cruise began in Kingston on the Olympic Peninsula at Phil Swigard's wonderful home looking back upon the city skyline. Great burgers and wine sustained the fleet. After the initial gathering the Cruise organized races for both Power and Sail to Port Madison, that lovely nook at the northern end of Bainbridge Island and the weather cooperated with sunshine and enough wind to satisfy the sailors and enough calm for the predicted log types to refine their calculations closely. The rum barrel was charged and served at Rick Meslang's home and prizes were appropriately awarded to the winners; Brian O'Neill on *Shibui* dominated the sailing fleet while Phil Swigard on *Eventide* took the prize in power. The cruise was enhanced by Joyce Lhamon's research into the early development of Bainbridge Island and its important history.

The Cruise continued on to Bremerton and independent touring of this significant Navy port and it's Submarine Museum. A potluck dinner aboard the destroyer *Turner Joy* brought a close look at naval operations for most and memories of duty aboard similar destroyers to several members. The Navy welcomed the CCA graciously.

Finally, the Cruise headed for Poulsbo, the final port of call for two nights. The first night was the traditional Chowder event, a closely supervised and regulated preparation of the wonderful Clam Concoction so long enjoyed by the PNW. Somehow, the rum barrel found its way into the proceedings as well. The evening also featured the first full performance to the Station by new members Neil and Nancy Sirman, vocals/guitar and trombone/guitar respectively. They are just fantastic musicians and performers and we are lucky to have them aboard. The final evening was a gathering at a local bistro Sogno di Vino (which apparently means soaking in vino or something like that). Again, a good time was had by all.

The ventures with Baird Tewksbury, regional history lectures, America's Cup design secrets, transatlantic rowing and a



Larry Glenn delivering the "Safety Moment"

### Pacific Northwest continued

talk on the development of the book "The Boys in the Boat." We are also fortunate to receive a punchy and valuable "Safety at Sea" moment from Mark Roye at each meeting when he is not out exploring and it is very much welcomed.

PNW Station members ranged broadly during the summer. John Kennell with Doug Cole aboard headed to Moorea and Fiji from San Diego, Kaspar and Trish Schibli cruised in the Baltic on *Starfire*, Mark Roye extended his Alaskan adventures, Doug Adkins joined Ernie Godshalk (BOS) in a cruise above the Arctic Circle to the Lofotens and Rod and Jill Hearn continued their cruising and diving escapades in Curacao and Bonaire. There were others out there who will soon bring their reports home to our Station which is a very active one of 107 members and is working hard to grow younger. Meetings are held over lunch at the Seattle Yacht Club on the second Monday of all months except those in the summer when we are cruising. Our Annual Dinner meeting this year will be held on November 23. We are always delighted to have CCA members from other stations join us in our gatherings.

Douglas Adkins, Historian

### San Francisco

While the San Francisco Station has made its usual cruises along the near Pacific Coast, as well as periodic raft-ups and cruises around San Francisco Bay and its estuaries (all thanks to our cruise chairman, Mark Lindlow) and had its regular monthly lunch meetings, we thought, instead, that we'd check in with some station members who are or have been out and about to the far corners of the world.

Fred Huffman accompanied by his fellow station members Zia Ahari and Doug Finley, Doug a veteran of the Northwest Passage aboard Roger Swanson's *Cloud Nine*, set out for the Horn from Puerto Montt, Chile, a trip of 1300 miles aboard a chartered Baltic 52. Zia reports: "We set sail on

February 10. As the region's autumn was approaching fast, and the further south we sailed the weather gradually deteriorated and made us take shelter frequently. To shelter from one storm, we were forced to "hole-up" in a tiny niche for five days, tied to ten trees! After the storm passed we pressed on in very cold weather experienced thrilling downwind sailing in 30 to 40 knots of cold winds in the Magellan Strait and the Beagle Channel. The



B. Ewing

Four Old Guys Down South:  
Michael Roach, Fred Huffman,  
Zia Ahari, Doug Finley

repeated delays, however, eliminated the chances of our attempt to round the Horn."

At the other end of the earth, Mike Johnson has left his *Gitana* on the hard in Nome after completing the Northwest Passage. Mike and two crew didn't get away from Cambridge Bay until August due to heavy ice in Dease Strait that did not want to let go. Once underway, however, there was not much ice on the western leg compared to last year. The Scott Polar Institute indicates that *Gitana* was the 87th sailing vessel to pass through the NWP since Amundsen.

Also up north, we have Gary Schwarzman and his family who do their summer sailing in the Gulf of St. Lawrence around Labrador and Newfoundland aboard *Anasazi*. He reports that "if

you think that Newfoundland means exposed shores, dreary weather and lots of fog, you're picturing the south coast, or perhaps the Avalon Peninsula. Notre Dame Bay is virtually free of fog, and a good part of our summer was spent choosing among dozens of beautiful harbors in protected water, often wearing shorts and T-shirts. It is worth mentioning that for a couple of weeks in June there was an unusual invasion of sea ice, blown down from Labrador that delayed launches and hindered progress." His pictures show a large chunk of sea ice, however.

For those seeking warmer climes, we have, of course, the Newport-Bermuda Race and the Pac Cup (San Francisco to Oahu). Looking east before we look west, we have the doings of Matt Brooks aboard his magnificent *Dorade*, where he took 1st in Class – IRC – Class 2 and 2nd in Class – ORR – Class 2 on the way to St. David's Light. But the cheers didn't stop there. "After the Newport-Bermuda Race, *Dorade* was shipped to Palma, Spain to participate in several classic regattas in the Mediterranean, which consisted of the 15 races comprising the "Daughters of *Dorade* Series," and we finished 1st in 13 races and 3rd in two races." And speaking of the Bermuda Race, Peter Noonan's *Defiance* captured 3rd in the ODC Cruiser Division.

In the same pond with *Dorade*, Debbie and Jim Gregory spent the warm months aboard their Schumacher 50, *Morpheus*, in the Med. They arrived in time to catch the Menorca Maxi Regatta. Then on to Corsica and Sardinia where they ran into *Dorade* (figuratively) during the Corsica Classic Regatta and then friends sailing in the Maxi Worlds and the Rolex Swan Cup in Sardinia.

Back to the West Coast, we had a few station members joining the Pac Cup fun. Michael Moradza-deh and Todd Hedin were aboard Michael's *Cayenne*. By odd coincidence, both *Dorade* and *Cayenne* had to divert to assist fellow racers in distress. Also out there heading for Oahu were Jim Quanci, who took *Green Buffalo*, his Cal 40,



Laurie Raymond

Gary Swarzman's *Anasazi* with some sea ice.



### ***San Francisco continued***

with his wife, Mary Lovely, and it was just the two of them to the finish line.

Jim Antrim also raced double-handed on the Class 40 of his design, *California Condor*. Regarding this voyage, Jim had this to say: "The Class 40 is a powerful boat. While the crew may have been young in our heart and mind; the bodies were not always in full agreement." Both Bermuda and Pac Cup were notable for a lack of wind; however, Jim reports that his last night out was different: "The squall from hell was not on any grib or weather prediction. Wind built to 30-35 knots in the late afternoon and didn't die until after our finish at 5:00 the next morning. After realizing this wasn't a normal trade wind squall, we decided to douse the spinnaker. We planed all night under jib and main in giant waves, line drive rain and pitch blackness interspersed by hundreds of

lightning flashes. Other than the confused sea, not a hint of the island was seen until finally a half mile out."

Not racing, but still going very fast, Bill Edinger and Sandy, his wife, shot across the Pacific in his 45-foot Cross Tri, *Defiance*. After checking out the usual bunch of the South Pacific islands (and some unusual ones) he headed back in September. About 1200 miles from San Francisco, the toggle on the forestay broke and down came the mast. Our friends in the Coast Guard arranged a rendezvous with a passing ship that dropped off 100 gallons of fuel, and more importantly, fruit, beer and wine. Thus fortified, the crew made San Francisco with little problem.

Finally, with keels in several ponds, Liz Baylis spent much of the summer running the second year of the Women's International Match Racing Series, this year with five events in five countries – Ireland, France, Sweden, USA, and South Korea. She also sailed with Nicole Breault and came in 2nd in the US Women's Match Racing Nationals in New York. She will be joining Stan & Sally Honey and Chuck Hawley at the ISAF Annual Conference in Majorca, Spain in November. Tough duty.

While some station members are sadly gone and will be missed and remembered in *Voyages*, the station was also deeply saddened by the death of our friend, Jane Van Bla-


ricom, who was Bob's wife, partner and crew for so many, many years.

### **Monthly Meetings of the San Francisco Station of the Cruising Club of America**

The San Francisco Station of the Cruising Club of America usually meets for lunch on the first Wednesday of each month except for the months of July and August. Meetings are generally held at local yacht clubs and start at 11:30. CCA members are welcome at all meetings and those wishing to attend should contact the Station's Secretary-Treasurer to ascertain the exact location of the meeting.

### **Station Sponsored Cruises**

While it is subject to change, in May of each year the San Francisco Station sponsors a cruise to Half Moon Bay, California, which is about 20 miles south of the Golden Gate. In June, the Station customarily sponsors a cruise to one of many cruising destinations within San Francisco Bay and its estuaries. In September Tomales Bay is often our destination. Tomales Bay is about 50 miles to our north. The cruising year comes to an end on New Years Eve event at Treasure Island in the middle of the Bay. In between, we have anchor-ups at various locations. All of these events are open to CCA members and interested members should contact our Cruise Chairman for details.

*Stafford W. Keegin, Historian* 



Jim Antrim

*Which Sail? Top Dial Tells All. (0.99kts)*



Flood family collection

*Dorade Then...*



Bernard Rubenstein

*Dorade Now*



### Southern California

The SOC Annual Spring Cruise to Catalina Island began May 11 at the Los Angeles Yacht Club with Cruise Chairman, Fin Beven leading us on. High pressure dominated the weather and Santa Ana winds coming down the canyons made for a quick passage and challenging conditions.

The first stop was Moonstone Cove at the Newport Harbor Yacht Club outstation. With air temperatures in the low 90's a swim was in order before cocktails and a barbecue ashore. Participants included Cruise Chairman Fin Beven and Deborah on *Radiant*, Larry Somers, Lisa Laing and Gil Jones on *Amorita*, Rear Commodore Bill and Jeri Barsz on *Bel Ami*, and Tod and Linda White on *Seascape*. During the first night the group endured Santa Ana winds of 12-25 knots.

The next stop was Cherry Cove which offered a little more protection. In the afternoon the group all gathered aboard Fin Beven's boat for a cocktail cruise to nearby Twin Harbors at the Isthmus and a dinner ashore at the Reef Restaurant. Next day we moved up Island to Howland's Landing and the outstation of the LAYC. Shortly after arriving it was time for a hike on the beautiful trails and a swim before cocktails aboard *Amorita*. A cocktail competition was won by our host Fin Beven with his "killer margaritas."

The following morning we all assembled aboard *Radiant* for a fantastic Mexican breakfast and more "killer margaritas" followed by a swim ashore and a final beach barbecue all hosted by Fin and Deborah, who spared nothing for this event. They deserve accolades for organizing this year's Cruise.

The June CCA luncheon was held at the Balboa Yacht Club and the speaker was Professor Geraldine Knatz from USC who spoke about the early history of the Islands of San Pedro Bay which became Terminal Island, part of the industrial complex of the Ports of Los Angeles and Long Beach. Dr. Knatz served as Executive Director of the Port of Los Angeles and prior to that was Managing Director of the Port of Long Beach.

The Annual Summer Party was held in August at the Newport Harbor Yacht Club with 51 members and guest attending. Once again exceptional weather prevailed and an excellent barbecue was enjoyed by all.

Concluding the summer activities, 24 SOC CCA members participated in the September Desolation Sound Cruise hosted by the Pacific Northwest Station in British Columbia. The group consisted of Mick and Pam Bacich, who cruised to Alaska prior to the event on *Mola Mola*, Jack and Bev Cahill, Chuck and Pam

Cook, Al and Jolinda Garnier, John and Adrienne Garrison, Jack and Robyn Hamilton, Tom and Dixie Jorgenen, Ed and Barbara Meserve, Jim and Jill Morgan, Larry Somers and Lisa Laing, Tod and Linda White, and Bob and Corky Winters.

Spectacular weather, great parties and wonderful cruising activities were experienced by all. Thanks to our hosts and their able chairman Brian O'Neill for planning this event which will be featured again in the issue.

John L. Cahill, M.D., Historian 



**TEAM ONE  
NEWPORT**

## CCA Club Store

Brought to you in partnership with Team One Newport—the sailing industry's leading foul weather gear experts—is the Cursing Club of America's club store.

The online shop features clothing for men, women, and children, top of the line accessories, and CCA cruise specific apparel. Go online and shop today!

<http://team1newport.com/Cruising-Club-of-America/departments/663/>

If you have any questions, please contact the Fleet Captain, Paul Hamilton, [pjhamilton@gmail.com](mailto:pjhamilton@gmail.com).



## Tracing Our History XI - 1951 - 1954

The fifties was a "tranquil time" for our country and the same was true for the Cruising Club of America – commodores were elected, races run, cruises held, and Blue Water medals awarded.

Commodores Richards, White and Reynolds served during this period.

George Richards was elected commodore in 1950 for the 1951 term. Regarding the Club, Richards was known to say repeatedly, "In selection of our members, the Club continues to be choosy. The original by-laws provided that membership shall be by invitation only. That principle continues. It causes some heartburning, but it keeps the standard high." At the beginning of 1952 there were 574 members and by the end of the year the membership had risen to 598. A substantial increase for one year. After this, the number of new members accepted into the Club in any year was limited to 40. For the first time, the Membership Committee formulated a publication outlining the procedures for proposing new members. It was felt the Club was growing too fast and was in danger of losing the camaraderie that a small group provides.

G.W. Blount White served as commodore in 1952 and 1953.



*Yacht White Mist S & S Number 911, originally built in the Nevins yard and launched in 1950 as **Maybe** and now owned by Henry Fuller.*

White started sailing at an early age and at 14 signed on with a Portuguese fisherman bound for the Grand Banks. Excessive bedbugs prompted him to move on to other sailing adventures and at 15 he signed on with the Massachusetts State Training Ship, *Ranger*, and spent the summer aboard the square-rigger. Having owned many small boats, White graduated to larger boats. He lost one of his early boats,

*Diane*, on the Mystic River during the great hurricane of 1938. His next boat, a Rhodes twenty-seven named *White Mist*, cruised the New England coast and raced to Bermuda in 1950. In 1952



*White Mist*

the Rhodes was replaced with another *White Mist*, a 46 foot Sparkman Stephens designed yawl that he raced to Bermuda several times.

In 1953 White shipped *White Mist* to Buenos Aires. With a fleet of Argentinean, Brazilian, Portuguese and U.S. Yachts he competed in the 1,180 mile race from Buenos Aires to Rio de Janeiro. In slightly less than 12 days, *White Mist* was the first to cross the finish line. She finished sixth overall and was awarded the coveted "Blue Ribbon of the South Atlantic. Today, *White Mist* is owned by CCA member Henry Fuller and can be seen sailing the waters of the Bras d'Or Lakes.

Commodore Reynolds, elected in 1954, was the fourth member of the Boston Station to hold the post. Reynolds was a true cruiser and sailed *Blue Dolphin*, his 101-foot schooner, along the coast of New England to the Caribbean and eventually the Baltic. Reynolds' varied career started with the army, serving on the Mexican border, Captain of an artillery unit in France during WWII, Provost Marshall of the Air Force in Washington and head of the Central Intelligence Agency's division in New England.

In 1951 Charlie Bartlett of the Boston Station began to prepare the *Cruising Guide to Nova Scotia*, the first of our popular cruising guides. In the same year, a part-time paid assistant was hired to assist the Club secretary with his work since "...the Club has expanded beyond what a busy man can be expected to handle."

The Bermuda Race fleet continued to grow and on June 21, 1952 there were 58 boats on the starting line for St. David's Head. The entire fleet completed the race. Foreign flags were beginning to appear with six British boats and others from Bermuda, Cuba, France

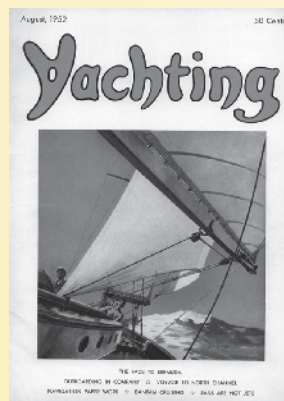
and Canada. It was a close race but at the last moment, CCA member Richard Nye's 46-foot yawl *Carina* passed *Gesture* and *Mustang* to win overall, as well as Class C.

In 1952, the San Francisco Station petitioned the Club to sponsor the Trans-Pacific Race from California to Honolulu. A committee headed by Rod Stephens concluded that, while the Club would cooperate with the existing race committee and its sponsors, "it would be neither practical nor desirable for it to take an active part in the management of the Honolulu Race."

Club cruises and games continued. The Essex Station cruise with 47 boats sailed to Hadley's Harbor where Vice Commodore Alexander Forbes welcomed the fleet. One of the members

caused quite a commotion when he arrived in the harbor by float plane.

An outstanding feature article in the June 1952 *Yachting* magazine commented on the history of the Cruising Club, its organizational structure, stringent requirements for membership and the longstanding friendly rivalry between the cruising members and the racing contingent. On the 30th anni-



*Yachting, August 1952 issue*

## HISTORY OF THE CCA

versary of the Cub and the 11th anniversary of the Bermuda Race run by the CCA, *Yachting Magazine* had this to say: "If a club can be said to suffer from schizophrenia, the Cruising Club is one that has it. But perhaps "suffer" isn't the

their yachts, some were including information on their dinghies. One member, to prove the point, submitted a photo of his four wheeled automobile trailer! The committee caught this guise in time and mandated that henceforth,

on his 33-foot Colin Archer designed cutter, *Stornoway*. The voyage began and ended in Long Island Sound, with stops at exotic ports along the way. Peterson's only real misfortune was a grounding on the shores of the Red Sea prompting the locals to strip the boat while he was walking to a nearby village for help. A local fishing boat was able to refloat *Stornoway* but Peterson was faced with salvage claims and the refitting costs in the foreign land were staggering. This event nearly ended the cruise but Peterson persevered and moved on through the Suez Canal and Cyprus, eventually completing his circumnavigation.

In 1954 the Blue Water Medal was awarded to a Belgian sailor, L.G. Van de Wiele, who had completed a two year circumnavigation in *Omoor*, his gaff rigged, steel 45 footer. *Omoor* had twin staysails and an efficient self-steering rig which held the watch seventy-five percent of the voyage. A record was set by "Tallow," the ship's Scotch terrier, considered to be the first CCA dog to complete a circumnavigation. No mention is made of an award being presented to "Tallow".

On June 19, 1954, with 77 boats on the line for Bermuda, another record fleet was established. The race was won by legendary CCA member Dan Strohmeier on his 39-foot Concordia yawl, *Maylay*, the smallest boat to win the race to date. This was a race that would go down in history. Past Commodore Ross Sherbrooke was a young member of the crew and presented the following account at the New Bedford Yacht Club on August 26, 2012 at the dedication of the Models Program and Strohmeier Exhibit.

*"As an 18 year old, when I took the family cutter off, the deal was to call my dad on the double sideband radio telephone and tell him where we were. In those days the Atlantic Destroyer Fleet was based in Newport and I could not get through their radio traffic. There were no marinas in Newport in 1954 and the boats all anchored off the Ida Lewis Yacht Club. The club had a payphone and I stood in line for my turn to call the ole man, collect of course, which required telling the operator my name. When I hung up a man came up to me and said, "My name is Dan Strohmeier, I have been trying to reach you all day. Would you like to race to Bermuda?" The next morning as I stepped aboard Malay for a practice*



Peter Stackpole/Time and Life Pictures/Getty Images/Life.com

*Crew members work the lines during the 1952 Newport-Bermuda Race*

right word, while there are occasional verbal fireworks between the simon-pure cruising members who consider racing in any form an invention of the devil, and the hell-fire ocean racing boys to whom competition is the breath of life; they really get along together pretty amicably." Fortunately, although these discussions still occur, they are normally resolved and confined to the cabin over a glass of rum after a long day of cruising or racing.

[Speaking of articles concerning the Cruising Club, there is an excellent article in the May 2014 issue of *Points East* by the editor, Nim Marsh, in which he thanks the CCA for its excellent publications and for several offshore cruises he took in the 1980's with CCA members. The spirit of the Club and memories it has provided made for a moving article and is well worth reading.]

Posts and stations came and went. A new station was formed at Quissett, Buzzards Bay, with noted marine artist Frank Smith as Post Captain, while the Northeast Harbor Station ceased operations at the station members' request. The report from the Huntington Station stated that, founded in 1923, they were the oldest station in the club.

The 1953 yearbook committee felt obligated to regulate the pictures and information that was submitted for publication. While members were submitting information and pictures of

any boat to be published in the yearbook would have accommodations for cruising.

Also, the committee was faced with categorizing motor cruisers, yawls and ketches. (At that time the fleet was listed under these different categories.) The committee decided not to follow one lady's description of a yawl as "a two-master with the little mast ketched on 'yawl' the way out behind." Then too the committee was baffled with the classification of motor cruisers – were they auxiliary sailboats or visa versa. Using diplomatic psychology, the committee stated, "Those who have constructive ideas on this subject are invited to join the yearbook committee."



*Marjorie and Al Petersen aboard Stornoway, their 33 ft. Gaff Rigged Cutter*

No Blue Water Medal was awarded in 1951, but in 1952 it was awarded to Alfred Peterson of Brooklyn, New York for his single-handed circumnavigation



## HISTORY OF THE CCA

sail he said, "Call me Dan." (Quite exciting to be on a first name basis with an adult!) And did we practice. With spinaker up, we once even picked up an unplanned "man overboard" dish towel before it sank!

We all attended the Skipper's Meeting Friday; the Bermuda Race started on Saturday in those days. There were 67 entries, a record fleet. For the first time an oceanographer came from Woods Hole. Jan Hahn had been out on Atlantis for two weeks in the Gulf Stream, and told us he had observed a meander running toward Bermuda from west of the rhumb line.

Well, the old salts all knew that the Gulf Stream comes up the Straits of Florida to Hatteras and then runs straight off towards Ireland. But Danny listened. He was an excellent navigator, all celestial in those days, and a consummate seaman. The boat was very well sailed, and we beat to the westward. Malay hit the meander about midnight Monday, the wind died completely, and we drifted toward Bermuda at three to four knots. At midday we were swimming near a pod of whales and there were two big schooners on the horizon. They were Nina and Mistress in Class A.

We were in the smallest class and finished Thursday night about 10 o'clock. We went into St. George and the next morning sailed into Hamilton. As we came through Two Rock Passage, two girls on a charter day boat passed by and when they saw our name on the transom they screamed, "The winner!" We spun around. Danny, who always loved girls, invited them to come aboard when we were anchored in Hamilton Harbor. In those days there were no marinas.

The girls came aboard and then the Governor General and Lady Hood arrived in their barge. It was a very jolly 11 o'clock party and there was quite a bit of gin flowing. When all the guests had left, Danny decided to demonstrate his skill at tossing up an empty bottle and breaking it with a number six winch handle as it dropped in the sea alongside. On this highly lubricated occasion, he did it perfectly, except that he was left holding the neck of the gin bottle as the winch handle sank to the bottom of Hamilton Harbor. What a man. What a friend. What a privilege to know and sail with Dan Strohmeier."

Quoting from Strohmeier's account of the race; "Ross Sherbrooke, just

graduated from Milton Academy, came aboard as a last minute replacement and immediately proved his worth by injecting youth into an otherwise 'old man' crew and an uncommon amount of experience as a top notch small boat racing skipper."



Dan Strohmeier

Strohmeier's father-in-law won the race in 1930 with his schooner *Maylay* and when Dan discovered that close friend John Parkinson was entering the race, the hook was set. He could no longer resist and entered the race. Following his win in 1954, ocean racing soon became an obsession. Dan raced in 15 Bermuda races and 18 "Halifax" races.

Strohmeier owned two Concordias named *Maylay* – the first, hull #2 was built by Lawley and the winner of the 1954 Bermuda Race. Following that victory, Dan pushed *Maylay* hard in the 1956 Bermuda Race causing her to open up and prompting him to purchase Concordia hull # 77 which he sailed until his final passage in 2008.

Strohmeier graduated from MIT with a degree in Naval Architecture in 1934 and joined Bethlehem Steel where he rose to Vice President in charge of shipbuilding. During World War II, under Strohmeier's direction, Bethlehem Steel built 1,200 warships in three years.

The history of the Concordias involved many CCA members and is an interesting topic. The 1938 hurricane destroyed Llewellyn Howland's 1938 Colin Archer designed cutter, *Escape*. Howland teamed up with CCA member Ray Hunt to design a replacement, a boat suitable for cruising and racing the waters of Buzzards Bay. The resulting design produced 103 Concordias including Strohmeier's.

The first four Concordias were built in the United States. Following World War II, CCA member Drayton Cochran discovered the abundance of skilled labor plus depressed prices in Ger-

many and commissioned the shipyard of Abeking and Rasmussen to construct the boats. These boats were considered "the" boat to own in their heyday. The Concordia yawls have cruised far away from their home in Buzzards Bay to Europe, the Pacific, the sub-Arctic, and are well represented on the east and west coasts and the Great Lakes. Their racing records are impressive, often winning major events. "Racing under the CCA, IOR, and IMC ratings... (Concordias) were half the size of the winning CCA boats and were looked upon as pesky nuisances that kept showing up too early at the finish line."

Only one of the Concordias has been lost. *Halcyon*, built by the Casey Boatyard in 1946 and one of the four original boats, was lost on a single-handed passage from Jamaica to Charleston, South Carolina. Although the U.S. Coast Guard initially sighted some wreckage, no additional sightings were made and the boat and owner were presumed lost.

The writer takes special pride in highlighting Waldo Howland and the Concordias. Having owned *Sisyphus*, my Concordia hull # 41 for 38 of her 59



C. Raymond Hunt

year existence, she has taken me far and wide and provided endless pride and enjoyment. Originally owned by CCA member Colonel Arthur W. Herrington, a close friend of Waldo's, Auda was featured in the promotional brochures. She was subsequently owned by CCA members Edward P. Snyder, Jr. (Pameda) and Richard Kerry (Merlin).

CCA member Waldo Howland became a member in 1933 and received

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## HISTORY OF THE CCA

his 50 year award in 1983. Waldo sailed his last voyage in 1998, a 65 year member! Waldo took over from his father and was president of the Concordia Company for thirty years. An active member of the Board of Trustees at Mystic Seaport Museum, Waldo was a marine historian of note. In later years, he was most recognizable on the Padanaram waterfront wearing his khaki pants, a straw hat, and driving his 1948 green Plymouth coupe. A prolific author and innovative expert in the marine field, Waldo authored a three volume set of "must-read" books: *A Life in Boats – The Years Before the War*; *The Concordia Years*; and *Integrity*.

Colonel Herrington, a close friend and sailing companion of Waldo's, was another interesting CCA member of that era. Originally from Indianapolis, Herrington found his way to Buzzards Bay where he and Waldo became fast friends. While in Indianapolis, Herrington raced cars placing 5th in the 1926 Indy 500, developed all-wheel drive trucks for the military, founded the Marmon Herrington Motorcycle Company, and built tanks for the U.S. Army in World War II.



Colonel Arthur Herrington



And his all-wheel drive Army trucks

Another Concordia owner, CCA member John Parkinson, author of our historical "bible" *Nowhere is too Far*, certainly deserves recognition. In 1958 The Board of Governors decided a complete history of the Cruising Club was lacking and "Jack" Parkinson vol-

unteered, spending two years researching the scanty records of the Cub. The title *Nowhere is too Far* had been given to a previous report commissioned by the Board of Governors concerning the planning and scope of the Club. This title then became the motto of the Club and was incorporated into the Club seal.

John Parkinson, Jr. was elected to membership on April 10, 1928 and served as historian from 1960 to 1973. His father, John, was a charter member, elected in 1923, served as past commodore of the Boston Station, on the Club's Board of Governors and was very active within the organization. Upon the senior Parkinson's death, the family felt the Cruising Club and the sea had been such an important part of his life they would establish the John Parkinson Memorial Trophy in his honor.

The trophy is awarded to CCA members who have made a transoceanic passage. According to John Parkinson, Jr. in *Nowhere is too Far*, the original trophy was for "a cruising passage across the Atlantic." Since its inception, at least one trophy has been awarded each year with 17 awards being made in 1997. The large number of these awards speak well for the spirit of the CCA and its cruising members.

Both Parkinsons served during World War II. John Sr. was a Chief Boswain's Mate in the U.S. Coast Guard, serving as Executive Officer on the ex-fishing schooner, *Gertrude Thebaud*, with the U.S. Coast Guard Listening Patrol. John Jr. was in command of a destroyer escort. Ironically both men's ships were in Newport, R.I. at the same time allowing a good gam between father and son.

John Parkinson Jr, an avid small boat sailor, cruised his Concordia, *Winnie of Bourne*, along the east coast participating in many of the CCA races and gams. Sadly, *Winnie of Bourne* was involved in a collision this past summer during the start of the New York Yacht Club's race from Nantucket to Hadley's Harbor. Reportedly, *Winnie*

was one minute and 30 seconds into the starting sequence of the race and on starboard tack. Another boat was inside the area, 25 minutes before her starting time and on port tack. The collision created a 1½ foot hole in *Winnie's* hull on the starboard side. The crew tried to sail into the beach to ground the boat, but a passing power boat created a large wake washing into the hole and sank the boat. Fortunately, the sinking occurred in shallow water and *Winnie* was raised in short order and was soon on a barge headed for the



Adam Albino

*Winnie of Bourne*

Concordia Company where, under the watchful eye of CCA member and yard owner Brodie MacGregor, she has been stabilized.

Still looking for interesting articles or information on the history of the Cruising Club of America, we continue to plod along.

[The material for this article was obtained from John Parkinson's, *Nowhere is too Far*, CCA yearbooks, *Concordia Yawls* – 25th, 40th and 50th Anniversary Publications, Mystic Seaport Museum, June 2014 *Classic Boat Magazine*, *The Boston Globe*, *A Life in Boats* by Waldo Howland – *Integrity*, *The Years before the War*, *The Concordia Years*, and Wikipedia.]

Jack Towle, Historian



develop a way to promote gentle advice from long-time Desolation cruisers to those new to these waters. PNW volunteers were sought and then equipped with a “Twelfth Man” flag to be flown to invite the sharing of local knowledge. To some it may have represented a kind of gridiron xenophobia but it was an effective way to offer help and was much appreciated.

The fleet scattered. Some cruisers had stopped at Princess Louisa Inlet on the way north and were enthralled by the mists of that small fjord and Chatterbox Falls at its head. A good number headed straight to Prideaux Haven as a first stop after Okeover while others entered narrow Theodosia Inlet or visited the important winter shelter of the Salish people at Grace Harbour. For days the cruisers ranged across the Sound, entering Roscoe Bay on the window of high water that allows access over the bar and a hike to Black Lake before the low tide traps them. Pendrell Sound was also a favorite destination, primarily for those seeking oysters in a month that now had an “r” in it. The winds were typically light and northwesterly. The sun was high and the days were just about perfect.

Swimmers were not disappointed by the warm-enough waters and there were plenty of small bights such as Mink Island where a yacht could find an isolated and snug anchorage. Commodore Lhamon found just such a nook and anchored *Lyrice* with a shore-tie to a log at the foot of Cassel Falls in Teakearne Arm.

After four days of separate cruising the fleet reassembled in Squirrel Cove on the eastern shore of Cortes Island. Never one to miss a chance for an audience to instruct at Safety-at-Sea, Commodore Lhamon filled the dinghy dock with earnest students and demonstrated the fine points of MOB retrieval with a LifeSling. It was an important reminder to us all to practice these important skills. The evening’s event was held at the Klahoose First Nations’ Cultural Center, a wonderful new facility built on the rock outcropping looking eastward into the heart of Desolation Sound. Ceremonial dances were followed by an astonishing seafood dinner beautifully prepared and served. The festivities were capped by a traditional CCA sing-along led by musical luminaries such as Neil and Nancy Sirman, Joyce Lhamon, Gil

Middleton, Sharon Heaps and Lee Brown. Harry Morgan contributed appropriately. Darkness fell and the inflatables returned their crews to the anchored fleet but Squirrel Cove continued to ring with happy conversation and burning lights until the bunks finally beckoned.

Again the fleet dispersed, still blessed with continuing brilliant weather. Some found the Octopus Islands in Okisollo Channel through Hole-In-the Wall, others sampled the whirlpools in Surge Narrows and a little fishing was done in the converging currents colliding from north and south.

Finally, the last gathering at Gorge Harbour on the western side of Cortes Island brought everyone back together for the traditional and strictly regulated Pacific Northwest Station Clam Chowder Feast and the always competitive Men’s Appetizer Contest. The Chowder Police were again in control. Recently rejuvenated by Dave Utley, the rum barrel was again tapped by the fleet RumMeister Baird Tewksbury and the many appetizers prepared by the men of the fleet were displayed.

The object is to impress the judges with your entry and thereby win the contest. The fare did not disappoint as the presentations exceeded all expectations and the final grand prize was awarded to Don Roose whose display alone took up a whole table. While all this was going on Neal and Nancy Sirman performed their musical magic making it difficult to choose between munching and dancing.

The venue for the chowder feast was outside in a 115 year old apple orchard and the trees were strung with twinkling lights. Along with the chowder came the usual fare to make the event a bit more elegant... lots of wine on top of the rum, music and a full moon. Awards were presented to those who happened to catch Lee Hedge’s acute and critical attention during the cruise. PNW Rear Commodore John Robinson and CCA Commodore Tad Lhamon each presented a gift to the Cruise Chairman for his part in ordering the truly spectacular weather and proving that Captain Vancouver may have been mistaken in his naming of this place. It had been a grand CCA Cruise. 🚩



Tom and Kappy O'Brien

C. Guildner



Al and Debbie Bishop, Gail and J. Rod Fraser,  
Gretchen and Kit McCurdy

Carol Connor



*Coriolis* at Squirrel Cove

Ann Noble-Kiley

*Desolation Sound Delights: CCA Cruises "In Vancouver's Wake" continued*



Carol Connor

*Lyric: Pam Bacich, Tod & Linda White, Joyce Lhamon, Larry Somers*



C. Guildner

*Lyric*



Ann Noble-Kiley

*Doug Adkins and Ernie Godshalk, Bowen Island*



Phil Swigard

*Lee Hedge, Maureen and Rick Meslang*



C. Guildner

*Phil Swigard and Pat Wickland*



Phil Swigard

*Deb Bishop, Gail Fraser, Sara & Peter Walls, Rod Fraser*



Ann Noble-Kiley

*Malibu Rapids*



Phil Swigard

*Malaspina and Okeover inlet*



Ann Noble-Kiley

*Prideaux Haven*



Phil Swigard

*Pat Wiklund and Barb White*



Phil Swigard

*Gretchen and Kit McCurdy*



*Desolation Sound Delights: CCA Cruises “In Vancouver’s Wake” continued from page 1*



C. Guildner

*Prideaux Haven*



C. Guildner

*Tom, Barb White and crew*



Carol Connor

*Paul Connor, Anne Steele, Libby Holden, Larry Somers, Lisa Laing*



C. Guildner

*The McDonough family on Weatherly*



Doug Cole

*Singalong at Squirrel Cove*



C. Guildner

*Morning Star*



K Robinson

*Dave Utley and rum barrel*



Carol Connor

*Okeover Inlet at the Laughing Oyster Restaurant*



Phil Swigard

*Full house*



Doug Cole

*Ann Noble-Kiley, Ernie Godshalk, Doug & Susan Adkins, Harry & Sue Morgan*



*Desolation Sound Delights: CCA Cruises "In Vancouver's Wake" continued*



*Phil Swiggard*

*Commodore Tad Lhamon*



*Lee Brown*

*Chowder Queens Sue Day, Jean Coard and Barb White*



*Ernie Godshalk*

*Lyric*



*K Robinson*

*Don Roose, Great Prize winner, with Tom White*



*Ernie Godshalk*

*Songfest*



*K Robinson*

*Men's Appetizer judging*



*Phil Swiggard*

*Cruise Chairman Brian O'Neill*



*Doug Cole*

*Doug Adkins and Ed Kane*



*Sue Morgan*

*Ernie Godshalk and Doug Adkins at Colors*



*Ernie Godshalk*

*Harry and Sue Morgan*



## Bermuda Race 2014

### Chesapeake Station Yawl Top Boat in Bermuda Race

#### 164 Starters Include 34 CCA Boats

The 49th Newport-Bermuda Race was not a “Thrash to the Onion Patch,” as the race is sometimes called. The 164 starters (34 of them CCA boats) got off the starting line fairly quickly, but fell into a mass of fluky air that led many crews to throw away the weather and Gulf Stream forecasts and simply sail as fast as they could (which often was not very fast at all) toward St. David’s Head.

As usual, the largest division with 99 boats (23 from the CCA) was the St. David’s Lighthouse Division for cruiser-racers. The winner was the decades-old, modified Hinckley Bermuda 40 centerboard yawl *Actaea*, under the command of CCA member Michael Cone (CHE). The winner of the St. David’s Division is generally regarded as the top boat in the race.

The Cruiser Division had 34 entries (five of them CCA boats), and the Carleton Mitchell *Finis-terre* Trophy was won by William Riley’s Pearson 39 *Simpatico*. Six CCA boats were in the 21-starter Double-Handed Division.

The winner of the Philip S. Weld Prize as corrected time leader was *Jeroboam*, Jonathan Green’s Beneteau 351. Her six-hour victory margin was the largest in the fleet this year.

The Gibbs Hill Lighthouse Division, for all-out, lightweight racing boats, had eight entries (none CCA boats) and was won by first-to-finish *Shockwave*, owned by George Sakellaris, after a 635-mile, 63-hour bow-to-bow duel with *Bella Mente* (Hap Fauth) that ended with *Shockwave* finishing seven minutes in the lead. One boat sailed in the Spirit of Tradition Division, *Spirit of Bermuda*, an 118-foot three-masted sail-training vessel crewed by sailors representative of the island’s population.

There was one emergency. After *Wandrian* suffered rudder damage that threatened the hull’s integrity 300 miles into the race, CCA member Rick Oricchio (NYS), on board *Rocket Science*, established a radio watch and notified the race’s Fleet Communications Office, chaired by Chris McNally (BOS/BUZ). Two classic Sparkman & Stephens wooden yawls in the CCA fleet came to *Wandrian*’s assistance: *Dorade*, sailed by Matt Brooks (SAF), and *Black Watch*, managed by

Trophy Series, which combines results in the Newport-Bermuda Race and day races at Newport and Bermuda. CCA boats also won two of the four William F. Glenn Family Participation Prizes for best corrected time by a vessel with at least four family members (one or more of whom is in the afterguard). All boats were rated under the Offshore Racing Rule (ORR); boats also rated under the IRC Rule were eligible for other prizes.

The Bermuda Race Organizing Committee was chaired by Fred Deichmann (ESS) and consisted of 43 men and women from the CCA and the RBYC, including their flag officers. Among the innovations in this race was a new performance screen to identify modern lightweight, high-performance boats for assignment to the Gibbs Hill Lighthouse Division, leaving more traditional boats to compete in the St. David’s Lighthouse Division, the home division for racer-cruisers. The BROC also simplified the inspection process and the equipment regulations.

In addition, a segment at the Cruising Club of America Newport-Bermuda Race Safety-at-Sea Seminar was dedicated to “ship’s docs” and taught by Dr. Jeffrey S. Wisch (BOS/BUZ), the race’s medical chair, and Dr. Barbara Masser, the race’s medical consultant.

Several new prizes were awarded in 2014. One went to the top boat in the Cruiser Division that sailed with a crew of four. In recognition of the broad North American interest in the race (43% of the race’s skippers live outside New England and New York), for the first time the BROC presented Regional Prizes to the top boats on corrected time hailing from five regions: Canada, the Great Lakes, the Pacific Coast, the Deep South, and the Chesapeake (for which the prize was the



*Actaea*’s Bermuda Race crew (left to right): John Chiochetti, Jim Dalton, Connie Cone, skipper Mike Cone, George Fallon, Rex Miyashiro, and Stewart Rose. Stan Sneath, navigator since 1998, is not in the photo.

Barry Pickhall/PPPL

Lars Forsberg (NYS). The larger *Black Watch* stood by *Wandrian* as she slowly and carefully made her way to Bermuda, some 300 miles in 60 hours. In Bermuda, as *Wandrian* was being prepared to be hauled for repairs, her owner, Bill Tucker, pointed to *Black Watch* and declared, “They were our insurance policy.”

*Black Watch* was awarded a special Seamanship Award by the Bermuda Race Organizing Committee, which runs the race for the CCA and the Royal Bermuda Yacht Club.

The CCA boats in the race hail from nine of the club’s stations and won prizes for high finishes in ten of the race’s 14 classes. Two CCA boats were on the winning three-boat team in the Onion Patch

# Bermuda Race 2014


CCA Chesapeake Station Memorial Trophy). Another new trophy was awarded for best combined finishes in the Annapolis-Newport and Newport-Bermuda races. The Newport-Bermuda Race now has joint trophies with all three major odd-year East Coast races, Marion-Bermuda, Marblehead-Halifax, and Annapolis-Newport.

The next Newport-Bermuda Race, in 2016, will mark two important anniversaries: it will be the 50th running of this classic, and also the 90th anniversary of

the CCA's official participation, which began in 1926. The race chairman for 2016 is A. J. Evans (NYS).

All race results and prizes are announced on the Newport-Bermuda Race

website, [www.BermudaRace.com](http://www.BermudaRace.com). More information on the race and the CCA's long history with it will appear in the next edition of *Voyages*.

John Rousmaniere (NYS) 



Chris Otorowski

Galley Slave Trophy



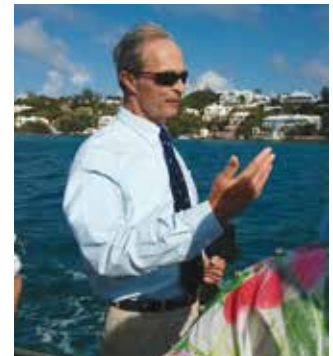
Connie Cone

*Actaea*, winner of the St. David's Lighthouse Division for cruiser-racers



Chris Otorowski

Goslings Rum party at Barr Park in Bermuda



Dick Holliday

Fred Deichmann, Chairman of the Bermuda Race Organization



Chris Otorowski

The traditional Goslings Dark 'n Stormy greeting on the dock



Dan Nemej

CCA member Bill Hubbard at the helm of the Ker 50 Winged Lion in Class 8 of the St. David's Lighthouse Division



Chris Otorowski

The Castle Hill Gam organized by Jane Berriman



Chris Otorowski

RBYC Commodore Somers Kempe and Megan Kempe, CCA Commodore Tad Lhamon and Joyce Lhamon



Jeff Wisch

Sandy Weld and Dan Dyer on *Wischbone*



Jeff Wisch

Navigator Dan Dyer on *Wischbone*



Chris Otorowski

Lineup of all the fabulous trophies!



# Bermuda Race 2014



*Beavertail Lighthouse*

Chris Otorowski



*Black Watch beating up the channel in the Onion Patch series*

Chris Otorowski



*Kevlar jacket for the heavy air beat*

Chris Otorowski



*Rocket J. Squirrel in the Onion Patch series*

Chris Otorowski



*Start of Class 3 St. David's Lighthouse Division*

Chris Otorowski



*Post race dock scene at RBYC*

Chris Otorowski



*Sunset on the Sargasso Sea*

Chris Otorowski



*BROC at work*

Chris Otorowski



*Wind = happy sailor!*

Chris Otorowski



*Awards Ceremony*

Chris Otorowski



*CCA reception at Buddy and Jenny Rego's wonderful waterfront home*

Chris Otorowski

# The 2014 Fall Meeting in Toronto

The 2014 CCA Fall Meeting was hosted by the Great Lakes Station in Toronto. We were delighted to host 110 Members and guests for the opening registration and reception at Massey College, a postgraduate residential college at the University of Toronto which was established in 1962 and partially endowed by the Massey Foundation.

Friday was a full day of committee meetings at the city station of the Royal Canadian Yacht Club (RCYC), one of North America's oldest yacht clubs. Meetings began at 8:00 a.m. with the Membership Committee, a Web Forum to discuss the new web site, and the Safety at Sea Committee. During lunch, John Rousmaniere, author of *A Berth to Bermuda*, spoke of the evolution of the Bermuda Race and the importance of the Race co-sponsored by the CCA to racing and sailing.

Fall Meeting participants returned in the evening to the Club for drinks and dinner. Commodore Tad Lhamon presented the Commodore's Award to Ron Trossbach in honor of his brainchild and work on *Suddenly Alone* and *Safety and Sea*. Tad also introduced the RCYC Commodore, Jamie Keating, and thanked him for the hospitality extended to the CCA.

Saturday saw a return to blustery fall weather as a group of more than 70 CCA members and guests ventured across Toronto Harbor to the RCYC Island Clubhouse on the club's historic tender, *Kwasind*. During the launch ride, we witnessed a trial sailing exercise in preparation for the PanAm Games sailing events being hosted by the RCYC in July 2015. Toronto Island is an archipelago of approximately 570 acres including a dozen small islands which accommodates four yacht clubs including the RCYC, the Toronto City Centre Airport, the Island Park and 400 homes.

The Club's Island facility includes three islands totaling 17 acres accommodating 330 wet moorings and 100 dry sailing spaces.

While visiting the island, local CCA/RCYC members led tours of the grounds and the clubhouse, a grand old building supporting colonial styled pillars, spiral staircases and sweeping verandas. Two cannons, sitting on the front lawn, had in earlier years been located at Fort York since 1861, almost 50 years after American soldiers attacked and burned York (present day Toronto) during the War of 1812.

Following a walk about the property among boats in various states of a summer's ending, we gathered for drinks and lunch in the classic styled ball room in the island clubhouse. Pouring a tot from our new rum keg was a welcomed exercise after touring in crisp, fall air.

Upon returning to the city, our guests were bused to the Art Gallery of Ontario for a tour of the Thomson Ship Models Collection, a display covering the period between 1692 to WWII.

Displaying lengths from 2.5m (8 ft.) to 2.5cm (1 in.) and constructed of wood or carved bone, the models are fitted with immense details such as miniature brass or gold hardware, guns, hammocks and search lights. Several models flew sails of either silk or of hand carved ivory from their rigging. While accompanied by the conservator and a representative of the Thomson family, we learned of their construction and heard exciting accounts of discoveries. In one model, while examining the interior with a medical endoscope, a note identifying the builder was found.

Lastly, we extend a sincere thank you and congratulations to our fellow Great Lakes Station members of the Fall Meeting Organizing Committee: Arthur English, Barbara English, Donna Hill, Andy Jones, Jo Tomsett Jones, David Matheson, Dianne Matheson, Jock Macrae, Val Macrae, and Sally Medland for their valuable contribution to this event that has been praised by many who attended.

*Mike Hill and Bob Medland, Co-Chairs* 



*Paul Rogers, Sue & Jim Chambers and  
Bob Mathews*



*Jennifer & Roger Langston,  
Leslie & Garry Schneider*



*Dennis Power, John Robinson and Verity Power*



*Sandy Weld, Elisabeth Bohlen and  
Brad Willauer*



*Pieter & Joanna de Zwart, Barbara Ellis,  
VC Jim Binch and Sue Corenman*



*John Robinson, Yuko Nakajima and Ernie  
Godschalk*



# The 2014 Fall Meeting in Toronto



*GLS RC Bob Medland welcomes all*



*Dave Tunick, Joyce and Commodore Tad Lhamon, Elisabeth Bohlen and Ardis Holliday*



*Sheila McCurdy, Bob Medland and Dave Brown*



*Val Macrae, Donna Hill and Sally Medland*



*Paul Hamilton, Patti Young, Dan Dyer and Jonathan Brewin*



*Barbara Watson, Donna Hill and Jo Tomsett Jones*



*AJ Evans, Jonathan Brewin and Ron Weiss*



*Chris Otorowski, Commodore Tad Lhamon and Sheila McCurdy*



*Dick Holliday, Pieter and Joanna de Zwart*



*Mike Hill and Bob Medland*



*Karyn James, Ernie Godschalk, Ana Noble-Kiley, John Robinson and Steve James*



*Ed & Barbara Meserve and Jen Barsz*



*Garry Schneider, Larry Somers and Bill Barsz*



*Dick York and RCYC Commodore Jamie Keating*



*Bill Foss, Ron Trossbach, Frank Bohlen and Karen Foss*



# The 2014 Fall Meeting in Toronto



Barbara Watson

Ron Trossbach receiving the Commodore's Award from Commodore Tad Lhamon



Barbara Watson

Karyn James, Commodore Tad Lhamon, Steve James and Joyce Lhamon



Barbara Watson

Larry Somers, Anne and Brad Willauer



Donna Hill

RCYC launch Kwasind



Barbara Watson

Bob Medland pointing out the former RCYC clubhouse prior to the fire



Barbara Watson

Arthur English tests the rum keg



Barbara Watson

Val Macrae and Sally Medland offering cookies



Barbara Watson

Ron Weiss takes the flowers home for Sally Medland



Barbara Watson

Dale and Doug Bruce with guide Arthur English



Barbara Watson

RCYC cannon from Fort York



Barbara Watson

Mark Ellis and Joyce Lhamon



Barbara Watson

Arthur English leads group from clubhouse



Donna Hill

A happy CCA family



## Final Voyages



William B. Cook, Jun 9 2014  
William Bents, Aug 18 2014  
William Gieg, Nov 27 2013  
Walter L. Fink, Aug 27 2014  
Wade P. Hill, Jun 17 2014  
Parke E. Smith, Jun 16 2013  
Leverett B. Davis, Aug 27 2014  
John W. Harris, Oct 19 2013  
Herbert F. Schwartz, Jul 15 2014

Eugene C. Harter, Nov 10 2013  
Edwin P. Richards, Mar 26 2104  
Edwin H. Kent, Dec 18 2013  
Douglas M. Duane, Aug28 2014  
Donald L. Patterson, Aug 25 2014  
Donald A. Clothier, Aug 12 2014  
Clinton G. Bush, Jr., Oct 5 2014  
Christopher L. Steedman, Jan 24 2014

*Voyages will continue to carry full remembrances with photos.*

## CCA Membership Standards

Prior to the Rear Commodores' meeting in New York, Commodore Lhamon asked each RC for his thoughts on what is important to their respective stations. Virtually all included "new members" as a priority; most emphasized that they were seeking younger members, and also that we should maintain the CCA's high standards. We on the Membership Committee are eager to do everything we can to further these goals, so it is timely for me to remind all members of what the club expects, and what it does not require.


The CCA insists that a candidate have "at sea" experience, and not just be a coastal cruiser or racer, however skilled and dedicated he may be, and we define "at sea" as passages of at least 2-3 days' duration. The candidate must have shown command skills, but he need not have been the skipper. The long-standing

phrase is "capacity to command, navigate or hold a responsible position." Many of our members cruise with 2-4 people, often with each standing a solo watch – in most such cases, each person might have considerable responsibility, though the Committee expects to hear the details on the proposal form and in the letters. We also understand that younger candidates may not have the same amount of experience as older ones.

Of course, we want to ensure that the candidate's at sea experience is credible. Sailing with a candidate is, of course, an excellent way to ascertain his abilities, but it is not the only way. In past years, the membership standards asked that a candidate have sailed with his proposer and seconders, but this was from an era where the Club's fraternity was smaller and more homogeneous. Our membership is much

more diverse now, and not only geographically, and we do not require that a candidate have sailed with his proposer. If, for example, a couple has made a long cruise or passage with some challenging conditions, and arrived with the boat in good shape and the crew still amicable, that is good evidence of both seamanship and personality. The Membership Committee wants to ascertain a resume's credibility by any means available, so if you come across someone who appears to have "the right stuff", don't hesitate to bring it up to your station membership chairman.


For many years, the CCA has specified that a candidate's experience must be current, and the Committee will not recommend a candidate who has not been "at sea" in recent years.

*Bill Cook* 

## CCA and Mystic Seaport Museum

The CCA and the Seaport museum have a strong and friendly relationship dating back many years.

The mission of the CCA and that of the Seaport are closely connected in that both are focused on the use of the seas.

When you visit the Mystic Seaport Museum, one of the largest maritime museums in the world, you will quickly notice our burgee at the top of the big flagpole positioned close to the water, a testament to our close connection. A new building is planned in the location where the Olin Stephens Reading room once stood (created by CCA Member donations), and this exhibit will be temporarily located in the Stillman Building. And you can visit the Archives where our records are preserved at Mystic. In addition, in recent years the CCA has been financially supporting two Dyer Dhow dinghies of a fleet of some 12 of those dinghies allowing young and old to learn sailing or just enjoy cruising the Seaport marina. Here is a picture of one of our sponsored dinghies. 



Meg Bergendahl

*Rush and son River Hambleton enjoying the CCA sponsored Dyer Dhow sailing*

*This Mission Statement was approved by the Safety at Sea Committee during our meeting in October in Toronto. The Committee is also hoping that each Station will present a Safety for Coastal Cruisers Seminar in the near future. Not only do these safety seminars provide an opportunity for you to refresh your safety skills, but it is also an opportunity for bonding with your fellow members and others. For more information, Ron Trossbach (Ron-Trossbach@msn.com) is standing by to assist with guidance and safety material.*

### **MISSION STATEMENT OF THE SAFETY AT SEA COMMITTEE OF THE CRUISING CLUB OF AMERICA**

The mission of the Safety at Sea Committee of the Cruising Club of America is, working with other yachting organizations worldwide, to raise awareness of safety on or around boats – sail and power – and assist in education on good safety habits, techniques and equipment.

### **STRATEGIES AND PRINCIPLES**

1. We emphasize the practical aspects of safety, e.g. “how to...” and what works, not just required equipment, including what can be learned from accidents.
2. Our scope includes both racing and cruising. Race organizations already prescribe safety gear and training in considerable detail, which has direct application for cruisers. We believe that, while recognizing their different risks, there should be the same emphasis on safety and training for the cruiser as for the racer. One of our strategies is to transfer safety practices from racing to cruising.
3. Our members and other blue-water cruising and racing organizations are an excellent resource for education, training and lessons learned at sea.
4. We seek to have one of the most viewed and respected websites on cruising safety, one that other sites choose to link to and that links to other respected websites.
5. We actively seek out effective ways to present and distribute our safety articles and safety concepts to the yachting community.
6. We make our training programs and information available to other yachting organizations.
7. We believe a measure of success will be when other organizations ask permission to reprint our articles for their use, use our Safety for Coastal Cruisers training materials for their local training or otherwise use the CCA as a resource, thus, recognizing us as an important source of safety information.



# A Bermuda Disappointment

By Mark Ellman (NYS)

We had a fast afternoon start in the 2014 Newport-Bermuda race and *Next Boat*, my recently modified Morris 45, was demonstrating the hoped for performance improvements. The night watch had gone smoothly, with a port tack sunset change from the #1 to a close reaching A3 and then a 1:00 a.m. change back to the #1 as the SE breeze came forward. When I relieved my double-handed crewmate, Will Donelan (NYS), at 5:00 a.m., we were about 150 miles into the Race and on the favored side of the target warm eddy. We would soon come west to hit the main SW meander of the Stream. As double handed entrants, our AIS was required to be active at all times. We could see all our competitors and knew we were on the leader board. Our spirits and hopes were high. Bermuda is our favorite race, the conditions were wonderful and we were doing well.



Bailing chest-high water in forward locker. Note the windlass covered in plastic and taped.

How fast things can change, even in perfect sailing conditions. At 7:00 a.m. I went below and noticed water above the floorboards in the forward cabin. We have a high water alarm in the main cabin bilge, but it had not sounded. I tried the manual pump in the galley, but it was not drawing, nor were the two electric pumps in the main bilge. The noise woke Will, who is a light sleeper. He quickly joined the search,

finding water coming into the forward cabin through the starboard headliner. I went forward to open the large bow locker and was shocked to find it contained four feet of sea water. There was either a minor leak and an inoperative electric pump, or a working electric pump and a serious failure. With my hopes on the former, I began to bucket bail the bow locker, while Will disengaged the autopilot and drove the boat downwind, standing her up and slowing her down. He then re-engaged the autopilot and went below to override the float switches on the two main cabin electric bilge pumps. They ran but did not draw water. The cockpit manual pump was also drawing air. A bucket was the only way to bail. While I continued to bucket bail, we evaluated the situation and decided it didn't warrant either an SOS or a Pan. I was making progress lowering the water level in the bow locker and, with the boat upright and going downwind, no meaningful water was entering the forward cabin. After more than a half hour of shared (and exhausting) bailing, we reached the bottom and confirmed what we already suspected – the bow locker electric pump had failed. With a thousand pounds of water out of the bow locker, the boat was back in normal trim and the four bilge pumps quickly pumped the main bilge dry. We did a thorough inspection of the bow locker and saw no obvious damage or leaks. However, we had not yet located the source of the water infiltration. Our course to Bermuda was upwind and the forecast called for the possibility of squalls in the Gulf Stream. Given the potential consequences of additional flooding, we notified the Race Committee by sat phone of our withdrawal and slowly started home, deeply disappointed. We bailed the bow locker twice more on the way home.

I have been cruising and racing offshore for over 30 years, initially as part of a larger crew aboard *Magic Dragon*, a C&C 40, in which we sailed several Marion to Bermuda Races. When that boat was sold, the entire crew continued sailing offshore on the last *Next Boat*, a Morris 36 I took delivery of in 1990. Over the years, I gradually decreased the crew size, culminating in wins in the Double

Handed Division of the 1996 and 2000 Newport-Bermuda races and the Short Handed Division (4 crew) in the 1997 Marion to Bermuda race. My current *Next Boat*, a Morris 45 heavily customized for double handed offshore sailing, was launched in 2007 and continued the traditions of shorthanded distance racing and long distance cruising. Will has been with me through the years, going back to the mid-1980s. We have done over 20 ocean races together and have cruised as far as the Bras d'Or Lakes and Cape Breton Island. We were particularly looking forward to this year's Bermuda Race, because we made several modifications to *Next Boat* over the winter and our early season practices and races demonstrated meaningful performance improvements. We felt we were particularly well-prepared this year. However, we were compelled to withdraw, for the first time in our many races to Bermuda. The withdrawal, from a cascading series of unlikely events, was personally disappointing, but we hope the lessons learned will be instructive to other CCA Members.

Over many years of ocean sailing, Will and I developed what we believe is a comprehensive approach to boat preparation. The boat is stored inside with the rig out over the winter, which allows a thorough rig inspection. We take virtually everything off the boat before winter storage, both because it makes spring inspection easier and because it forces us to consider need and weight before bringing gear back aboard in the spring. I start commissioning with a thorough inspection, cleaning and lubricating every inch of the hull and all systems. I start at the bow on deck and lay my hands on virtually everything. I inspect, test, clean and lubricate each item and system on deck and in the lockers, with particular emphasis on the steering, engine and generator. Then I do the same thing below, looking for signs of wear, chafe and, particularly, leakage. I pay particular attention to the chain plates, computer, programs and instruments. This process takes several weekends. Invariably, I find things that were working when the boat was decommissioned that do not work in the spring. I always blame the gremlins that inhabit boats in the winter

## A Bermuda Disappointment *continued*

and vow to one day find a gremlin poison that will keep them at bay.

The next step is to swing the magnetic and gyro compasses. Small deviations result in meaningful errors over long distances. Long ago, the gremlins got to my magnetic compass over the winter and I would not have noticed the inaccuracy in short distance early season sailing, had we not swung the compass. Next, I bring aboard our rigger and sail maker. Our rigger goes through the entire rig and deck gear, looking for items that need attention. He dock tunes the rig. We then fine tune under sail, with both the rigger and sail maker aboard. This step was particularly important this year.

In our first six seasons with the new *Next Boat*, we concluded she was a reaching machine in a breeze. However, she was slow in the light and was not particularly close winded. Further, she trimmed stern down, which increased drag. To address these issues, over the winter, we replaced the keel and added a prod to increase head sail area. These modifications reduced displacement by over 600 pounds, significantly reduced keel wetted surface, eliminated stern down trim and increased J by 2½ feet. Two new racing head sails took maximum advantage of the increased J and the lower sail aspect ratio it produced. The rig was set up looser than previously to maximize power and we added check stays to allow us to fine tune the mast. Mast rake was carefully adjusted to adapt helm balance to the new keel. Chris Wentz of Z Sails, my long-time friend and sail maker, spent more time than normal with Will and me early in the season, getting to know the boat's new feel and learning our new targets. We believe the changes significantly improved the boat's performance, particularly hard on the wind and in the light.

Before each race, we prepare the boat for ocean sailing. We strip all cruising gear, deploy jack lines and the galley harness and tape shut the life line gates. We also remove deck vents and replace them with plates. We plug



*Left, original bow configuration with recessed opening for roller drum. Right, new prod covers opening. Red arrow points to the stem drain just above the boot stripe.*

the hawse hole and tape sheet plastic over the windless and any deck vents which do not have plates. We use plastic carpet runner, which is available at hardware stores, applied with Gorilla tape. It is cheap and withstands punishment up to stiletto heels without puncturing. We do not tape the lid to the bow locker, as it is equipped with a proper gasket and locks. We always have felt the boat was well prepared for sea. However, despite our careful preparation, we experienced a potentially serious situation we never foresaw and which cost

us completion of the Bermuda Race. The causation is complicated, but interesting.

Since the new *Next Boat* is both raced and cruised and the bow is slim, foredeck space is at a premium. When the boat was built, we had the furling drum on the forestay recessed below the deck, to free up deck space for the windless, anchor roller and asymmetric spinnaker pole. As a result, there was a hole in the deck, into which sea water could enter. A shelf was installed below deck to separate the area below the hole from the bow locker and a plexi bulkhead closed the aft end of the shelf. This combination was intended to direct water which entered through the deck hole to a stem drain, which is just above the boot stripe. This drain permitted sea water to exit the boat without entering the bow locker, which, in turn, was separated from the accommodation by a water tight bulkhead. This configuration existed for six years, during which we never experienced a problem. As part of last winter's prod installation, the deck of the prod closed the former hole in the foredeck. It did not occur to anyone involved to close the stem drain.

As we were heading home, Will climbed into the bow locker and discovered how it had flooded. Each time we drove through a wave, particularly upwind, a geyser came up through the stem drain and a portion of that geyser escaped the forward compartment and found its way into the bow locker. As the bow floated lower, the escaping portion of the geyser grew. The electric pump in the bow locker failed, so water continued to accumulate until



*Next Boat in North East Harbor, Maine during sea trials  
March 2014*



## A Bermuda Disappointment *continued*

the stem drain reached the waterline, at which point the stem drain back siphoned and flooded the bow locker. In addition, an electrical chase penetrated the water tight bow locker bulkhead, just under the starboard deck. The combination of a flooded bow locker and a heel to starboard put this chase under water and faulty sealing of the chase allowed water through the bulkhead, from which it cascaded into the forward cabin through the headliner. With the bow down and the boat heeled, water flowed out of the main cabin bilge, into the forward cabin, as a result of which none of the two electric and two manual bilge pumps worked and the high water alarm in the main cabin bilge was never triggered. During damage assessment, we pulled out both the through hull and storage plans. The through hull plan showed one through hull fitting and the electric pump drain in the bow locker. Our initial concern was that they either were damaged or leaking. However, that was not the case. The stem drain, which was the real culprit, was not shown on the through hull plan. We thus learned it is necessary to check both the equipment and the documentation. This is particularly true after off-season modifications or stowage changes.

We do not know why the bow locker flooded in this race, where previously it

had never done so, despite thousands of miles of ocean sailing. It is possible the furling drum deflected the geyser in previous years, preventing water from rising high enough to escape into the bow locker. It also is possible water had escaped into



*Plexiglas plate without gasket and open at the top*

the bow locker, but was pumped out by the electric pump. We will never know. It is clear the design of the forward compartment was flawed, since the plexi bulkhead was not gasketed and did not extend all the way to the underside of the deck, which allowed sea water to enter the bow locker. Many people had looked at this structure over the years, but no one detected the flaws. It also is clear my initial spring inspection was inadequate. I failed to verify the electric pump in the bow locker was functioning properly. I also assumed the manual bilge pump in the galley was

functioning. In both cases, I assumed the pumps had been winterized and flushed in the spring, so that any accumulated salt which could impact proper operation had been removed. That proved to have been an incorrect assumption, which I will not make again.

We have taken a number of steps to address the weaknesses revealed in the Bermuda Race. We have closed the stem drain, rebuilt the bilge pump which failed and recaulked the electrical chase in the water tight bulkhead. In addition, we have installed a high water alarm in the bow locker to supplement the one in the main cabin bilge. We now carry aboard a portable 4,000 GPH submersible electric bilge pump with 20' of 2" diameter hose and a 20' power cord fitted with alligator clips, which will connect the pump directly to a battery. This arrangement will allow us to rapidly pump any compartment, should the need ever arise again. Finally, what I thought was a thorough spring check of all systems proved to be insufficient. In the future, I will redouble my determination to leave no part of any system unchecked.

Our Bermuda Race experience was a huge disappointment. It was extremely unlikely to have occurred at all and, we believe, virtually impossible to reoccur. However, discovering how it happened and how to prevent a reoccurrence was very elucidating and reinforces the need for eternal vigilance when sailing off-shore. 🇺🇸

## A New Electronic "Notice" to Mariners

*By Walt Paul, Offshore Communications and Electronics Committee (NYS)*

**I**n maintaining navigational buoys, the US Coast Guard often moves them for various reasons, and the only way to remain current is to buy new paper charts or update your old charts via the Local Notice To Mariners. Chart plotters are not updated without buying an update service and, in short order, are often out of date.

The precise location of a buoy is not all that important when sailing on a sunny day, but it takes on new meaning when a fog develops or at night in poor conditions. Further, if a buoy has been moved or a sandbar has developed, the GPS will only tell you where that waypoint was but not where that buoy is now or why it was important enough to move.

NOAA's Office of Coastal Survey has recently made nautical charts—with weekly updates—available on the Web.

From their announcement page:

*"The NOAA BookletChart™ is an experimental product that you can print at home for free. They are made to help recreational boaters locate themselves on the water. The Booklet Chart is reduced in scale and divided into pages for convenience, but otherwise contains all the information of the full-scale nautical chart. Bar scales are also reduced in scale, but are accurate when used to measure distances in a BookletChart. Excerpts from the United States Coast Pilot are included. Most chart notes are consolidated on a single page for easy reference. Emergency information for the charted area is printed on the back cover. Booklet charts are updated weekly for all Notice to Mariners."*

### IMPORTANT NOTE

During the current "experimental phase," the charts are not being updated regularly. While there are weekly updates, the date of the chart will be the last date the chart was published.

The website to obtain the BookletChart is: [www.nauticalcharts.noaa.gov/staff/BookletChart.html](http://www.nauticalcharts.noaa.gov/staff/BookletChart.html)



## Where to get CCA Burgees

The **Sail Bag Lady** is the supplier of **CCA burgees**.

There is a separate page for them on the CCA website: CCA Burgees – [sailbaglady.com](http://sailbaglady.com); or call Bettina (the sailbag lady herself) at 203-245-8238.



## Welcome New Members



### BRIAN W. BILLINGS

Southampton, Bermuda  
Spouse: Dorothy  
Yacht: Tayana 55' *Bright Star II*  
Station: BDA  
Proposer: Ralph E. Richardson



Brian has for decades been a stalwart member of the Bermuda sailing community. He has been able to combine his love of racing and cruising with the duties of administration and paperwork required in his roles as Chairman of the Tall Ships Race (2000), Commodore of the Royal Bermuda Yacht Club, Chairman of the Newport-Bermuda Onion Patch Series (2012/2013), Director of the Bermuda Sloop Foundation and Commodore of the Bermuda Offshore Cruising Association, to name only a few of his accomplishments. He has sailed and raced on Bermuda inshore and offshore waters since 1971, and has been Watch Captain of many Newport to Bermuda Races, notably on the 80' Maxi Yacht *Nirvana* in 1996 with a crew of teenagers, on the 72' *Star Trail* in 1998 and on the 56' Swan *Lively Lady* in 2000. Brian purchased *Bright Star II* in 2004, and sailed her from New Bedford to Bermuda in January of that year. Besides the Bermuda races, Brian's sailing exploits have taken him to many corners of the world – Croatia, Japan, Scandinavia, England, and Australia and New Zealand. During the past few years he has chaired the King Edward VII Gold Cup Match Racing Event in Bermuda, and is Past, and now Present,

President of the World Match Racing Association. Since his retirement from banking, Brian has actively offered crewed charters on *Bright Star II*, with his sunset cruises becoming quite legendary. Brian's innate sailing abilities were best reflected during a charity regatta when he captained a crew of blind sailors, painstakingly teaching them to "feel" the boat and "smell" the wind.

Affiliations: Royal Bermuda Yacht Club; Imperial Poona Yacht Club

### ROBERT C. BUFFUM, JR.

Wellesley, MA  
Spouse: Linda  
Station: BOS  
Proposer: John R. Gowell



Sailing has been a part of Bob's life since childhood, when he sailed Sunfish, Beetle Cats, Comets and Lasers, as well as cruising with his parents. Since those early days, Bob has done extensive coastal cruising and deliveries on east and west coasts, and is regarded as an exemplary shipmate by all who have had the good fortune to sail with him. He has been Watch Captain on many occasions, as well as taking on any task from foredeck to helmsman, with bilge and galley projects in between. Despite his lifelong and busy banking career, Bob has found time to participate in seven Bermuda races, five from Newport, and two from Marion. Bob was fully involved in preparation and planning for the 1998 Newport to Bermuda

race aboard Jay Gowell's *Southerly*, which turned out to be a long and frustrating six-day trek, during which Bob remained calm and resourceful. He has accompanied Gian Luca Fiori on *Vivaldi* on Marion to Bermuda races from 2001 through 2011. In 2013 when crossing on *Vivaldi* from Marion to the Azores, Bob accepted with amazing equanimity the sudden drenching of his "dry" bunk when a wave of solid blue water swept down the deck, funneled through an incorrectly dogged hatch, and nailed him squarely in the face. Undaunted, he then sailed a second leg on *Vivaldi* in an organized father/son team from the Azores to Portugal. At time of writing, Bob is bringing *Vivaldi* home with Gian Luca from Fort Lauderdale to Marion. No doubt he had one of his well-known poems or literary passages to suit the occasion.

Affiliations: Weekapaug Yacht Club (Past Commodore)

### JONATHAN E. BURT

Hingham, MA  
Spouse: Kathryn (Katy)  
Yacht: J130 *Lola*  
Station: BOS  
Proposer: Fred Allardyce



Jon grew up sailing in New England on his parents' Olsen 36. He sailed and



raced throughout high school and college, before sailing with the SEA (Sea Educational Association) on voyages from Nova Scotia to Newfoundland and from Lisbon, Portugal to Antigua. In early 1993 he completed several circumnavigations of the Hawaiian Island chain with the Marimed Foundation, and sailed back to San Francisco as Watch Captain on *Tyrone*. Jon also spent time aboard the three masted barque *Concordia* serving as 3rd mate and bosun. Voyages included a transatlantic crossing from New Brunswick, Canada to Morocco, a passage through the Suez Canal and an equator crossing on the way to Durban South Africa.

In the spring of 1996 Jon met his future bride Katy, daughter of Tom Wadlow (ESS), and the two spent their first date sailing in Buzzards Bay in March. They now share their love of sailing with their two sons, Ethan and Alden, who can claim to be sons, grandsons, and great-grandsons (Jon's grandfather was Charlie Burt) of CCA members. The boys have already set sail in the Bahamas and the Baltic, and traversed the Panama Canal.

From April 1996 to July 1998 Jon served as USCG Licensed Chief Mate on the *Ernestina*, the tall ship of the state of Massachusetts, which was underway eight months per year. He eventually logged a total of 40,000 nm on tall ships, gaining his 100 ton Masters and 200 ton Mates Licenses.

Jon has taken part in many coastal races on his J/30, *Margay*, and sailed on numerous offshore races with Fred Allardyce (ESS) on his J/40 *Misty*, including four Bermuda, three Halifax and one Annapolis to Newport race. He has been Watch Captain on many occasions aboard the Wadlow's *Joyant*, on her travels in Scandinavia, Alaska (in challenging weather) and the Bahamas. Tom Wadlow in turn has raced with Jon as crew on *Margay*, and recollects Jon's quick and decisive actions in rounding up and dropping sails to save the rig when the spreader tip retaining the windward upper failed during a Buzzards Bay race.

*Margay* was sold in the fall of 2013, and the Burt family have purchased *Lola*, a J/130 which will be moored in Quissett Harbor, Falmouth, MA. They are looking forward to broader cruising horizons on their new boat.

Affiliations: Quissett Yacht Club

## HOWARD R. CONANT

Keauhou, HI  
Spouse: Stephanie  
Yacht: 51' Aluminum Cutter *Holy Grail*  
Station: PNW  
Proposer: Harold C. Farley, Jr.



Howard and Stephanie are well-known in the Pacific and South Pacific yachting world, since they have been cruising for over 50 years between California and Alaska, and California to Australia and New Zealand, with many stops along the way. From 1962 to 1963, Howard sailed in his 30' cutter *Ereva* in the coastal waters of Southern California. In 1964, he embarked on his first ocean voyage to Hilo, HI, returning two years later. After selling *Ereva* in 1967, he limited voyages to deliveries between Hawaii and California, before acquiring a 32' steel S & S raised deck sloop named *Dulcinea* in 1975. That year he sailed her from Rowayton, CT to Jacksonville Beach, FL, before bringing her to her home over land to California. For a few years their marina/restaurant business kept them close to shore, but in 1983 Howard and Step-

hanie set off on an extended trip to Tahiti, via Costa Rica, Panama, the Galapagos, Marquesas and Tuamotus, arriving in New Zealand in 1985. Having sold *Dulcinea* in 1987, they then spent four years assisting in designing, and being involved in the construction of their aluminum cutter *Holy Grail*, which is supremely well-designed for their off-shore travels. They call *Holy Grail* their "geriatric cutter" which was built in B.C. Canada before being commissioned in 1992 in Sequim, WA. In 1995, the adventurous pair cruised the Sea of Cortez and West coast of Mexico before setting off from Zihuatanejo to Papeete, by way of Easter Island and Pitcairn, and then on to Tonga, Kiribati, Vanuatu and Australia. They disembarked in Brisbane in 1999 where they left *Holy Grail* on the hard to take up coffee farming in their new home of Kona, Hawaii. After a few seasons of cruising in the Coral Sea, they sailed *Holy Grail* back to Kona in 2002. They remained in HI, sailing in the islands, until April 2012, when they left for Sitka, AK. They have since been cruising the waters of the PNW, and renewed the acquaintances of many CCA members who crossed paths with them in Pacific waters. Howard and Stephanie's love of sailing, and willingness and ability to assist fellow travelers clearly makes them ideal CCA members.

## FRED DETWILER

Pompano Beach, FL  
Spouse: Barbara  
Yacht: Sabre 42' Barbaro  
Station: FLA  
Proposer: E. Llwyd Ecclestone

Fred grew up in the Michigan area, sailing and racing on Lake St. Clair and Lake Huron, originally as crew on boats skippered by his Dad, an excellent and competitive sailor. He grew into an extremely skilled helmsman, an excellent team builder, and a pleasure to be with on a long watch. From the age of 20 to this day, Fred has taken part in numerous Port Huron Mackinac and Chicago

Mackinac races (35 & 26 respectively) as Skipper, Watch Captain or crew on his own and other's boats. At age 24 Fred skippered a Tripp 57 from Fort Lauderdale to Portugal, honing his off-shore sailing skills. Between 1987 and 2007 Fred owned a Joubert/ Nivel One Ton, Andrews 70 and a Trans Pac 52, all of which he skippered extensively, in three Los Angeles to Honolulu races, numerous races from Fort Lauderdale to Montego Bay, and five Newport to Bermuda races. He was also Watch Captain on Llwyd Ecclestone's *Kodiak* for an additional four Bermuda races. Fred has still found time to cruise Florida, the Caribbean, Chesapeake and Canadian waters with his family. Throughout his sailing life Fred has built and sailed in many yachts, and was on the crew of the R boat *Bernida*, which raced in the first Mackinac in 1925. Fred, his son, and friends won class and division in the 2012 Race. Fred is currently building an 88' racer/cruiser which he hopes to launch later this year. The boat is being built in Anacortes, Wa.

Affiliation: Bayview Yacht Club, Detroit; Lauderdale Yacht Club; New York Yacht Club; Storm Trysail

### ***What Inflatable PFD Should I Buy?***

This response was prepared for *US Sailing* by Ron Trossbach to answer the question "What inflatable should I buy?" It also serves as a reminder to review our personal life jacket situation as we go out on the water this spring. See our Safety at Sea section for this and more.

[http://www.cruisingclub.org/pdfs/safety\\_inflatable\\_pfds.pdf](http://www.cruisingclub.org/pdfs/safety_inflatable_pfds.pdf)

### **RICHARD R. GUMPERT**

Newport, RI  
Yacht: Hinckley Pilot 35' *Esoteric*  
Station: BOS  
Proposer: Robert W. Morton



Dick began sailing when he was 11 in the duck boat class in Bay Head, NJ. He then spent several summers sailing with his family on their 40' schooner *Dora Lee* up to Buzzards Bay, Martha's Vineyard and Nantucket. Dick attended Tabor Academy, where he raced and sailed on the *Tabor Boy*, amongst other school boats, spending more summers in Rhode Island and Long Island waters. Following his move to Texas, where he lived for 25 years, Dick sailed his Swan 36' *Esoteric* out of Seabrook, TX, before returning to the East Coast in 2000. There he continued to sail on his Swan and participate in Shields class racing out of the Ida Lewis Yacht Club. He parted with the Swan in 2008, and acquired his Hinckley Pilot, on which he has raced and cruised. As well as coastal and blue water racing, Dick enjoys making deliveries once or twice each year, and can count several voyages on Past Commodore Sheila McCurdy's *Selkie* and on Robert Morton's old boat *Brigadoon VII*, now *Passion 4C* and her sistership, *Entrada*. Besides the Ida Lewis YC Race Committee, Dick is an active member of the New York Yacht Club, where he serves

on the Race Committee and the Jurors Committee. Dick is a certified US Sailing judge, whose services are constantly in demand managing races off Newport and around the world.

Affiliations: Ida Lewis Yacht Club; New York Yacht Club

### **IAN N. H. GUMPRECHT**

Locust Valley, New York  
Spouse: Aileen  
Yacht: Sea Sprite 34' *Roust*  
Station: NYS  
Proposer: Lawrence R. Glenn



Ian comes from a sailing family – his paternal grandfather Bertie Gumprecht was winning Shields races at Seawanhaka Corinthian YC (SCYC) when he was well into his nineties! And his maternal grandfather and grandfather were also keen sailors. Ian sailed throughout his youth as a member of SCYC Junior Yacht Club, where he earned numerous awards, and has represented SCYC successfully on its racing team since he was a teenager. He cruised with his family on the east coast in summers on their Stephens 47' *Syrinx*, and in 2000 completed a one-month instructor training course with NOLS on the Sea of Cortez. In 2002 he returned from the Bermuda race on Bob DeNatale's (NYS) 46' ketch, and in 2004 he took part in the race, this time on *Runaway*, a J44 owned by Anne and Larry Glenn (NYS). On this race Ian's sailing instinct led him to put a lazy sheet on a winch and snug it up, moments before the guy broke. This avoided any additional excitement on the race, which had



24 hours of 35 to 40 knot winds, with big seas. In 2007, Ian bought his own boat, *Roust*, a Sea Sprite 34, and has been cruising on her every year since, up and down the east coast, sometimes single-handing. In 2010 after a New York Yacht Club cruise in Maine, Ian and his then-girlfriend Aileen, who had also grown up sailing on the Sound, sailed from Camden, Maine to Setauket, Nantucket, where Ian proposed marriage, and was accepted. In 2011 Ian and his father sailed *Roust* to Annapolis to take part in the Annapolis to Newport Race. In 2013, Ian displayed his innate abilities as skipper with his win on *Roust* (the smallest vessel in the fleet) of the Marion to Bermuda race, double-handed. Ian gives generously of his time to many sailing organizations, including SCYC, where he is presently a Trustee, a position he also holds at the Oyster Bay Sailing Foundation. Aileen and Ian are currently expecting their first child, and they are looking forward to sailing as a family not only in the north-east, but heading on to Newfoundland, Scandinavia and to the Mediterranean.

Affiliations: Seawanhaka Corinthian Yacht Club; New York Yacht Club; Royal Northern & Clyde YC; Royal Hamilton Amateur Dinghy Club; Storm Trysail Club

## CCA Mission Statement

The mission of the Cruising Club of America is to promote cruising by amateurs, to encourage the development of suitable types of cruising craft, to stimulate interest in seamanship, navigation and handling of small vessels, and to gather and keep on file all information which may be of assistance to members in cruising.

## GEORGE HARRINGTON HILL

Newport, RI  
Spouse: Lindsey  
Yacht: 12 metre class sloop *Weatherly*  
Station: BOS  
Proposer: John Gowell



George grew up in Marblehead, MA where he sailed a variety of small boats. His first offshore experience was as Watch Captain and navigator aboard the 54' Hood/Maas yawl *Tigress* on its voyage from Marblehead to the Bahamas and Fort Lauderdale. He subsequently repeated the same path for several years on a variety of yachts, including the 105' schooner *America*, both in deliveries and as race crew. In May 1978, George became a professional captain, skippering the Hinckley 43' *Starbrite* from Maine to Bermuda and the Caribbean and return. Over the next few years George skippered and crewed on numerous yachts up and down the east coast and Caribbean, until in November 1986 he acquired the legendary 12 meter *Weatherly*, winner of the 1962 America's Cup. On his maiden voyage from Seattle to West Palm Beach, *Weatherly's* steering failed while sailing down the Mexican coast, requiring George to fashion a jury rudder with which he steered her more than 300 miles until he could reach a suitable haul-out. "Suitable" turned out to be a small railway on a Mexican beach. On their eventual arrival in Florida, disaster again struck when the travel lift collapsed, destroying *Weatherly's* mast and holing her stem and deck, as well as causing much internal damage. Once again, George

carried out a temporary repair which enabled him to return her to Newport under jury rig and with a patched bow. She underwent many months of rebuild, and since that time George has worked tirelessly to preserve *Weatherly's* legacy and to maintain her in top condition. Besides this work and his successful charter business, George has continued to enjoy cruising in the Caribbean where he is much sought-after as Watch Captain, a position he held on the 95' Bruce King cold molded ketch *Whitehawk* on its 1994 transatlantic passage from Palma, Majorca to Savannah. George still races often aboard the 12 meter *Intrepid* and considers crewing aboard her in the "Round the Island" race at the America's Cup Jubilee to be one of his most memorable days of sailing. George and Lindsey recently purchased a 32' "lobster yacht" type powerboat that was located on Chesapeake Bay, and enjoyed cruising her to their home port of Newport. *Coaster* is at the Ida Lewis Yacht Club, ready for short getaway cruises.

Affiliations: Ida Lewis Yacht Club

## RICHARD CARTER HOLLIDAY (CARTER)

Ashaway, RI  
Yacht: WH-15 24.5 Herreshoff Sloop  
*Hussy*  
Station: ESS  
Proposer: Fred A. Allardyce



Carter has been sailing since the age of eight when he sailed *Blue Jay's* and *Sunfish* out of Watch Hill Yacht Club, RI. From that early age he also took part in family cruises between Maine waters and the Caribbean on a variety of boats, often with his father Dick

Holliday (present RC of ESS). Before going to college where he was active in the Hobart Sailing Team, Carter sailed on the sail training vessel *Sorlandet* out of Norway around the Orkney Islands and back to Norway. After graduation in 1989, Carter participated in as many east coast races as his work schedule permitted, in positions from crew to Watch Captain. His first Bermuda race was in 1994 aboard *Falcon*, followed by the Marblehead-Halifax race in 1997 on the foredeck of *Misty*, a J-40 owned by Fred Allardyce (ESS). Since 1998 Carter has sailed on *Misty* on every Bermuda race, and every Marblehead-Halifax race except one, when *Misty* was in the Annapolis-Newport race instead. Carter has been Watch Captain for the last ten races, has skippered *Misty* back from Bermuda, has taken her on cruises when time permits, and has also participated in numerous coastal races as Watch Captain on *Honahlee* a J44 owned by H.L. DeVore (NYS). He has single-handed his family's Dyer 29' on many occasions, from Watch Hill to Nantucket, and has squeezed in time for cruising as captain, solo and with guests, on Dick's 38' powerboat *Everbreeze*. Carter has continued to be involved with the Watch Hill Yacht Club, rising from Junior Sailing through the flag chairs to serve as Commodore for two years. Carter's sailing and racing peers all attest to his great competence as a sailor and navigator, his strong team leading skills, and most importantly, the fact that he is a great companion on the long watch hours.

Affiliations: Watch Hill Yacht Club (past Commodore); New York Yacht Club

## **PETER HOYT HOLMES**

South Dartmouth, MA  
Yacht: Sabre 386 *Calusa*  
Station: BOS/BUZ  
Proposer: Peter E. Driscoll



Peter learned to sail as a boy on beetle cats, sunfish and 110's, and had the great good fortune to have Truman Casner (FLA) as one of his early instructors in South Dartmouth. He worked as a "boat boy" during his high school years including a summer aboard Jack Parkinson Jr's *Winnie of Bourne*, learning much about sailing and boat maintenance. During his twenties Peter was living and working as a banker in London, where he befriended some British sailors out of the Royal Thames Yacht Club. He became a regular crew member and watch captain on the 46' Camper Nicholson *Sea Streaker* owned by Russell Hitchins, sailing on her every other weekend from Easter until mid-September on Channel Triangle races. These are 200+ nm races which begin on Friday evening and finish on Sunday afternoon. He also did two Fastnet Races on *Sea Streaker*, as well as some Mediterranean cruising. Back in the United States, Peter purchased *Calusa*, a Sabre 386 in 2007. He maintains her to a very high standard, and has enjoyed racing and cruising on her on the east coast. In 2011 he joined Jim Phyfe (BOS/BUZ) aboard *Aristea* on the final leg of a trip from Rio de

Janeiro to Salvador, double-handing the last 800 nm. In Salvador they took on two more crew and carried on for 2000 nm to Bermuda, each of them standing solo watches. In 2012 Peter skippered *Calusa* in the Newport-Bermuda race, followed by the 2013 Marion-Bermuda race, in both cases bringing her home to Buzzards Bay. In November 2013 he joined a three-man crew delivery of a Swan 48' yacht, *Affinity*, from Buzzards Bay to Saint Maarten in the Caribbean, and has clearly caught the off-shore sailing bug, and at time of writing he is finalizing plans for Newport-Bermuda in 2014.

Affiliations: New Bedford Yacht Club; New York Yacht Club

## **G. THOMPSON HUTTON (TOM)**

Atherton, CA  
Spouse: Wende Sawyer  
Yacht: Swan 51' *Tatoosh*  
Station: SAF  
Proposer: Richard W. Enerson



Tom grew up in a sailing family, crewing on his father Bob's ocean racing boats, the last two of which were German Frers designs named *Tatoosh*. They cruised and raced together, and Tom was often invited to crew for friends, in regions as varied as the Pacific Northwest, Long Island Sound, the China Sea and the Mediterranean. At age 19 Tom was on the foredeck of

### **Offshore Communications Resources:**

[http://www.cruisingclub.org/  
seamanship/seamanship\\_offshore.htm](http://www.cruisingclub.org/seamanship/seamanship_offshore.htm)



Bob Barton's *Kindred Spirit* in the One Ton Cup, North American and World Championships. He rounded out his experience on the water with time spent in the commercial fishing industry in Alaska, where he operated a 32' salmon fishing vessel of his own design, *Ruthie*, as well as working aboard vessels in South America and Thailand. Tom has cruised extensively on both east and west coasts, as well as skippering and crewing on a Transpac, and several Bermuda and SORC races. He spent several years as a marine architect and shipbuilding manager based in Seattle, San Diego and Taiwan. Tom and Wende have raised their children in the sailing tradition, and Tom and his son Cam were aboard Rives Potts' *Carina* on her victorious race to Bermuda in 2012 (and raced again in 2014). They enjoy sailing in the PNW, and most summers Tom and Wende sailed their *Tatoosh* from Seattle up to the northern extremities of Vancouver Island, accompanied only by their great seadog companion, Moki. Tom also has a 28' Esse 850 sport boat *Rustler* which he races single-handed, and double-handed with his son Cam, in San Francisco Bay.

## ALEXANDER PRESTON KELLY, JR. (PRESTON)

Alna, ME  
Station: BOS  
Proposer: John A. Correa



Preston started sailing at an early age in the summers on Ahmic Lake, Ontario, usually in Optis and Canadian dinghies. At home in the Chesapeake he was introduced to cruising and racing with family and friends, including his

great-uncle Ed Kelly on his 50' Alden schooner *Fiddler's Green*, and Richard "Jud" Henderson's Olson 38' *Kelpie*. After graduation from St. John's College, MD, where he ran the boathouse, Preston entered a career in the marine industry, with such illustrious names as Morris and Hinckley, as a boat builder, delivery captain and project manager, and later spent ten years with Ockam Instruments. In addition to sailing in a professional capacity, Preston has enjoyed cruising and racing in the true Corinthian spirit, and has added his considerable celestial experience and offshore expertise to many blue water races. Preston is a highly sought-after navigator, whose fellow crew members state that it was largely due to his abilities that *Volante*, a Hinckley 42', finished first in the 1991 Marion-Bermuda race, which met with the challenge of a NE gale in the Gulf Stream. There are additional bonuses to having Preston on board – instruments never work so well as when he has just left a boat, and he is known as an excellent on board cook. In addition to 12 Newport-Bermuda races, numerous transatlantics, Fastnets and a Sydney-Hobart race, most recently in February 2013 Preston was Captain aboard *Babe* on its voyage from the north-east to the Caribbean. Also in 2013, he was Navigator on *King Daddy* on the Annapolis-Newport race and on *Shout* on the Marblehead-Halifax race. Preston has owned a number of cruising boats in the past, and has introduced his children to the joys of sailing, but has presently limited his water craft to a couple of canoes near his home at the head waters of the Sheepscot River.

### Fleet Surgeon



The CCA Fleet Surgeon offers these documents, potentially useful in preparing a yacht for offshore passages. Suggestions are welcome ([egfischer46@verizon.net](mailto:egfischer46@verizon.net)).  
[http://www.cruisingclub.org/seamanship/seamanship\\_surgeon.htm](http://www.cruisingclub.org/seamanship/seamanship_surgeon.htm)

## RICK FRANCIS ORICCHIO

Fairfield, CT  
Spouse: Lore  
Yacht: J120 *Rocket Science*  
Station: NYS  
Proposer: Hiroshi Nakajima



Rick has been sailing for over 25 years, during which time he has owned and sailed a series of boats actively in local, regional and offshore races, as well as local cruising. He has been active in the Black Rock Yacht Club, Bridgeport, CT, for many years as Chair of Junior Activities, then proceeding through the Flags, and serving as Commodore in 2001. Rick is a capable sailor, with a fund of knowledge as navigator, mechanic and helmsman on his own boats, and on those of friends. He generously brings those skills to such events as the Storm Trysail Junior Safety-at-Sea days, and as a Director of Soundwaters, a Long Island Sound based educational organisation. Rick's boats have always been found to be amongst the better prepared for the Bermuda Race, going above and beyond the requirements regarding the safety of his boat and crew, which in five of his six races has included his eldest son, Dan. Rick is among the small group of owners who personally sails his boat back from Bermuda, enjoying the return cruise as much as the race. Rick and his wife are making plans to expand their cruising horizons as his work load becomes less, including a summer 2015 cruise in Maine.

Affiliations: Black Rock Yacht Club (past Commodore); Storm Trysail Club (application pending)

## **MICHAEL PROUDFOOT**

Brentwood, CA  
Spouse: Susan  
Yacht: 38' ketch *Farida*  
Proposer: John Robinson  
Station: SAF



Mike and Sue have been sailing together since they were teenagers! Mike was then a Sea Scout in the San Francisco Bay area, spending over ten years on board 30' Sea Scout "whale-boats", first as a scout then as an adult leader and teacher. For 20 years they cruised and raced their 26' Sea Bird yawl, *Paddy West*, in and around the Bay area. In 1987 they purchased *Farida*, a Colin Archer type wooden ketch built in Risør, Norway in 1960. *Farida* was built of the finest materials available for a retired naval officer and member of the Silvergate Yacht Club, San Diego. The boat was shipped to Los Angeles, arriving in 1961. After spending some time in Hawaii, *Farida* came to the San Francisco area in the 1970's where she later suffered sad neglect, abandonment in a marina, and was sold at a lien sale to a friend of the Proudfoots. Mike and Sue purchased her in 1987 from their friend, seeing her inner beauty and confident that restoration was possible. The decks leaked, the rigging had

been removed, some of her planks were rotted and several deck beams had separated. After ten years of personally performing all the work necessary to restore her, *Farida* undertook her shake-down voyage to Juneau, Alaska. On the way, stopping in Victoria, B.C, the boat was honored as being the "Best New Classic" at the Wooden Boat Festival. On their return trip the following year *Farida* was named "Best Sailboat in Show". In 2003, Mike and Sue decided to take *Farida* "home" to Norway, setting out from San Francisco to Maine via the Panama Canal. In May 2005 they left Maine for a trip to Newfoundland, then down to Baltimore, MD prior to heading across the Atlantic to Ireland in 2006. Six of the nine islands of the Azores were visited on the way. After cruising the Irish and Scottish coasts, in August 2007 they finally sailed *Farida* into the bay at Risør, where she was received royally, and was judged the "Boat of the Year" at the prestigious Risør Wooden Boat Festival. After cruising in Scandinavia, the Baltic, the Mediterranean and the Caribbean, the couple returned to San Francisco on June 7th, 2013. Their cruise had lasted more than ten years and covered more than 40,000 nm, visiting more than 25 countries. A great accomplishment for *Farida* and her owners!

Affiliations: Encinal Yacht Club; Point San Pablo Yacht Club; Master Mariners Benevolent Association

### **Check out the Website: [www.cruisingclub.org](http://www.cruisingclub.org)**

The CCA website is remarkable for its clarity, ease of navigation and the wealth of information it contains. Michael Moradzadeh is doing a truly amazing job in putting together a website that functions so well. You can find out almost anything you need to know about the CCA, its cruises, officers, committees and members on the site and download important cruising information. GAMs from the past seven years can be downloaded.

## **ABBOTT LAWRENCE REEVE**

Manchester, MA  
Spouse: Katharine (Kay)  
Yacht: Hinckley 48 *Narcissus*  
Station: BOS  
Proposer: Stockton N. Smith



Abbott grew up sailing in the summers in Maine, and became an outstanding dinghy sailor and competitor in one design racing at the Northeast Harbor Fleet. For many years in the Mount Desert Island area he raced as Watch Captain on his father's yacht *Narcissus*, which is the Hinckley that Abbott now owns. He did the Bermuda Race in 1968 on *Narcissus*, in 1970 on *Ondine*, in 1972 and 1974 on *Froya*. His sailing skills were put to good use at college where he became an all-American on the Harvard Sailing team, and his off-shore racing experience was expanded when he crewed on the 1971 BA-Rio, the 1971 Transpac, the 1971 Sydney-Hobart, and the 1972 Transatlantic, all on *Ondine*. Since the early 1980's Abbott has sailed with Chip Schutt (CHE) on a variety of vessels, as Watch Captain on Chip's *Safari* in the 1998 and 2000 Bermuda races, and on the Annapolis-Newport Race in 1997. Abbott has owned *Narcissus* since 1998, and has spent many hours upgrading her and maintaining her in Bristol fashion. He and Kay sailed together before their marriage, as a competitive team on Solings, and



together they have enjoyed cruising *Narcissus* between Massachusetts and the Canadian Maritimes, including the 2012 National Cruise to the Bras d'Or. They have also enjoyed cruising with their four children in Europe, the Caribbean and the Society Islands.

Affiliations: Manchester Yacht Club; Northeast Harbor Fleet

## STEPHEN A. ROWE

Harpwell, ME  
Spouse: Stephanie  
Yacht: C&C 35 *Frigate*  
Station: BOS/GMP  
Proposer: Peter R. Worrell



Steve, along with Stephanie, owns and operates the Great Island Boat Yard in Harpswell, ME, a destination for many CCA members. Their engineering knowledge has been invaluable to many of our fellow sailors, especially when it comes to setting up vessel systems for long distance cruising. In addition to sailing on his own boat, Steve has extensive cruising and passage making experience, including acting as Watch Captain on Jon Knowles J46 *Abracadabra* on its voyage from the Azores to Cowes, and many trips across the Gulf of Maine to Nova Scotia and Newport. Steve has a keen interest in meteorology, and spent many hours, as a friend, getting the boat's software compatible to the laptop and satellite phone for receiving weather gibs, email etc. Steve and Stephanie are avid cruising sailors and have enjoyed sailing their C&C 35

*Frigate* up and down the coast of Maine and New England for the past ten years, with their two sons Gavin (10) and Keegan (8), as well as chartering in Greece and the Caribbean.

## ANDREW C. VON S. SMITH

New Canaan, CT  
Spouse: Shannon  
Station: NYS  
Proposer: James G. Binch



Andy has been sailing since he was a lad, first in Widgeons then in 420's in the Edgartown Yacht Club junior program. An example of his competence and leadership skills is evidenced by the fact that at age 13, in 1988, Andy was elected Commodore of the Junior Club. Around age 15, he moved on from smaller vessels to race with his father Owen Smith (NYS) aboard his Sabre 38, then his J42, both named *Upbeat*. Together, on both these boats, and most recently on a J28 named *Resurgo*, they have earned many trophies in local and coastal races. Andy was Captain of his high school Varsity Sailing Team, and on his college sailing team. In 1992 Andy was on board the Sabre on his first Newport to Bermuda race, delivering her back after the race to Martha's Vineyard, and in 1993 he took part in the Annapolis-Newport race. As a 20-year old in 1996, Andy was one of a four-man crew on board the Sabre as she sailed from Martha's Vineyard to

Kinsale, Ireland on a joint CCA/NYYC cruise. Andy has subsequently taken part in five more Bermuda races, three as Watch Captain, and was Watch Captain on Tanner Rose's *Glide* (NYS) in the 2012 race. While maintaining this rigorous sailing schedule, Andy found time to obtain an MSc at the University of Edinburgh in 1999, and a JD from the University of Pennsylvania Law School in 2002. Most importantly, he married Shannon, who hails from Martha's Vineyard, with whom he has a young son and daughter. No doubt they too will soon be water babies!

Affiliations: Edgartown Yacht Club



## Chart Loaning Service

The chart loaning service was established in 1991 to collect, store and distribute charts of

northern European waters to be used by Cruising Club members who intend on sailing in those waters. In 2000, the service was expanded to include the Mediterranean and both coasts of Canada. Currently the collection contains over 1000 charts.

The charts are to be loaned out, to be taken on board and used. They are to be returned as soon as practical, made ready for use again by someone else. Should they be damaged during use, so be it. The collection will expand and be updated with contributions by users who fill in the gaps. Charts are available on a first come basis.

Check the CCA web site to identify who is the chart coordinator for various countries and areas. The chart coordinators are cruisers themselves. Don't wait until the last minute for they may be off cruising themselves.

**For those heading to Nova Scotia there is a new edition (2012) of the *Cruising Guide to the Nova Scotia Coast*. For those headed further north there is also a new edition (2012) of the *Cruising Guide to The Labrador*.**

Sandy Weld, Chair 



**Cruising Club of America**  
**Pieter de Zwart**  
**10 Bradley Lane**  
**Mystic, CT 06355**

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*Deadline for Spring 2015 Issue is March 15*

## Calendar of Events

- |             |   |
|-------------|---|
| <b>2014</b> | <b>December 5, Wirth M. Munroe Race</b>   |
| <b>2015</b> | <b>February 6-13, Ski Gam, Park City, Utah</b><br><b>March 6, Annual Meeting and Awards Dinner, NYYC</b><br><b>March 20-28, Cruise in the Caribbean</b><br><b>August 5-12, Maine Cruise organized by Boston Station</b><br><b>September 14-25, Cruise in the Ionian Islands</b><br><b>October 15-17, Fall Members Meeting, St. Michaels, Maryland</b> |
| <b>2016</b> | <b>March 4, Annual Meeting and Awards Dinner, NYYC</b>  |

*Stations & Posts: Please email us your major event dates so members visiting your area can be aware.  
 (Editor's email: [dezwarpt@gmail.com](mailto:dezwarpt@gmail.com))*

*For the latest info, please check  
[www.cruisingclub.org](http://www.cruisingclub.org)*

## Monthly Station Luncheons *(Check website for latest information)*

- Bermuda:** Held quarterly; Royal Bermuda YC  
**Boston:** "Rats" 3rd Fri. Oct.-May  
**Chesapeake:** 2nd Tues., Annapolis YC, except July (Gibson Isl. Club), Aug. (Annie's Rest., Kent Narrows)  
**Essex:** 3rd Thurs. Sept.-June; Pilot's Point Marina, Westbrook  
**Florida:** Stuart 2nd Tues., Dec.-Apr., Stuart Y&CC;  
**St. Pete:** – 3rd Thurs., every mo., St. Pete YC  
**Pacific Northwest:** 2nd Mon. except July, Aug.; Seattle YC  
**San Francisco:** 1st Wed. except July, Aug., Dec.; alt. San Francisco YC & St. Francis YC  
**Southern California:** tba (see web page)

