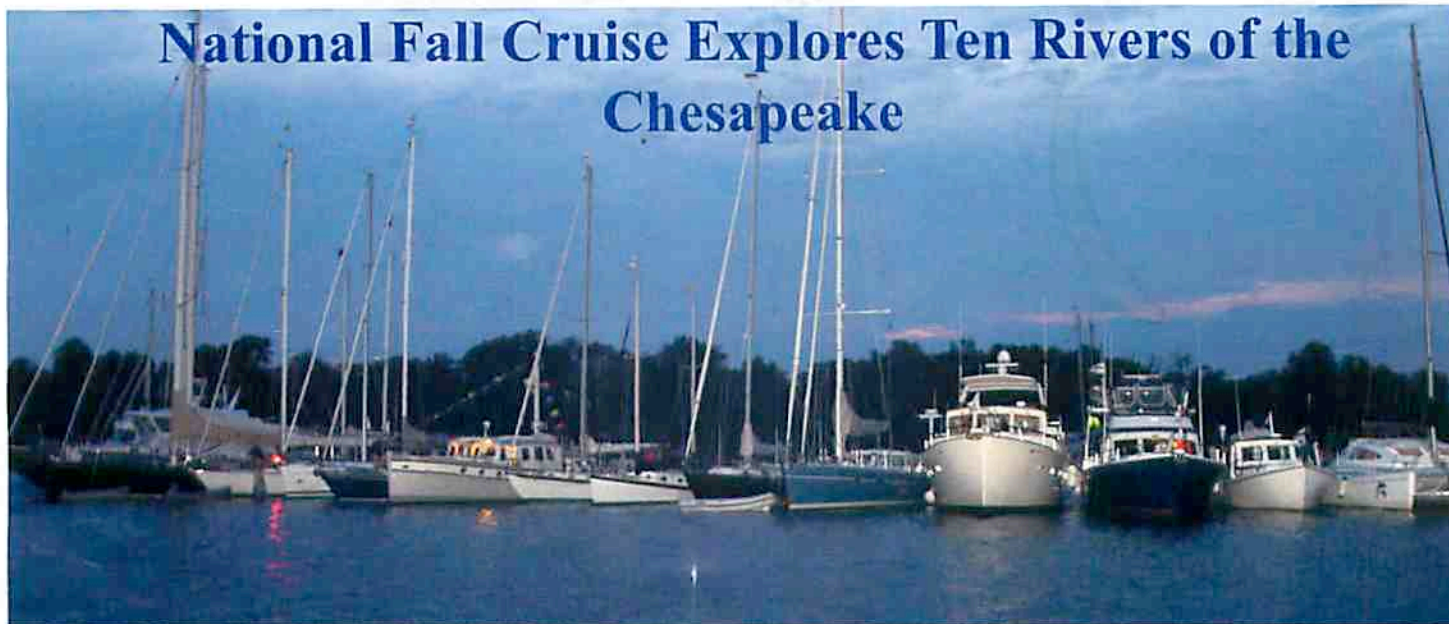


National Fall Cruise Explores Ten Rivers of the Chesapeake



Dan Nerney

The Cruise began with an oyster bar, buffet and steel band at Annapolis Yacht Club's Annex.

Next morning (October 5), a 20-knot southerly pushed the fleet up the Bay into the Chester River. Sixty-seven member and guest boats anchored off Fen Johnson's home, and 280 of us went ashore for drinks served from a racing log canoe deck/bar and dinner under a tent, with the restored canoe *Noddy* on display nearby. A lay day followed, with an enjoyable stroll through historic Chestertown.

The way south began with a soft northerly, the Sunny Gibbons-Neff race retracing our earlier course. Some non-racers passed through Kent Narrows before crossing to West River. Most were at anchor by 5 pm, on a sunny afternoon in the Rhode River.

On our longest run, we threaded through a minefield of crab traps and headed south, watched an LNG tanker dock at Cove Point, and came around into the Patuxent, to Solomons Island, assembling at the Calvert Maritime Museum for cocktails and a visit through the unique museum exhibits.

Our return to the Eastern Shore brought light air and heavy fog, calling for navigational exercise. James Island could barely be identified as we approached the Little Choptank and proceeded mark by mark into Hudson Creek. When the grog barrel was tapped aboard *Enterprise*, 100+ people joined the party on a four-boat raft.

An early start for the Choptank brought the fleet to the Tred Avon River and Oxford, where we walked through town, visiting Morris Street homes graciously opened by their owners. At Cutts & Case Shipyard, all marveled at the restoration of Morris Rosenfeld's *Foto*. Hats off to Tred Avon Yacht Club, where the Chesapeake Station's annual meeting preceded an outstanding pig roast.

We left Oxford in a fresh NE breeze, with the fun race passing south of Tilghman Island and around Poplar, a 26-mile course. The non-racing fleet kept the bridge-tender busy at Knapp's Narrows, proceeding to Shaw Bay in the Wye River, where the sunflower raft began with the buy boat *Nellie Crocket*. Though the circle never quite closed, we

all enjoyed Dixieland sounds from the launch. By dark, the raft dispersed.

Our final Cruise day dawned overcast, with 12 knots of north wind for a run down the Miles River past St. Michaels to Ship's Point, home of Mrs. Joan duPont. She remarked that it had been some time since such a fine fleet of yachts had anchored off her pier. On display were two Chris Craft runabouts restored by Ebby duPont and in the swimming pool the racing log canoe *Island Lark*, restored by Tad duPont. The Farewell Party welcomed 285 guests with a rum punch barrel, buffet dinner and dancing – and an appearance by "Elvis" in a vintage pink Caddy. A brief program included awards to winners of the races, with the Sunny Gibbons-Neff trophy presented to Karl von Schwarz, racing *Huron*.

This gala evening was a festive conclusion to approximately 175 nautical miles of Chesapeake Bay cruising – a memorable CCA National Cruise.

*-John Hawkinson & RC Tom Closs, Jr.
(More photos on center spread)*



From the Commodore



Dan Nerney

Commodore Whitney

Dear Fellow Members,

It is with pleasure that I write this welcome to the semianual CCA newsletter. Dan & Mimi Dyer and Mindy Drew have done an outstanding job of planning

and producing this fine publication to help keep our membership better apprised of Club activities.

The focus will be on contemporary news and activities. Together with the *Cruising Club News*, the Secretary's letters and our website, this newsletter will keep all of us in touch throughout the year, with Club events, Station activities and member news.

We are fortunate to have Dan & Mimi at the helm of this project during its inception and early development. They will need the help of all members in furnishing news items of special interest.

Bill Whitney

From the Editors

Dear CCA Friends,

We hope you enjoy this first issue of the *CCA GAM*! It has been a pleasure putting it together. We owe thanks to VC Truman Casner for inspiring and directing the launch. This is an idea that has been discussed for years - a timely newsletter to better communicate with all members our activities and plans. As always with CCA activities, half the fun has been working with our eloquent and technically astute members. We have enjoyed receiving every email from Rear Commodores, Historians, Committee and Cruise Chairs, and others. Over 50 of you have contributed or helped in various ways.

Our MVP is Mindy Gunther Drew, who has done the design and layout with her usual superb taste. We are all indebted as well to photographer *par excellence* Dan Nerney, who has been extravagantly generous in taking the best photos at CCA events and getting them to us in the desired format.

This issue is the beginning - we expect the format to evolve to meet your expectations and input, so please do email us with your comments.

Dan & Mimi



The CCA GAM

Published for the members
of The Cruising Club of
America

Editors: Dan and Mimi Dyer

Design and Layout: Mindy Drew

Production/Historian: Bob Drew

Commodore:William E. Whitney

Vice Commodore:.. Truman S. Casner

Secretary:..... Stephen E. Taylor

Treasurer:..... W. Murray Buttner

Rear Commodores

Bermuda:R. Kirkland Cooper

Boston:W. Bradford Willauer

Bras d'Or:Charles A. Westropp

Chesapeake:..... Thomas H. Closs, Jr.

Essex:J. Robert Gunther, Jr.

Florida:..... Burke Lucas

New York:..... Sheila McCurdy

Pacific Northwest: .. Roger F. Wheelis

San Francisco:James K. Cooper

So. California:..... Lawrence Somers

Captains

Buzzards Bay:Frederick E. Hood

Great Lakes:Kenneth Campia

Gulf of Maine:Ross C. Santy

Please email CCA news, photos and items of interest to the Dyers at: fastrabbit1@cox.net with all copy (text) attached as a Word document. Address: 84 Main St., Wickford, RI 02852.

Published semiannually for distribution to members of The Cruising Club of America. Postmaster: please send address changes to Stephen E. Taylor, 77 Churchills Lane, Milton, MA 02186-3522.

The editors wish to thank The Lyons Press/The Globe Pequot Press, Guilford, CT for permission to reprint quotations from *The Quotable Sailor* edited by Christopher Caswell.



Coming Up ... Cruises and Meetings

Annual Meeting '03

New York YC

November 4, 2003

This is the annual members-only reception and dinner, with election of officers and review of the year, which follows committee meetings during the day. *Entertainment Committee Chairman Owen Smith: 203-966-8741; owencsmith@aol.com*

Antarctica Cruise

November 7-24, 2003

While it may be late to join, there will be tales to be told and photos to be enjoyed, on the website, in CCA publications and at meetings. *Chairman Bob Drew: 203-453-5474; bdrew1133@aol.com*

Safety at Sea Seminar

Hamilton, Bermuda

December 7, 2003

This session will coincide with the Bermuda Race Organizing Committee's meetings that weekend. Ron Trossbach will be moderator.

Winter Meeting

New York YC

January 20, 2004

Awards, including the Blue Water Medal, highlight this dinner meeting, which follows committee and board sessions. Spouses & guests welcome. *Entertainment Committee Chairman Owen Smith: 203-966-8741; owencsmith@aol.com*

Winter Cruise '04

Grenadines to Grenada

March 12-20, 2004

Cruise plans call for gathering at Canouan, sailing north to Bequia for cocktails and a gourmet dinner at the Brewers' Moonhole, then reaching south to Grenada. A number of delightful activities are on

the schedule; participants are free to pick and choose. Some members are chartering "bare boats" from the Moorings base in Canouan, with a Grenada drop-off; others are bringing their own boats.

For those seeking a crewed charter, five yachts are available, all accommodations with private heads/showers. Two 47' Moorings catamarans with captain and cook have three completely private staterooms. The Doug Peterson 81' schooner *Taboo* has five double guest cabins, and her crew of four includes an excellent cook. The S&S 88' sloop *Southern Cross* is a luxury yacht with comfortable salon and large staterooms, accommodating four couples. The 126' Dutch ketch *Dione Star* accommodates 12 in six deluxe air-conditioned cabins. (These offerings to our members replace *Stad Amsterdam*, which was delayed making alterations.)

Complete Cruise and charter particulars are on the CCA website (www.cruisingclub.org). Contact *Cruise Chairman Sib Reppert: spr@lahive.com or 617-994-083.*

Spring Meeting '04

Mystic, CT

May 13-15, 2004

In addition to committee meetings, plans call for behind-the-scenes tours of Mystic Seaport Museum, a New England lobster dinner, music and much more. *Chairman Bob Gunther, Jr: 860-434-5616; JRGjr789@aol.com*

Summer Cruise '04

Kinsale to Glengarriff, Ireland

July 15-24, 2004

CCA members will be joining "in force" for the Irish Cruising Club's 75th Anniversary Cruise. *CCA Cruise Chair Bart Dunbar: 401-848-0975; bart@bowenswharf.com*

Summer Cruise '05

Narragansett & Buzzards Bays

July 8-18, 2005

Early plans: Bristol, RI, Cuttyhunk, Padanaram, Marion, Hadleys Harbor, with time for cruising to Vineyard Sound, Martha's Vineyard or other favorite harbors. *Co-chairs Carrie Snyder: 617-864-0067; carriesnyder@comcast.net and Geoff Jenkins: 781-235-0504; ghjenkins@comcast.net*



Dione Star



Cruising Intentions

Larry & Maxine Bailey (SOC), *Shingebiss*, are departing South Africa for Australia on the way to completing their ten-year west to east circumnavigation.

Bill Chapman (SAF), *Bones VIII*, who completed a circumnavigation three years ago, has his 47' sloop on a homeward leg of a South Pacific trip expected to include a stop in Hawaii.

Jim & Susan Day (SOC), *Pau Hana II*, have relocated indefinitely to Sidney, BC to cruise British Columbia and Alaska.

Garry & Angela Fischer (BOS/BUZ) will join Nick & Diane Brown on a chartered boat for the Winter Cruise; will take *Diva* to Bermuda in June, then to Crosshaven for the Irish Cruise – "Rob Leeson will be among the crew, and Rob & Peggy will be with us in Ireland."

Andrew & Digna Gantt (CHE), *Mary Cabell*: From Ipswich, England, where the boat is on the

hard, plan to spend summer '04 going through the mast-free route in Holland, then up the Kiel Canal, through the Danish archipelago and via Copenhagen to Norway, "where we will renew our EU eligibility, then head through the Gota Canal to near Stockholm to leave the boat for winter 2004/5."

Ed and Betty Gaynor (NYS) plan to cruise *Emily* back from the Bermuda Race (#221) and then to Maine.

Rob Kiley (BOS), *Twilight*, has his sights set on some lovely spots on the Dalmatian Coast. Following early and late summer cruises, scouting the highly regarded Croatian cruising ground for a CCA cruise in fall '05, Rob planned to winter *Twilight* in the Dubrovnik area.

Bob & Andy Knight (GLS) plan to join the Winter Cruise, charter for the Irish Cruise, then take *Sequel* to the North Channel (site of the Summer Cruise '02) in August.

Sib Reppert(BOS/BUZ), *Catalyst*: Fall to the Chesapeake - "Anybody want to try sailing a cat offshore?"

Skip & Ilze Sims (SOC), *Scoots*, are heading from Maine to the South Pacific via the Caribbean and Panama Canal this fall and winter. They returned from a circumnavigation last year, have done the east coast twice, and are "excited to dream once again of the South Pacific."

Bob Van Blaricom (SAF): Back to Ketchikan, where *Misty* is laid up for the winter, on to the Queen Charlotte Islands, then a leisurely trip home via the inside of Vancouver Island this time.

Rick & Elaine Williams (SOC), *Festival*, will be cruising Pacific Northwest waters including Washington, British Columbia and Alaska through summer '04.

Eds. note: Please send cruising plans outside your home waters (over 250 miles) for April-November '04. Purpose is to enable far-flung members to rendezvous.

In Memoriam

J. Paul Ekberg, FLA, April 23, 2003

Edward R. Greeff, NYS, July 26

Wendelborg Hansen, PNW, September 25

Waldo C. M. Johnston, ESS, July 21

Capt. Robert T. Leary, USCG Ret, SOC, July 29

John M. Maury, NYS, May 10

Albert Pratt, BOS/BUZ, May 16

Past Commodore Walter N. Rothschild, Jr., NYS, June 20

Eric Swenson, NYS, June 22

**since Yearbook publication.*

The annual Cruising Club News will continue to carry full remembrances with photos.



In the Spotlight



Stan Honey (SAF), sailing his 40 year old Cal 40, *Illusion*, with wife Sally and fellow veterans Skip Allen and Jon Andron as crew, demonstrated his legendary Transpac navigational genius, usually exercised aboard *Pyewacket* or other turbomaxis, not only beating the other nine Cal 40s but also finishing 3rd overall. Yachts he has navigated have finished first in four previous Transpacs.

Stan is serving as US representative to the ISAF Offshore Handicap Classes Committee, working to provide an environment in which the IMS can thrive. The CCA and many members individually have contributed much to the R&D of the International Measurement System.

Stan's contributions to our en-



Illusion Finishing the Transpac

joyment of sports via real-time graphic enhancements include the 1st and Ten system creating the electronic first-down line for NFL and NCAA football telecasts. In

our own sport, he developed Sail-Mail (www.sailmail.com), a great way for sailors to keep in touch via e-mail while offshore.



Dan Strohmeier and Ross Sherbrooke

Dan Strohmeier (BOS/BUZ) was presented with his CCA 50-year medallion at a Boston/Buzzards dinner earlier this year. Dan is many things to many of us. He is a winning skip-

per (Bermuda Race, Halifax Race), vexillologist, harmonica virtuoso, teller of elaborate jokes, nonagenarian, rumored hand on the joy stick of a number of aircraft, and

a newlywed, more or less in that order.

He has served as the Bermuda Race Chairman, member of a number of rules committees, president of the Society of Naval Architects and Marine Engineers, and during World War II was Vice President of Bethlehem Steel in charge of shipbuilding, overseeing construction of the fabled *USS Massachusetts*. He lays claim to having sailed 15+ Bermuda Races, and among New England yachtsmen-cum-frostbiters with an unstoppable season, he is fond of saying that he "sailed every month of the year."

There has been a special energy source fueling much of Dan's recent cruising and high-flying adventures – she is Cheryl Strohmeier, and she and Dan have shown us what *carpe diem* is all about.

Spotlight (cont'd)

David Rockefeller, Jr. (BOS) served on the Pew Oceans Commission, a three-year, nationwide study of the oceans which has recommended a bold, new conservation ethic that embraces the oceans as a public trust. (www.pewoceans.org)

Skip Sheldon (NYS) sailed his Reichel Pugh 66 *Zaraffa* to a multiple win in the North Atlantic Challenge. *Zaraffa* took line honors, won her IMS class and won IRC overall.

Rich Wilson (BOS) and Rich du Moulin sailed the 53' trimaran *Great American II* from Hong Kong to New York, beating the record set in 1849 by the 192' clipper ship *Sea Witch*. *Great American II* beat *Sea Witch's* time by one day 17 hours, while providing real-time learning material via website to school-children.

Gary Jobson (CHE) has been inducted to the America's Cup Hall of Fame/Herreshoff Marine Museum for "having done more to popularize the sport of sailing than any other individual, with his rare ability to describe competition, interpret strategy and convey the excitement of the sport."

Richie Shulman (ESS) won the IMS Division of the Marblehead-Halifax Race in his new IMX 45 *Temptress*, while **Don Watson** (BOS/BUZ) won the Multihull Division in his 35' trimaran *Swamp Fox*.

The CCA team of *Cybele*, Rick Burnes, *Froya*, Toby Tobin, and *Revery*, Bill Gunther won the Parker C. Hatch Trophy.

Tom "TL" Linskey (BOS/BUZ) and Dave Ullman were among first

inductees to the new International 470 Class Hall of Fame. The pair – three-time 470 World Champions – were honored at a regatta in Brest,

France celebrating the 40th anniversary of Andre Cornu's designing the Olympic 470 dinghy.



Committee News

Membership

Future editions of this newsletter will include profiles of recently elected members. This will give them an earlier introduction, allowing everyone to recognize and give them a hearty welcome. Our new members will be carrying forth the fine traditions of the Club, and - without a continual infusion of new members - any group will cease to exist. The responsibility for proposing new members is ours, and each member of the CCA is a vital member of the Membership Committee. Our membership is strong. Let's keep it that way, and we'll look forward to seeing a profile of your candidate in the next issue. Contact your Station membership chairman for assistance, or go to the web at www.cruisingclub.org

- Jack Towle, *Chairman*

From the Fleet Surgeon

We are preparing *Diva* for the so-called cruising division of the Bermuda Race and the subsequent trip to Ireland next summer. As part of the education and planning process, it is never too early to review and start updating the medications and equipment in our medical kit (see the Yearbook). We are still favoring Stugeron, found only in the UK and Colonies, where it is over-the-counter, for mal de mer. I personally prefer the illness to the medication side effects. It is also a good time to start thinking about

sending some of the crew to first aid and resuscitation courses.

Since communications remain an essential part of managing any emergency at sea, I am pouring over Walt Paul's comprehensive "Communications Memo" on the website (www.cruisingclub.org) and am considering investing in or renting a satellite phone, if I can confirm that there is complete coverage in the North Atlantic. The backbone of our emergency medical response on *Diva* remains single sideband. We also have Inmarsat C for e-mail and text weather. Offshore we regularly check in with Herb Hilgenberg on Southbound II by SSB. He not only offers comprehensive local weather but can be superb help in a true emergency and is an important link to other yachts that might be in our area. Finally, I am seriously considering establishing a routine contact with Sea Education Association in Woods Hole around the time of their morning check-in with the *Cramer*, their Atlantic research vessel. They have a directional antenna and a superb marine operations department. If we make such an arrangement, it might expand into a regular SSB net with other boats in the cruise in company to Ireland.

Lastly, in "News You Can Use" is a brief version of a recent article I wrote that relates to one of the serious booby traps on *Diva*, or any boat in the 20- to 70- foot range.

- Garry Fischer, MD

Cruising Guides/Charts

The CCA Chart Loan Service has many charts that "wanna go" cruising (again). Activity has been brisk as members head off for cruises, particularly in northern Europe, but also in the Mediterranean, Pacific Northwest and Eastern Canada. Fortunately we have multiple copies of key charts for many areas, thanks to members' generosity in contributing them.

Recently we received major contributions from George Hartmann, Mike Arms, Bill Kellett and Bob Morse (a nonmember). Altogether, these four contributions total 1,000 charts, bringing the northern European inventory to over 2,000 charts. Mike Arms's charts include a complete set for Iceland, the Faeroes and northern Norway.

Even greater demands are expected in 2004, as boats head to Ireland for the Irish Cruising Club's Anniversary Cruise and then in 2005 for the CCA cruise in the Adriatic. Thus, if you have reasonably current charts of northern Europe, the Mediterranean, Caribbean, Pacific Northwest or Eastern Canada and would like to see them at sea again, please contribute them to the Chart Loan Service. (Check the CCA web site to determine the custodian for the area of your charts, or contact me at sandyweld@aol.com).

Some members have sailed to "distant" waters and have charts for Nova Scotia, Newfoundland, Labrador, Alaska, British Columbia or other areas and do not yet want to part with their charts, but would be willing to loan them to CCA members, assuming they are returned after being used.

The Chart Loan Service page of the CCA web site has recently been modified, listing various geographical areas, such as the areas listed above, under which members may indicate they have charts and

are willing to loan them to other CCA members unless of course, they are already on loan or are being used by themselves.

If you are willing to loan charts of particular areas to other members please e-mail me, indicating the area(s) covered.

- *Sandy Weld, Chairman*

Environment of the Sea

With the present world situation, there has been virtually no activity in the yachting environmental field.

Our Committee prepared a letter to the US Commission on Ocean Policy, which has been assigned by Congress to research the marine field and prepare a report to aid in establishing a new Ocean Policy for the next decade. The last report, the Stratton Commission Report, prepared in the late sixties, paved the way for restructuring the federal government, which in turn created the National Oceanographic and Atmospheric Administration, NOAA.

The thrust of our letter was twofold:

1. We recommended establishment of a discharge standard for yachts related to municipal discharge standards. Yachts should be allowed to discharge in any location where municipalities discharge. The quality of the yacht discharge should be the same as for the municipality. Storm drain inputs add further dilution. The discharge standard for a yacht should be restated to account for the dilution. This would put the yachtsman on the same basis as municipalities, and provide a standard that could be more easily achieved.
2. We proposed that the federal government help fund a national program to encourage the marine industry to develop new

MSD units to meet the newly proposed standard

- *Ted Brainard, Chairman*

Web Site

The CCA maintains a web site at www.cruisingclub.org. The actual site is hosted on a server along with other web sites at Southern Maine Technical College in South Portland, Maine. Maintenance of the site is a joint project of David Pratt and Computer Technology students at SMTC, who are involved with the programming behind the web site.

Our web site's mission is simply to enhance and facilitate communication to members. The focus is on content rather than graphic displays. Lost your mailings? Come to www.cruisingclub.org!

The opening page contains information about the Club that would be of interest to the general public: Cruising guide updates, communications papers, safety seminars and the like.

The **members-only section** features links to information of interest to members only. Station news and calendars, national secretary's corner, cruise and events information, chart loan service, searchable member database, guest mooring database, membership proposal process information, bulletin board are among the links featured "inside".

Site statistics as of June 13, 2003 were: 22,156 hits in one year, 623 registered in the members-only section. There are 807 on the CCA electronic mailing list.

This site has kept us busy, but under the watchful eye of our mascot, I enjoy the nice notes and communications I have had with many CCA members.

-*David Pratt, Webmaster*

Oscar Pratt, Technical Advisor



Spring Meeting

Windy City Turns on the Charm for Meeting Attendees



Chicago's Brilliant Skyline

ANOTHER first for the CCA - a Spring Meeting held in Chicago! The University Club took very good care of us. The famed Cathedral Room was a spectacular breakfast spot, and the club indulged us by flying a large CCA burgee on their Monroe Street entrance flagpole.



Ken Campia and Bob Knight

A party the evening of May 1, as members arrived from both coasts and from every station, provided a time for friends to gather and plans to be made for an evening out. Friday was work day, with Jack Towle's Membership Committee starting a day of meetings at 7 am! Then on to a social hour-plus at the Chicago Club.

Saturday dawned bright and blue, perfect for the Chicago Architecture Foundation river cruise, with

commentary by Great Lakes Station member Dirk Lohan, a leading Chicago architect and grandson of Mies van der Rohe. We disembarked for lunch at Chicago Yacht Club's Monroe Street clubhouse, then scattered to Museum Campus. That night - with dinner at the Mid-Day Club, 56 stories high - members enjoyed views of the entire city, and a special ceremony honoring Olin

Stephens' 75th year as a CCA member.

-Bob Knight, GLS, Meeting Chair



Serious Business?

Olin Stephens Honored at His 75th CCA Year



Olin Shows Off His Medal

Presenting Olin Stephens with his 75-year medal as a CCA member, PC Kaighn Smith said, "We are celebrating someone who has had as much influence on our sport as anyone in the world."

Olin designed *Dorade*, and then followed the list of yachts that, by themselves, tell the story of yacht design over the last century: *Stormy Weather*, *Brilliant*, *Bolero*, *Finisterre*, *Intrepid*.... In the 34 Bermuda Races, 14

winners (41%) have been S&S designs.

Olin has given thousands of hours to the sport through committee work, from the IOR to the IMS.

"His attitude of ethical professionalism," as Mitch Gibbons-Neff once wrote, "may be his most lasting contribution to the art and science of yacht design, naval architecture and marine engineering."



Bermuda Race 2004 - June 18th



Dan Nerney

2002 Bermuda Race Start

WHAT does the odd-numbered year mean to Bermuda Race-bound CCA members? It means the 2002 race is just a memory and the 2004 race is just around the corner. And what keeps many of us coming back is that CCA members continue to head the prize list. Skip Sheldon's *Zaraffa* finished first in the North Atlantic Challenge race to Germany. Sailing his new *Tempress*, Richie Shulman won his class at Block Island Race Week and IMS overall in the Marblehead Halifax Race.

Some Significant Changes

The 2004 Bermuda Race will see some significant changes, with the upper rating limit increased for the IMS Racing Division, sailing for the Gibbs Hill Lighthouse Trophy, along with the inclusion of water ballast. But IMS Cruiser/Racers, sailing for the St. David's Lighthouse Trophy, will keep the same upper rating limit as before and water ballast will not be allowed. There will be a maximum LOA

will be allowed to sail with water ballast.

It has been suggested that we come up with a new name for what is now referred to as the Cruising Division. One seasoned member whose mooring lies directly off Harbour Court suggests the name should be the "Corinthian Division".

Other suggestions are competitions between stations and a family trophy. How many Burneses can Rick's new *Cybele* hold?

After witnessing the exciting start of the North Atlantic Challenge off Fort Adams, we are entertaining the idea of starting the Bermuda Race there, if the weather is settled. Otherwise, it will be started outside at the old tower location.

To increase the excitement of the Onion Patch Series, a third race has been added in Newport, and the second race on the Great Sound in Bermuda

will be an "around the cans" chase, finishing directly off the Royal Bermuda Yacht Club.

Speaking of RBYC, there will be a Safety at Sea Seminar on Sunday, December 7, moderated by Ron Trossbach, coinciding with the Bermuda Race Organizing Committee's scheduled meetings that weekend.

Make Reservations Early

RBYC Vice Commodore Jane Correia advises skippers to make dock reservations early for next June. With the expanded fleet size, even the larger marina is near capacity.

As we approach the 100th year of the Newport Bermuda Race in 2006, we can all be proud that our event is one of the very best competitions in the sport. We have maintained stiff safety and qualifications standards, and it has paid off. We have seen very few withdrawals due to gear failures or crew difficulties. But we must remember there hasn't been a really tough race since 1972. It will be those conditions, with two days of 45-50 knots out of the southeast, that will truly test the fleet. We hope the newcomers will have prepared themselves as so many have before, and we all know that CCA members will once again be atop the prize list.

-John Winder, Race Chairman



Dan Nerney

Royal Bermuda Yacht Club

Chesapeake Cruise Snaps

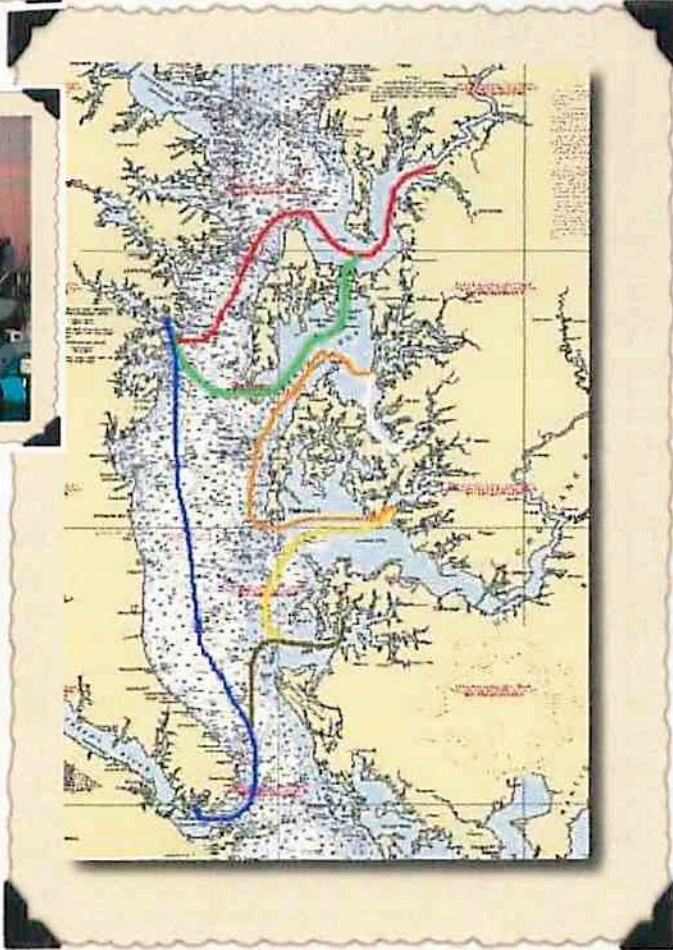


Photo credits Dan Nerney except where noted in ()
 Top row: Tom & Renee Closs/Bob Price;
 Sally Honey/Carol Melchner/Pepper
 McHutchison; Dorothy & Rony Dike
 (Bill Whitney)
 2nd Row: Hudson Creek raft; Sib Rep-
 pert (John Sanford)
 3rd Row: Buffet @ Joan duPont's;
 Commo. Whitney/Calvert Museum
 golden girl/Sunny Smith
 4th Row: Jim Eddy (John Sanford)
 Bottom Row: Log canoe in the duPont
 pool; Bob McNitt/Kathy Trossbach





Photo credits Dan Nerney except where noted in ()

Top row: Fleet at start of Sunny Gibbons-Neff race; Bill & Karen Foss/Bob Van Blaricom; fleet at Tred Avon

2nd Row: Karen & Jon Wright in Ebby duPont's Chris Craft; Candy Isdale/Doug McLeod/Jim Chambers; John & Judy Sanford

3rd Row: Jim McHutchison w. Mrs. duPont; Truman & Cinnie Casner; Newbold Smith/Jonesy (John Sanford)

4th Row: Screwpile lighthouse at Calvert Museum; Chip Schutt prepares to dive on Jonesy's prop (Truman Casner)



News from Stations & Posts



Dan Nerney

Ted Hood, Truman Casner, Dan Strohmeier, Paul Perkins & Brad Willauer aboard the *USS Massachusetts*

Boston & Buzzards Bay

From Bill Cook's *Resolution* approaching the Strait of Belle Isle on the way to Assiat, Greenland: We are a week behind Ned Cabot, who sent a message yesterday that he was a day out of Nuuk. There are five aboard *Resolution*: Bill Cook, Kin Howland, Bob Morris, Skip Garfield and Ben Morris. We'll render a full report for the *Cruising Club News*.

At our winter dinner, Ted Hood graciously presented a brief history of his endeavors in the marine industry over the past 40 years. In his uniquely humble way, he described how he has tried nearly every conceivable approach to challenges in developing sails, gear and hull design. We felt he was sharing many of the "family pictures" and a lovely evening was enjoyed by all.

The spring dinner at Eastern YC in Marblehead was well attended. The program took us through the Maine cruising grounds that we so embrace, and in spite of the worst spring in recent memory many were preparing to move their boats to be in position for summer cruising. As always, Eastern provided a spectacular setting for cocktails and

dinner as we witnessed another interesting sunset.

The Spring Gam of the Buzzards Bay Post was held aboard the battleship *Massachusetts*. Dan Strohmeier, having been on the scene during her building in the early days of the War, proudly told that she was delivered ahead of schedule and although sea trials were not allowed due to enemy submarines, she proceeded directly across the Atlantic and began an enormously successful battle record. Dan Nerney and Sib Reppert were lauded for a program that we will recall for its fine camaraderie and lovely dinner.

- Bob Morris

Bras d'Or

We had three events on the social schedule - a June raft-up at Scott Cove, a September raft-up, and an Oct. 25 Fall social at the home of the Himmelmans.

Two Station members were undertaking significant passages this past summer: Fred Voegeli was skippering his Mason 44 *Frisco* in the North Atlantic Challenge, from Newport, RI to Cuxhaven,

Germany. *Frisco* was the only Canadian boat entered. Fred has accumulated excellent results in prior ocean races.

Peter Watts was skippering *Ulidia*, an Atlantic 45, from Spain to Nova Scotia via the Azores. *Ulidia* had been in Europe since 1996 cruising Ireland, Scotland, England, Norway, Sweden, Denmark, Germany and France. The trip is noteworthy for the crew on board: Gretchen McCurdy, Kit McCurdy, Rod Fraser and George Jollymore all are members of our Station.

On a more local note, *Carpe Diem I* (owner Denis Linton) was bound for the Gulf of St. Lawrence, including the Magdalene Islands, in late summer. Reg Goodday's *Akubra* was off to Newport, returning via the Marblehead-Halifax race.



Carpe Diem

At the time of printing, the '03 Marblehead-Halifax will be in the books. The next ocean race in our area is the 2004 Halifax Saint Pierre race. The website for this event is www.route-hsp.net. Participants have the option of two courses - direct to Saint Pierre, or a stop in Louisburg, NS. (Full details on the web site.) Several of our Station members are likely entrants, and organizers are encouraging increased participation. The south coast of Newfoundland and the Bras



Chesapeake Station Spring Cruise - Ned Shuman, Drew Kellogg, Jack Quinn, Frank Tulloch and Bob Engle

d'Or lakes make for an ideal cruise destination on the return trip!

- Denis Linton

Chesapeake

The forecast for our Spring Cruise (May 16-18) was not good, and as the Cruise approached things got worse. Steady rain, northerlies and 50-degree temperatures greeted those who ventured out to the Friday rendezvous in Whitehall Creek. Seventy-five people and 21 yachts had registered.

On board *Enterprise*, Renee and I, with our guests John and Marsie Hawkinson, arrived early to get the anchor set for the raft-up. As rendezvous time approached, we wondered if we had misread the cruise booklet and anchored in the wrong creek. Just then Bill Brewer and his *Nancy Lakin* arrived and tied to star-board. Moments later Commodore Kaighn Smith and *Gaylark* tied to port. The party raft was formed and although we looked to the creek entrance often, no others arrived. As the temperature decreased, we turned up the cabin heat and had a lovely cruise party with tasty snacks. Comments were heard about fair weather sailors who missed an on-water opportunity to share a rainy, cool, windy evening.

Saturday's weather was the same with 15+ out of the NE. Nine yachts had registered to race in the Robert E. Henry Memorial Race; however, only three arrived at the starting line. Our overworked Race Committee Chairman Jeff Gibbons-Neff had his boat on station, but the seas were too rough to put additional help aboard. The race started on time with *Gaylark*, *Copy Cat* and *Reindeer* beating their way up the Bay. By 1600 hours, 16 CCA yachts were at the Gibson Island docks and the rendezvous was underway. Seventy-five members and guests enjoyed the cocktail reception featuring our new grog barrel properly stocked by Drew Kellogg.

At 1900 everyone was shuttled to the Gibson Island Club for a gourmet dinner. RC Closs thanked Jon and Karen Wright for organizing the Cruise, Bill Wilber, Randy Fisher and Frank Tulloch for coordinating Gibson Island, and Jeff Neff for combat duty as race committee. The Robert G. Henry Trophy was presented to Newbold Smith.

- Tom Closs

Essex

Our Spring Rendezvous started on a beautiful Friday afternoon in West Harbor, Fisher's Island. RC Bob Gunther, Jr. and Sheila, along

with Bob Edmonds, led the fleet on *Windward*. Tom and Dot Wadlow were on *Joyant* with their friends Greg and Jackie Stolz. Cruise Chairman Paul Connor and Carol with Rob and Stephanie Moore were on their new sloop *Kite*, and your scribe and wife Dianne Embree were on *Meridian*. Chris Wick and Gus Kinsolving joined us for cocktails.

The rendezvous was a week later than usual, so we missed the rainy Memorial Day weekend. All were complimenting RC Gunther on his weather insight.



Paul Connor, Rob Moore and RC Bob Gunther, Jr.

Our first adventure was tying up to Frank Bohlen's mooring. Normally one would not think tying up to a mooring would be an adventure. However, once rafted and having settled into a few Mount Gays, the other moorings started to drift by. It was not a rum effect, and at the dinner on Sunday we presented past RC Bohlen with the mooring ball sans shackle.

Saturday started with great promise, and Chris Wick came from Mason's Island in his runabout and gave us all a tour of Pirate's Cove. Then off on a close reach past East Clump and Latimers to Stonington before the beach picnic on Napatree. We got to Stonington just before the heavens opened. Unfortunately the beach party had to be scrubbed and the rest of the weekend was spent in heavy rain.

The Sunday night dinner at Skipper's Dock, attended by 40 members and guests, was a great success.

- Jeb Embree

Florida

A total of 14 boats and about 50 CCA members and guests had a terrific time on our nine-day Spring Cruise from St. Petersburg to Useppa Island on Florida's west coast. Cruise Chairman Dick Howarth made the arrangements, and the cruise came off without a hitch. With the exception of a couple of windy days and red tide between Venice and Useppa, the weather gods delivered almost perfect conditions.

Joe and Linda Lucas, unable to get under the bridge at Indiantown, deserve kudos for sailing *Covenant* around the bottom of Florida, then up the coast to St. Pete. Those of us who went across the state via five locks and the Okeechobee had an easy time of it.



Bill & Shelley White with Bill's 50 year medal

PC Bill White and Shelley hosted cocktails and hors d'oeuvres at their Boca Grande home, an occasion made even more special as Bill was presented with his 50-year medallion. Charlie and Kay Chapin hosted an extraordinary rum keg party at their beachfront Useppa Island cottage.

The cruise ended on April 12,



Ross Santy

A Real Maine Gam

RC Joe Lucas's 79th birthday, and members paid tribute to him at the wrapup dinner at the Collier Inn of the Useppa Island Club.

As the cruise disbanded, Jim Chambers was heard to say he didn't know which to check into first: Betty Ford or Weight Watchers!

- Jim Gourd

off by homemade Maine blueberry pies baked by Joan Roy and Ottsie Kendrick.

Keep in mind for next year that those of you planning to cruise our lovely waters in the best part of the summer are most welcome to join! Check the CCA website for dates and locations.

- Ross Santy

Gulf of Maine

As is our custom, the Boston Station/Gulf of Maine Post organized an informal series of "fenders over the side" rendezvous along the Maine coast from late July through mid-August.

The second of these took place at Bob and Joan Roy's home on Billings Cove, Deer Isle. The setting was stunning in its beauty and isolation and, despite heavy fog, a grand time was had by all. Over 55 people and a dozen boats found their way through the fog. A respectable time after the rum barrel was tapped, Will Rae (son of Allan and Catherine) piped "Amazing Grace" to usher us all to a supper of Bob Roy's industrial-strength fish chowder and fixin's, topped



Ross Santy

Bob & Joan Roy

New York

New York station members continue to venture hither and yon. A peripatetic few come to mind (a parapatetic few stayed home). Tom Gochberg sailed his Rhodes Reliance *Mistral* transatlantic,

Larry Huntington finished second in his 50-foot *Snow Lion* racing between Newport, RI and Cuxhaven, Germany in the North Atlantic Challenge. David Tunick continued to wend his way through northern Europe with a changing crew of the "who's who" of the CCA. His *Night Watch* graced the harbors of the Baltic this season. John Eills on *Echo* looked for a change of scenery in Newfoundland and found it. Hank Strauss took on the canals of France. I suspect he found the wine was better than in Newfoundland. Sheila McCurdy volunteered as officer in charge of eight (somewhat green) Naval Academy midshipmen for three weeks of offshore sail training. Who knows, one or two might become members one day.



Susan Kline, Skip Wickersham
& Ginny Sanford

We had a stalwart group show up for the dank June gam at Cold Spring Harbor. An easterly was piling into Long Island Sound, and it had been raining for 40 days and nights. Some people will brave anything for a rum punch (which was up to Susan Kline's usual high standards). The fall gam was scheduled for September 13 in Stamford, and an October dinner was sure to bring out several members and recent visitors to the Baltic for the swapping of stories. More information is available at www.ccanys.com

- Sheila McCurdy

Pacific Northwest

After returning from a variety of summer cruises, members planned to gather on Labor Day for their annual Fall Cruise. Organized by Baird Tewksbury, 25 boats were expected to meet at the former Union Steamship Wharf on Bowen Island in Howe Sound, BC. Cruise venues were to include Royal Vancouver YC, Bedwell Bay and scenic Indian Arm.

Long-range cruisers Dave and Sharon Heaps have completed a second season of east coast cruising aboard their trawler *Sounder III*. Beginning the season in Florida, they transited the reversing falls on the St. John River, New Brunswick and spent several weeks exploring inland before beginning their trip south. Sharon has given the green light for yet another season of cruising next year.

As many as 12 PNW members planned to participate in the Chesapeake Cruise.

Monthly luncheon meetings commenced again Sept. 15 at Seattle YC.

At our Annual Dinner Meeting Nov. 8 at Seattle YC, guest speaker is Tony Gooch, a Canadian who recently completed a 176-day, nonstop circumnavigation, with his wife onshore providing weather and route planning. All CCA members are welcome.

- Doug Cole

San Francisco

Heading north: Our Aries 32 *Misty* and Doug Finley's Passport 40 *Tuck A Roo* both headed up the West Coast for cruising in Canada and Alaska this summer, a route notorious for gale force winds on the nose in the summer months. I have a theory that by leaving early one can get lucky and have an easy trip. Once California's Central Val-

ley gets furnace-hot, it can suck a whole bunch of breeze down the coast and a rough trip is guaranteed. *Misty* got underway April 26 in a break in the weather during an unusually cold, wet spring. We didn't get the dreaded headwinds, but we sure got plenty of strong southerlies! Off Cape Mendocino we found ourselves in a nasty little storm and while running under very short canvas managed to gybe and break the boom. Later, on the Washington coast, we broke the end of the spinnaker pole and ran for shelter into one of those nasty shallow harbors.



Doug Finley Waits Out NW Gales

Tuck A Roo started May 29 and got up the coast 60 miles to Bodega Bay, then spent the next four days waiting for gale warning flags to come down. At last reports she was up on the Oregon coast. Fortunately, the wind doesn't blow forever, even on the California coast in summer. There is a saying out here, "fog is your friend" - which means if you just wait until the white stuff rolls in, you can usually get going north again in reasonable conditions.

Jim and Joanne Cooper had a better idea. They took their new 49' trawler *Pastime* north in September '02 in smooth post-summer conditions. Over the winter they worked on "new-boat bugs" in Sidney, BC and were then ready for summer cruising in BC and beyond.

Terror alert: San Francisco Bay enjoyed the distinction of be-

ing the safety inspection capital of the nation a few years ago when, following an uproar of outraged sailors, it was found that a quarter of all Coast Guard inspections in the US were taking place on the Bay. A change in command of the 11th CG District restored good relations. Patrols are getting a bit more active now however. A group of SAF members from Marin County sailed across the Bay on Jerry Knecht's *Night Watch* to attend the May luncheon meeting at St. Francis YC. On the way back they were



Bob Vespa and Scorio

stopped and boarded by the Coasties. Jerry says they became amazingly deferential when they saw that the whole group was dressed in blazers and CCA neckties.

Schooner reborn: One of the SAF Station's newer members, Bob Vespa, is nearing completion of a seven-year project to rebuild a lovely 42' Edson Schock schooner. Bob is not a professional boatbuilder, but you would never know it from the craftsmanship he has lavished on the 75-year old *Scorio*. With deck work largely complete, he is working on the mechanical and electrical systems as well as interior woodwork. Bob is no stranger to wooden craft, having sailed the South Pacific to Japan and back on his previous

sloop, *Rondo*, which unfortunately was lost on a subsequent trip on a reef off Central America.

Floating crab feed: In San Francisco if the month has an "R" in it, crab season is on. Accordingly, the usual monthly luncheon in March was held aboard a chartered tour boat which picked members up at the SFYC dock and roamed around the Bay while we tore into the famed Dungeness crab, San Francisco French bread and Napa Valley wine. Not a bad way to conduct SAF Station business!

- Bob Van Blaricom



Bob Van Blaricom, Sharon Smalley & Joe Alderson

Southern California

Brad Avery of our station, as current commodore of Transpacific YC, oversaw the biannual Los Angeles to Honolulu race. It is our "Bermuda Race" but a bit longer: 2225 miles. Also Grant Baldwin (a past commodore of TPYC) was

the communications officer aboard *Alaska Eagle* for his tenth time. Grant also did this for the Bermuda Race once or twice. Check it out at: www.transpacificyc.org.



Andrew & Corky Dossett

Andrew Dossett in *Bonnie Doone* completed on June 24 a 21-day solo passage from Newport Beach, CA to Honolulu in quest of a perpetual trophy created by a San Diego YC member to be awarded to any solo sailor 75 years or older on any passage from North America to Hawaii or vice versa.

SOC Spring Cruise participants had a great time on Catalina Island, May 15-18.

When you read this, we will have had a Fall Cruise in perfect weather (thinking positively) in San Diego and Ensenada.

Upcoming Station cruises are on the Calendar elsewhere in this issue; for the schedule of luncheons and the annual dinner, check out SOC on the CCA website.

- Larry Somers



Dan Nerney

Boston Station's Rat's Luncheon



What Did Sam Do?

Marsie Hawkinson



Garry Fischer, Nancy McKelvy and Bob Morris

Dan Nerney



The Fortins and Lucia Santy

Ross Santy



Sandy Weld, Jack Towle & Kaighn Smith

Bill Whitney

Guest Moorings

Some additions to the mooring list follow, courtesy of Garry Schneider (BOS/GMP).

Perhaps because he used to be a marine contractor, Garry has moorings in Maine and the Bahamas that he wishes to advise members about:

Eggemoggin Reach, opposite Can # 17, white ball, polydyne pennant, new 5/8" top chain, 3/4" bottom chain on 6000 lb. stone in 12 feet at low, low and marked "Rising Wind." Coordinates: 44 17.37 N 68 39.32 W.

"This is a fair weather mooring, as it is out in the Reach and there can be a bit of a chop with a SE wind," Garry says. "Feel free to dinghy into our dock. We are in a white house up to the right on a half-mile of gravel road."

When the Schneiders' *Rising Wind* is on this mooring, her other mooring in the Benjamin River should be vacant: A 1000-lb. mushroom, white ball, 1" polydyne pennant marked with her name. 5/8" top chain, 1 1/4" bottom chain. Coordinates: 44 17.80 N, 68 37.60 W.

Close to the Sedgwick town landing is another Schneider mooring marked *Dun Reach* (Bahamian for having arrived, as in "The doctor dun reach"). *Dun Reach's* mooring is also a white ball, 7/8" polydyne pennant, 5/8" top chain, 1" bottom chain. Coordinates: 44 17.77 N 68 37.61 W.

Consider this Schneider mooring "safe haven" in the Bahamas:

It is located just inside of Gun Point, between the northern end of North Eleuthera and the island of

Spanish Wells. It is well protected from most directions, especially from Northerners, and is in 15 feet of water at extreme low. The tackle is half of the undercarriage of a D8 Caterpillar bulldozer, about five tons, mostly buried in the sand. Bottom chain is 25' of 3/4" stud link. The top chain is 25' of new, half inch. The mooring ball is white, marked *Sugarloaf*. Pennant is 1 1/8 nylon. Coordinates: 25 32.86 N 76 44.45 W.

"We are usually at our house on Ridley Head for a month in the fall and most of April. Our phone number - (242) 335-3122 - is on the mooring ball, and members would be welcome to visit us ashore when we are there and take advantage of a hot shower, phone and a load or two of laundry."

Thanks to Garry Schneider for this "Notice to Mariners".

Send guest mooring notices to chanreis@adelphia.net or via the phone and fax numbers in the yearbook.

- Chan Reis

Preventing Accidental Jibes

In the 1989 Marion Bermuda Race, a pediatrician was killed at night while at the helm. No one else was on deck. The entire binacle was severely damaged, and it was evident that an accidental jibe had occurred. The boom did not extend as far aft as the helm, but the mainsheet traveler was in the cockpit. This incident struck home to me, as a neurosurgeon and fellow competitor in the race, and

led to a revealing collection of head injuries, mostly during accidental jibes, gleaned over the years from the press.

Although the incidence is difficult to define and to compare with other sports, head injuries in sailing are clearly a recurring, serious problem. Most injuries occurred during accidental jibes; in a number of these, the injury was caused by the mainsheet whipping across the cockpit as it followed the accelerating boom. Jibe injuries were often complex, involving the head and neck or upper body. In some fatal cases, it is not certain whether death resulted from the injury itself or from drowning. The best way to deal with this problem is to prevent the accidental jibe.

In 1996, a CCA/New York Yacht Club group met to consider how to prevent injuries caused by accidental jibes. Participants included chairmen of the safety, seamanship and technical committees of both clubs as well as other invited persons, including Ted Hood and Phil Garland. They concluded that the most desirable preventer system would have two features: (1) permanent installation, so there is no need to detach or reattach a line and therefore never a break in its deployment; and (2) complete control from the cockpit, so the preventer can be engaged/released quickly without leaving the cockpit.

A permanently installed preventer, controlled from the cockpit, can be easily and inexpensively rigged. On each side of the boat, the preventer line is attached to a bail at mid-boom or just aft of the fixed vang. It runs forward on each side to a block on deck then aft to line stoppers conveniently located on each side of the cockpit. The force required to prevent a jibe at its beginning is very small compared to the force generated during pro-

gression of the jibe. For this reason the line does not have to be overly strong. If the boat is "pinned" after an accidental jibe, the helmsman or cockpit crew can conveniently release the preventer. When sailing off the wind, whenever the mainsheet is trimmed or eased the preventer line is simultaneously eased or trimmed. In this way the boom and mainsheet are always controlled. This system has been in use on our boat for a number of years, including three Bermuda Races and three transatlantic passages. It is convenient to use and it is by no means revolutionary, original or in the way.

Permanently installed preventers can go a long way to protecting your crew by reducing the chances of the all too common fatal jibe. They are inexpensive, easy to use and effective.

- Garry Fischer, MD

Excerpted with permission from Boston YC's Binnacle, April '03.

Rig an Emergency Antenna

An emergency antenna is simple to fabricate and quick to install. Assuming the mast has been lost and the automatic antenna coupler is still operating, all that is needed is some wire a little longer than the length of the boat and preferably insulated, two or three poles and a nut & bolt with washers.

Preferably, the wire would be multi-strand with an insulating coating, of any convenient gauge. The wire could be solid core and also not insulated, though insulated wire makes life easier. The poles can be mop handles or boat hooks - the longer, the better.

Firmly attach a vertical pole to bow and stern. A third pole attached

to a lifeline stanchion at the widest point of the boat will help keep the crew from running into the wire; the higher the wire, the better for the same reason.

Starting at the bow, string the wire to the poles. If the wire is insulated, simply feed it through a small hole in the end of the pole and tie it back on itself. If the wire is bare and the pole is metal, it must be insulated at the pole connection to insure it doesn't short to ground.

Pass the wire through the intermediate pole if there is one (insulating it if necessary) and secure the wire to the stern pole. Using a small bolt, two washers and a nut, wrap the bare end of this wire around the bolt, along with the bare end of what is left of the antenna feed cable. Tighten the nut to secure the wires between the washers. Ensure that this connection won't accidentally touch the stern rail or other grounded metal by insulating it with electrical or duct tape.

While this may sound too simple, it is very effective and surprisingly not as directional as might be expected. An antenna like this was rigged on my boat when the mast was removed to get under the bridges on the way to Paris. Tied alongside the high stone wall at Bastille and amongst five story apartment houses above, we were able to talk to yachts in Spain and Italy.

-Walt Paul

For more detail, please see www.cruisingclub.org/communications



BVI Cruise - A Great Success



Truman Casner

The Gang's All Here at the Bitter End

COMMODORE Bill Whitney led 30 CCA yachts on the 2003 National Winter Cruise in the British Virgin Islands, March 16-22.

We began in Tortola at the Mariner Inn, near The Moorings, with casual cocktails and a buffet.

From there we headed west to Jost van Dyke. Ritual visits were made to Foxy's famous Tamarind Beach Bar, where some heard Foxy with his guitar extolling the superiority of alternative cigarette contents compared with tobacco. Some ventured to the birthplace of the "painkiller" drink, the Soggy Dollar, at neighboring White Bay.

Next stop was Marina Cay, with drinks aboard Joe Hoopes' (NYS) *Palawan* and on Scrub Island at Donovan's Reef

restaurant, organized by Jim Stanley (BOS).

The Commodore's Reception and Dinner at Bitter End Yacht Club featured a great reggae band. Roger Swanson (SAF) showed a fascinating film about his Northwest Passage campaign, with plenty of shots of ice for spectators sitting in the tropical heat.

Norman Island was the final stop, with snorkeling and visits to the caves. Uninhabited today, Norman is the Treasure Island that Robert Louis Stevenson made famous. (There is buried treasure on it.) Our farewell dinner at The Pirate restaurant on the beach segued into a raucous evening for some younger members of the cruise aboard a permanently moored schooner/bar called the William T. Thornton. Highlights of that party place's activities were leaps

off the upper deck into the water. One father was interested to find aboard his yacht the next morning T-shirts bearing the legend, "I Dove Naked off the Willie T."

Participation in the cruise was outstanding. Ed Kane (NYS) brought his gorgeously restored NY 40 *Marilee*. Waring Partridge (NYS) was on board his circumnavigator, *Wireless*, and Roger Swanson (SAF) was aboard his circumnavigator, *Cloud Nine*. Nick Brown (BOS) had CCA member and Admiral of the Royal Ocean Racing Club John Bourke aboard.

- Owen Smith, Cruise Co-chair (with Dan Gregory)



Truman Casner

Jack Towle Fishes for Beer



Truman Casner

Cruise Chair Owen Smith

Cruising Club of America
84 Main Street
Wickford, RI 02852

PRESORTED
FIRST CLASS
U.S. POSTAGE
PAID
PERMIT 43
GUILFORD, CT
06437



ADDRESS SERVICE REQUESTED

Mr. Michael B. Duffy
189 Suquamish Way
La Conner WA 98257-9627



Calendar of Events

2003

Nov. 4 Annual Meeting, New York, NYYC

Nov. 7-24 Special Antarctica Cruise

Dec. 31-Jan. 1 SAF New Year's Rendezvous, Clipper Cove

2004

Jan. 20 Winter Meetings & Dinner, New York, NYYC

Jan. 23-25 FL Midwinter Rendezvous, Biscayne Bay area

March 13-20 Nat'l Winter Cruise, Grenadines to Grenada

May 13-15 Spring Meeting, Mystic, CT

May 13-17 SOC Spring Cruise, Catalina Islands

May 22-23 BUZ South of Cape Spring Gam, Cuttyhunk

June 18 Newport Bermuda Race

July 15-24 Nat'l Summer Cruise in Ireland

Sept. 17-26 SOC Fall Cruise, Channel Islands

Nov. 16 Annual Meeting, New York, NYYC

2005

Jan. 18 Winter Meetings & Dinner, New York, NYYC

July 8-18 Nat'l Summer Cruise, Narragansett & Buzzards Bays

Nov. 15 Annual Meeting, New York, NYYC

Stations & Posts: Please email us your on-water event dates for April-October '04 so members planning a cruise to your area can join your rendezvous. (Editors' email: fastrabbit1@cox.net)

Please check www.cruisingclub.org for the latest details