

Nine CCA Boats Sail to Ireland to Join the ICC 75th Celebration

In early-mid June 2004 nine CCA boats left various ports on the East Coast to sail across the Atlantic in order to participate in the 75th anniversary of the Irish Cruising Club. Two of the boats raced in the Newport Bermuda Race along the way. Steve and Karyn James sailed *Threshold*, their Kanter 54', doublehanded from the Azores to Kinsale. For some this was their first transatlantic, for others one of many.

The big story about the various passages is that there is no story. All of the boats made it across with little or no gear failure. This speaks to the many hours (and dollars) spent in preparation for the voyage as well as the many years of experience at sea.

Daily communication was set up to provide moral support, or more, if necessary. Aboard *Knight Hawk*, we became the shoreside communication



Frank Hopkinson, Jr.

Knight Hawk approaches Ireland in a gale

link for *Silver Apple* when she lost use of her Iridium phone due to a pooping wave in her aft cabin. Daily emails via the Iridium provided position reports and updates on weather and conditions aboard allowing the shoreside contingent to share in our experience.

Aboard *Knight Hawk*, we had studied the pilot charts and heard stories of our route to the Azores. We could expect calm seas, light winds and warm sun. Of course, we experienced two days of pea soup fog, then cloudy skies, seas between 5'-15' either quartering or from astern, and wind over the deck between 20-25 knots. *Knight Hawk* made it to Flores in 10.5 days and from Horta to Kinsale in 6.5 days.

We experienced two gales during the entire trip, did not need any suntan lotion and, thanks to our pilot house, never had to suit up in our foulies. We had a great time!

-Bob Drew

Transatlantic Yachts

Newfoundland -Kinsale

Fiona - Eric Forsyth

Newport - Kinsale

Witch of Pungo -Tanner Rose

Thunderhead - Greg Carroll

Newport - Azores - Kinsale

Silver Apple - Bart Dunbar

Connecticut - Azores- Kinsale

Knight Hawk - Bob & Mindy Drew

Ft. Lauderdale - Azores - Kinsale

Threshold - Steve James

Maine - Azores - Kinsale

Canty - Paul Rogers

Newport - Bermuda -Kinsale

Diva - Garry Fischer

Hound - Frank Eberhart



Dan Nerney

The 2004 Newport Bermuda Race was a good one for CCA yachts. Above Richie Shulman aboard *Temptress* on his way to winning the Henry B. duPont Memorial Trophy as the Overall Winner for the Onion Patch Series.
More on the race on page 9.



From the Commodore

Dear Fellow Members,

Where did the summer go? It was only yesterday that we welcomed spring with a CCA gathering in Mystic, followed by a very successful Newport Bermuda Race in June and a grand cruise-in-company in July with the Irish Cruising Club to celebrate their 75th anniversary. And now those of us in northern climes are putting our boats away for the winter or heading south. Fortunately, we have the pages of the *GAM* to preserve memories of our all-too-short summer.

Our spring meeting at the Mystic Seaport Museum was highlighted not only by the dedication of the Cruising Club of America / Olin Stephens Reading Room but also by completion of the transfer of the CCA Archives to the Museum. The cataloging and preservation work by professional curators is now underway to assure that our collection of documents, films and photographs will be available for generations of CCA members and scholars.

I am also pleased to report that we are completing arrangements for publication of a centennial history of the Newport Bermuda Race to be written by fellow CCA member



John Winder

Commodore and Cinnie Casner at
Bermuda Race prizegiving

John Rousmaniere and co-published by the CCA and Mystic Seaport Museum. The 2006 race will mark the 100th anniversary of the first race to the Onion Patch, and we are delighted that John, with his firsthand knowledge of the race and his considerable skills as one of America's foremost sailing authors, has agreed to write this book.

You can help with this exciting project. The book, to be titled *A Berth to Bermuda: 100 Years of the World's Classic Ocean Race*, will tell the story as much as possible from the perspective of participants. If you have anecdotes, logs, scrapbooks, photographs or references to other sources that might be helpful to John, please share them with him. Please indicate whether your material should be returned or deposited in the CCA Archives. His address

is 100 Hope Street #23, Stamford, CT 06906.

You can send material digitally to jrousmani@aol.com.

In Memoriam

R. Edwin Disharoon, CHE, April 12, 2004
Lyman G. Farwell, SOC, August 30
Alexander R. Fowler, BOS, June 11
Archer Harman, Jr., BOS/BUZ, June 17
Norris D. Hoyt, BOS/BUZ, May 24
Frank MacLear, NYS, July 11
Michael F. Rodi, MD, SOC, May 6
Tyge E. Rothe, NYS, March 23
Robert W. Scott, PNW, August 12

*since publication of the 2004 yearbook
The CCA News will continue to carry full remembrances with
photos



The CCA GAM

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Coming Up ... Cruises and Meetings

Annual Meeting '04

New York YC

November 16

Annual members-only reception and dinner, with election of officers and review of the year, following committee meetings during the day. *Entertainment Committee Chairman Owen Smith: 203-966-8741; owensmith@aol.com*

Winter Awards Dinner '05

New York YC

January 18

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; owensmith@aol.com*

Spring Meeting '05

Bermuda

April 21-23

Headquarters hotel will be the Fairmont Hamilton Princess. To reserve rooms at our special rate, call the hotel (800-441-1414) and mention the CCA. Thurs.eve. - reception at Royal Bermuda YC; Fri. eve. - reception and dinner at Bermuda Underwater Exploration Institute; Sat. - reception and dinner at the restored commissioner's house in the former Royal Naval Dockyard, in the West End of Bermuda. There will also be opportunities for the island's many vacation activities. Discount airfares are in the works.

Summer Cruise '05

*Narragansett & Buzzards Bays
July 8-17*

Start out in Bristol, RI with registration and a clambake at Doug MacLeod's lovely waterfront prop-

erty. Then on to the Buzzards Bay harbors of Cuttyhunk and Padanaram, with a final event at Tabor Academy in Marion.. Time between events will allow cruising to Vineyard Sound and Martha's Vineyard or to other favorite area harbors. It has been 20 years since the CCA last sailed these waters as part of a national summer cruise, and Narragansett and Buzzards Bay remain two of the East Coast's premier cruising grounds, with many beautiful harbors and a reliable southwest breeze.

Co-chairs: Geoff Jenkins, Carrie Snyder. Email any questions to: ghjenkins@comcast.net

Fall Cruise in Croatia '05

September 11-23

Between the opening cocktail party in historic Split and the dinner party finale at an ancient palace in Dubrovnik, the Croatia Cruise will sail comfortable distances among islands of the clear Adriatic. Events along the way will allow ample time for individual games. Cruise Chairman Rob Kiley has been sailing in these parts and says we are in for a wonderful cruise. To add your name to the mailing list and receive additional info, send your \$50 check (payable to "CCA Croatia") to Rob Kiley, Bay Colony Financial Group, 460 Totten Pond Rd. - Ste. 630, Waltham, MA 02451.

Cruise Invitation in Sweden '05

Late July, 10 days

CCA yachts are invited to a cruise in company in the Stockholm Archipelago organized by the North American Station of the Royal Scandinavian YCs and Nylandska Jaktklubben (NAS) along with

KSSS. The dates will allow boats to reach Croatia for the cruise in September. Because the Archipelago ranges from small villages and ports to lonely outer reaches of rocky islands, the NAS cruise (depending on participation) will be organized in groups of five to seven boats. Charter boats are available. To add your name to the email information list, contact David Tunick at dtunick@tunickart.com; 212-570-0090 (during the week); or 46 East 65th St., New York, NY 10021.

Annual Meeting '05

New York YC

November 15

Winter Cruise '06

Baja California

April 22-30

This cruise will take place in the Sea of Cortez. There will be a "love boat" and a Moorings fleet. The Southern California Station is looking forward to hosting a great cruise. Co-chairs are Lou Scott and Jack Cahill.

Summer Cruise '06

*Gulf Islands, British Columbia
Shortly after Labor Day*

Plans are being made for a wonderful cruise in this lovely area. Cruise co-chairs are Tad and Joyce Lhamon.

Bermuda Race '06

100th anniversary

June 16, 2006

Please mark your '05 calendars!
The deadline for the Spring Issue
of
the GAM will be **February 10.**



Cruising Intentions

Scott and Kitty Kuhner (NYS), *Tamure*: These two-time circum-navigators planned to head for the Bahamas for the winter, after a summer in the Iberian peninsula. In a note in *Blue Water Sailing*, Scott looked ahead: "In 2006 we would like to sail to Brazil, one of the last undiscovered cruising grounds...[and] we would like to go back to the Pacific one more time."

Jack and Pat Tyler (FLA), *Whoosh*: "Plan to winter aboard

at St. Katharine's Haven in London yet again (we only scratched the surface last year...) and then sail England's South Coast this coming spring, before departing across Biscay to the Iberian Peninsula and the 'Ria Lifestyle' that we hear is cruising Portugal and Spain's Atlantic Coast. Winter? Perhaps the south coast, on one side of Gib or the other. Does anyone have charts and guides they would like to sell or swap (for ours of N. Europe)?"



In the News



September 11 Memorial

Don Watson (BOS/BUZ) is more used to building boats, but he recently spent many hours assuring that the Staten Island September 11 Memorial would be complete for a third anniversary dedication. The memorial, which honors the 267 people from Staten Island who died in the terrorist attack, was built using New England Boatworks resin infusion technology. To obtain the strength required for the 40' tall envelopes to withstand high winds, resin was pulled through as many

as 38 layers of fiberglass. Small channels scored into the foam core allowed the resin to migrate. The two sculptures, each 30,000 pounds, were shipped by barge to Staten Island, where they bracket the view of Ground Zero from Staten Island.

PC Stan and Martie Livingston (BOS/BUZ) sailed their Oyster 46 *Manukai* to an overall win in the Oyster Newport Regatta, with two bullets and a second place finish. It was the first regatta for the well-cruised 19-year old *Manukai*.

Rich Wilson (BOS) took a second in class in the recent Solo Transat, sailing the 50' trimaran *Great American II* over the 2800 mile course in 15 days 19 minutes 40 seconds. In 1988 he won the Class 5 Multihull division of the Transat, but said this time was harder.

New York

"Station of Champions"

- First station to have any female members.
 - First to have several female members (at least 3 in 2 different election classes) while no other station had any.
 - The station responsible for the CCA's first female flag officer.
 - The only station (I believe) with a currently active two-time circum-navigator (Scott Kuhner).
 - Believe we also have the most currently active circumnavigators.
 - The station with the first post WW II trans-Atlantic passage (*Carina*, in 1952). Which also, appropriately, was the first such passage of *any* American yacht.
 - The only station ever to originate a father-son flag team *simultaneously* - In 1975 elder Dick Nye was Commodore while son Richard was NYS RC. (Bill and Blunt White both served, but a generation apart.)
 - The only station to host two CCA National meetings per year - every year.
 - The Station from which Florida . . . and Boston . . . routinely try to swipe members . . . obviously because ours are so good. Those stations have lost their moral compasses . . . (In view of the fact that being a "Gentleman . . . of acceptable character" is a qualification for CCA membership, we may have to drum both stations out of the club.)
- Need I say more?

- Past RC Bob Darbee

Oh, yes - the CCA is also incorporated in New York.

(Which Station will be next? Let's hear it for shameless self-promotion! We ask only that your Station facts be truthful and sailing-related. - Eds.)

A Preview of Croatia

[The CCA Croatia Cruise is set for Sept. 11-23, '05, planned by Rob Kiley (BOS). CCA member Llwyd Ecclestone (FLA) and Diana, also cruised this coast on their Frers 94 *Keturah* with guests Jack Batts (also FLA) and Nancy. They share some impressions and tips.]

We arrived in Dubrovnik, Croatia July 18 to enjoy ten days cruising the Dalmatian coast to Venice. Dalmatia is a triumph of green, infinite islands, ancient ruins, and walled towns built of wrinkled yellow stone – all beautiful.

The recognizable feature that defines the history of Dubrovnik is its intact wall, which runs uninterrupted for 1940 meters encircling the city. Walking the top is definitely worth the effort, but you'd best be in shape!

Two days later *Keturah* headed out to the west end of Mljet Island called Polace. This was a snug harbor, its entrance sheltered by five islands. Ashore are a small settlement, ruins of a roman palace, caves, beautiful beaches, a Byzantine palace, an early Christian basilica, and a small, excellent restaurant with small pontoons for mooring dinghies.

We sadly left for Korcula, which lived up to its billing as a beautiful town with traces of many European civilizations. Stern tied to the ACI Pier. Exploring the old town, we found a lively drinking club at the top of an old turret at the NE end. Only the most hardy should tackle the stairs.

Sailing up the Peljeske Channel to the town of Hvar at the west end of Hvar Island, we found yet another beautiful harbor town with lots of cafes. The island is a beautiful combination of lavender and wine. We wouldn't recommend

walking or taxiing to Milna to the east as being worth the effort.

After a two-day stay at Hvar, *Keturah* sailed on, passing Stari Grad and Milna (on Brac), which were deserving of stops, but with so much to see and do and good winds, we carried on to Trogir. This island town should preferably be seen by sailing around Clovo or at least by car. It stands on the foundations of an ancient Greek settlement on a small island, connected by bridges. Trogir

has a fascinating offering of restaurants, markets, unique sights including the 15th century Trogir Chapel.

Visited Emperor Diocletian Palace in Split by car. This is absolutely a "must see" with a *guide*. We regretted having to give Vis Island and beautiful Komiza a miss.

On Bisevo Island, time your visit to the Blue Cave before noon, for clearest water. And consider a refreshment stop at Michelas Bistrot.

Keturah cruised on to Sibenik, Mali, Losinj, Pula, Rovinj and Venice, wrapping up a wonderful adventure cruise, with every stop a new experience.

-Llwyd and Diana Ecclestone



Keturah at Trogir

A few tips

Wine: Posip and Kutjevo – great vintages!

Wind: NW quadrant prevails, but when there is wind it constantly changes

Weather reports: In English, on VHF ch. 68

Phone: GSM coverage excellent with US phones. Croatian SIM card available.

Money: 6 Kuna for \$1 US

Guides: Recommended and available

Guidebook: *Navigational Guide to the Adriatic: Croatian Coast*. Available from Armchair Sailor/Bluewater Books

Cafes: Many and varied quality

People: Friendly.

Spring Meeting at Mystic Seaport – a string of pearls!

The Spring Meeting was held at Mystic Seaport in Mystic, CT, May 13-15. Thanks to the hard work of chairman Mindy Drew and her able committee the weekend was a great success. Over 100 members and 60+ spouses and significant others attended.

The proceedings commenced with cocktails at our host hotel, the Mystic Hilton. After an initial dearth of Mt. Gay was overcome, the reception proved an ideal venue for renewing old friendships and acquaintances.

Meetings took place throughout Friday and on Saturday morning. Lunch was served both days in the Thomas Claggett Boatshed, right on the Mystic River.

Friday evening cocktails and a fine dinner were served in the River Room of the Seamen's Inne. Opening and welcoming remarks were made by Commodore Truman Casner, Vice Commodore Ned Rowland, Essex Station Rear Commodore Robert Gunther, Jr. and Mystic Seaport's Director of Waterfront Activities, Dana Hewson. Perhaps a first at a spring meeting, and the inspiration of Sheila Gunther, members and guests danced the night away to the irresistible sounds of the String of Pearls, a 16-piece band styled after the 1940s big band sound.

The next afternoon, Station teams competed for the Mystic River Challenge Cup in races run by Brin Ford and Bob Drew. Each Station RC was asked to provide a two-member team to sail the Seaport's 9' Dyer Dhows. The cup was won by Pim Epler (Essex Station) sailing for the Bermuda Station, in a narrow victory over Paul and Carol Conner (Essex Station).

It's a good bet that had Bermuda's rear commodore, Kirk Cooper, been able to participate, the result might well have been the same. A large group of spectators viewed the races from the dock as well as from the 1912 Herreshoff launch, *Resolute*.

Other activities included behind-the-scenes tours of the Seaport and side trips to the Nautilus Museum and Mystic Aquarium.

A highlight of the weekend was the dedication of the Olin Stephens Reading Room in the G.W. Blunt White Library. The dedication was presided over by Commodore Casner, Mystic Seaport Director Admiral Doug Teeson and Past Commodore Jim Pitney. Olin Stephens, in his 75th year as a member of the CCA, talked about his favorite designs and took questions from the floor.

We were entertained by two chanteymen during Saturday cocktails aboard the 19th century whaler, *Charles W. Morgan*. While it was almost as difficult to get a drink as it must have been for her original crew, the *Morgan* provided a unique venue.

Dinner was a New England lobster bake followed by a presentation of the Rosenfeld Collection by the Seaport's Maryann Stets. The weekend officially ended with closing remarks by Commodore Casner.

– Bob Gunther, Jr.



Thomas Claggett Boatshed

Joan Linn Bekins



Commodore Casner, Olin Stephens, PC Pitney and Admiral Teeson

Dan Nerney



Our chanteymen

Dan Nerney



Andy and Bob Knight

Joan Linn Bekins



Dan Nerney

Ross and Kathleen Sherbrooke



Dan Nerney

Past Commodores Bob Drew, Jim Pitney, Bill Whitney, Commodore Casner and Past Commodore Jack Merrill



Dan Nerney

Harry and Sue Morgan



John Sanford

Davis Arenburg and Brian O'Neil



Joan Linn Bekins

Buoy room @#@#@#!!!!



Robby Robinson, Don Bekins, Bob Van Blaricom and John Sanford



Dan Nerney

Hank and Jo Strauss - Where did you get that Mt. Gay?



In the Spotlight



Ed Gaynor

Ed Gaynor (NYS) may have set a CCA record for second-place finishes, diminished only by two firsts-in-class to Bermuda and a first overall in the Halifax Race. He was three times first overall in the Vineyard Race, which led to winning the NORT (Northern Ocean Racing Trophy) three times.

Ed started out sailing with the Boy Scouts, and then served two years in the Merchant Marine before having an H-28 built while at Yale. He lived aboard while attending graduate school. A blind date, Betty, for whom he boiled lobster aboard, was in fact a licensed lobster woman. Thus began their cruising life together. A longtime navigator for Newbold Smith, Ed has sailed with many CCA members in 22 Newport Bermuda races, as well as uncounted Vineyard and Block Island races.

Needing a bigger boat for his wife and three children, Ed bought an Aage Nielsen yawl. He met and admired the designer and after many trips to Boston to consult with him, a new 43' Nielsen keel centerboarder built by Paul Luke was launched, named after the younger Gaynor daughter. *Emily* is familiar to all of us on the East

Coast, as she has cruised and raced for 28 summers.

Always innovative, Ed has long been involved in the world of plastics. His manufacturing company has molded unique composite electrical switches, and Ed played a part in the first plastic ski boots. His daughter Eliza, crew on six Newport Bermuda Races aboard *Emily*, developed and manufactures thermoplastic ballet toe shoes.

Ed's tradition of second-place finishes has been carried on by his son, Hewitt (NYS). Both father and son were second in class in the 2002 and '04 Newport Bermuda Races, Hewitt aboard his J-120, *Mireille* in the doublehanded class, and Ed in IMS Class 1, once again in *Emily*.

Ed's philosophy is, "If you have a good boat or a good woman, stick with her." In proof of which his good boat won the Maritime Museum Trophy for the yacht older than 15 years with the best corrected time in the '04 Newport Bermuda Race.

"Tuna"

The owner of the sailing world's most widely recognized nickname is anything but chicken of the sea! His crew hung the irreverent moniker on Arthur Wullschleger (FLA) during a Fastnet Race following his call to "shorten sail" and he has been "Tuna" ever since – to fellow sailors and judges, race committees, kings and princes, from Japan to Australia to the Caribbean.

His impressive sailing career – 25 years as a Larchmont

frostbiter, 30 as an ocean racer, including 18 Newport Bermuda Races, 25 SORCs, 4 Transatlantics, six Fastnet and Cowes Race Weeks – has been all but eclipsed by his extraordinary later career as an international yacht racing judge and umpire.

There was a time when Tuna and Diana Wullschleger each raced



their own boat in Block Island Race Week – he on his custom aluminum sloop *Fire One*, she on her 48' wooden yawl *Elske*, and though the two boats weren't racing head to head, their daily finishes were a subject of lively cocktail hour conversation.

An energetic supporter of the America's Cup, Tuna has held key positions with syndicates including Ted Turner's *Courageous*, the NYYC's *America II*, Nippon Challenge and Team Caribbean.

Now 26 years into a judging career that takes him to many events, Tuna helped develop the on-the-water judging system that has become an integral part of the America's Cup. He officiated at the first umpired event. His 2004 judging calendar to date included Key West Race Week, Etchells regattas, the Rolex Regatta in St. Thomas, Antigua Race Week, Newport Bermuda Race, the Mackinac Race, and over a dozen more.

Honors, both national and international, have come Tuna's way. In addition to US Sailing's prestigious Herreshoff Trophy, Tuna was awarded the ISAF's Gold Medal, which in its long history had been received by only four Americans (CCA's Harry Anderson among them).

"That one meant the most to him," Diana says, "He hasn't taken out the garbage since."

Bonnell Cove Foundation's Suddenly Alone Seminar Update



Moderator Nancy McKelvy



Don Dement

What is Chip Schutt doing?

The Suddenly Alone Committee presented a seminar in March that was jointly sponsored by the Sailing Club of the Chesapeake and the Annapolis Yacht Club under the leadership of CCA member John Melchner. The event was moderated by Nancy McKelvy and was held at the Annapolis Yacht Club.

Approximately seventy-five attendees participated in workshops covering Communications, Navigating to a Safe Harbor, Crew Overboard Procedures and Stabilizing the Boat. During lunch, the commander of the Coast Guard Station in Baltimore made an extremely informative presentation on the

USCG response to a MAYDAY call. A Coast Guard rescue vessel and crew was available at the club dock for all to inspect. In addition, a representative from Fawcetts Boat Supplies demonstrated the latest safety equipment.

Talks are currently under way for putting on seminars at the Chicago Yacht Club and Rochester Yacht Club for the spring of 2005. Every one of the Suddenly Alone seminars held over the past three years has been sold out. Contact for sponsoring seminars or purchasing the companion workbooks is Kaighn Smith, MD at kaighns@aol.com.

Rod Stephens Trophy Nominees Sought

The Awards Committee is seeking nominees for the Rod Stephens Trophy for outstanding seamanship. The Trophy, presented to the CCA by 21 of Rod's shipmates and friends, is to be awarded for an act of seamanship which significantly contributed to the safety of one or more individuals at sea.

The 2003 awards went to Bruce and Jane Berriman of Newport, RI for heroically saving the lives of two

Danish sailors. The two Danes were in peril of being sucked into giant hydroelectric turbines following the engine failure of their sailboat on exiting a lock on the Rhone River.

Please contact Bob Van Blaricom, Awards Chairman, 679 Hawthorne Dr., Tiburon, CA 94920 or janebob@pacbell.net.



2004 Newport Bermuda Race

— a good year for CCA yachts

This year's Newport Bermuda Race brought some good fortunes to the 34 CCA skippers competing in the 44th biennial Thrash to the Onion Patch. Here are some of the statistics:

- Three of the 13 classes were won by CCA members.
- 16 boats and crews competed for the new Family Participation Prize, requiring the best performance by an all-family crew of at least four in the same family. This is about 10% of the fleet. Who said family sailing was dead?
- *Orion*, sailed by Pat Patterson, won IMSCR Class 4 as well as taking the Overall Performance Trophy for beating the next two yachts in her class by the largest margin.
- *Orion* and *Aura*, sailed by Bill Kardash, represented two of the three boats on the 2nd place Onion Patch Series team, winning the American Businessman's Trophy.
- *Temptress*, sailed by Richie Shulman, won the Henry B. duPont Memorial Trophy as the Overall Winner for the Onion Patch Series. *Temptress* was also a member of the 1st place Onion Patch Series team, winning the Onion Patch Trophy.
- *Zaraffa*, sailed by Skip Sheldon, won IMSCR Class 8, which included most of the big boats.
- *Lora Ann*, sailed by Rich duMoulin, won AMERICAP Class 13 for the doublehanders, beating *Mireille*, sailed by Hewitt Gaynor, by a mere 3 minutes. This was Rich's second time winning the Doublehanded Division.
- *Emily*, sailed by Ed Gaynor, won the Maritime Museum Trophy for the yacht older than 15 years with the best corrected time in the Cruiser/Racer Division.
- German Frers won the William Snaith Memorial Prize for designing the yacht winning the St. David's Lighthouse Trophy, won by a Swan 45 with a fully Corinthian crew sailing in her first Bermuda Race for boat and skipper;
- *Carrera*, sailed by Joe Dockery, won the Corporation of Hamilton Trophy for the first yacht to finish.
- Jim Mertz sailed his 30th Newport Bermuda Race and received a special award from Commodore Casner at the Captains' Meeting in Newport.



Dan Nerney

Bob Stone's Arcadia at the start



Dan Nerney

One messy start



Dan Nerney

Rob Mulderig's Starr Trail

- Dan Strohmeier was honored at the Prizegiving on the 50th anniversary of his overall win in 1954.

Finally, I passed the baton to Bill Barton at the postmortem meeting of the BROCC, after chairing both the 2002 and 2004 races. It has been a real pleasure for me!

- John Winder

Centennial History of Newport Bermuda Race

You can help!

See "From the Commodore" on page 2 of this issue.



News from Stations & Posts

Boston & Buzzards Bay

The Boston Station recently lost two very valuable members: Archer Harman and Norry Hoyt. We will miss them dearly.

The Boston Station had a successful Gam in Newport and Bristol on Memorial Day weekend. We are particularly indebted to the Livingstons for their hospitality, to Dorsey Beard and Sib Reppert for putting it all together, and to the Young Members Committee (Sisks, Rowlands and Hallowells) for creating such a great kids' program. The banner made by our grandchildren hangs proudly in our house in Newport.

It is a true pleasure to welcome the six outstanding sailors elected to membership last spring: Bruce Beard from Jamestown, RI; Peg Brandon from Teaticket, MA; Don McLucas from Williamstown, MA; Roger Merrill from Hingham, MA; Jan Pederson from Portland, ME; and John Quinn from Jamestown, RI.

I look forward to getting to know Roger and Jan in the years to come. Peg and Don are old friends from the Sea Education Association in Woods Hole, where Peg was Marine Superintendent. Don was interim president before CCA member John Bullard took the helm. Bruce Beard and his CCA member wife, Dorsey, have been sailing pals on *Diva* for years, and John officially became a member in June while helping me guide *Diva* first to Bermuda and then to Ireland.

On board *Diva* were not only John Quinn, whose sailing skills approach those of legendary Dick Goennel from the New York Sta-

tion, but also Boston Station members Rob Leeson and Howie Eisenberg. Our crew was rounded out by my cousin Neil Macaulay from Garelochhead, Scotland, our skilled and committed onboard weather guru, and Ernst Rothe, son of former CCA member Tyge Rothe.

The spirit of the trip was set at the barbecue for the combined non-spinnaker division of the Bermuda Race and the transatlantic cruise in company held at New York Yacht Club's Harbour Court on June 15. Our divisional 3rd place finish in the race melted several rungs when we failed to save our time over several smaller boats. Fortunately we were able to leave St. George's for Ireland in high spirits before the bad news materialized. The trip took 19 days. Our only transatlantic incident occurred when the water maker shut down because air had been sucked into it in a robust sea. The skipper (RC) became a hero in the eyes of the crew when he found the remedy by actually reading the manual: simply go to step one of the start-up cycle.

Hound also did the Bermuda Race and the transit to Ireland, but we were never able to make radio contact with her. Halfway to Ireland we started talking with Bart Dunbar's *Silver Apple* and the Drews' *Knight Hawk*. We had a great cruise along the Irish coast with the ICC, CCC and RCC, the CCA part so ably organized by Bart and former Commodore Drew.

Rob Kiley's Fall Social Schedule for the Boston Station is as follows. Oct. 1,2-Gam, Westport River; Oct. 13 - Steering Commit-

tee Meeting & Dinner for New Members and Proposers, Henderson House, Weston, MA; Oct. 15 - First Luncheon, Manchester YC (others at the Rats, Boylston Place, Boston); Nov. 4 - Annual Dinner Meeting, Dedham Golf & Country Club, MA.

- Garry Fischer



Dan Nemey

Russ Field and Doug MacLeod

Bras d'Or

Spring was slow arriving in Nova Scotia. When it did arrive, it was cooler than usual and in turn brought lots of fog.

Our first raft up was impacted by fog, with only three boats making it to Scott's Cove (*First Light*, *Christina Grant* and *Ulidia*.)

On the ocean racing front, 2004 saw the 2nd running of Route St. Pierre races. One group sailed direct from Halifax to St Pierre, the other group via Louisbourg. Of the 17 yachts in the main group, seven were owned/skippered by CCA Bras d'Or Station members. (*Third Wave*/Capt. Hal Davies, *Zimaz*/Iain Tulloch, *Akubra*/Dr. Reg Goodday, *Black Irish*/David Arenburg, *First Light*/Dr. Al Bishop, *Christina Grant*/Wilson Fitt,



Capt. Hal Davies

and *Carpe Diem I* (Denis Linton). *Glooscap II* also participated in the Louisbourg leg. This yacht was skippered by Ernest Hamilton of the Boston Station.

On the ocean crossing front, our Phil Wash was a key member of the crew on *Clover*, a Swan 56. The route was Newport, the Azores, Spain, Ireland, England and France. Almost 4,000 miles over seven weeks, yet the boat came back in seven days on a lift ship! It was since seen racing in Chester, NS race week!!

On the cruising front, it should come as no surprise that *Surprise!* Syd Dumaresq completed another lengthy passage, this time a circumnavigation of Cape Breton. *First Light*/Dr. Al Bishop also used the return trip from St. Pierre as an opportunity to cruise the south coast of Newfoundland. *Carpe Diem II* Denis Linton visited some interesting places in the Northumberland Strait.

Going forward, the Station events include: Sept. 11 - Fall raft up; Oct. 6 - Business meeting (RNSYS, Halifax), Oct. 23 - Fall social (location tbd), Nov. 24 - Annual meeting (RNSYS).

-Denis Linton



Denis Linton on right accepts his prize



Wally Stone, Andrew Kellogg, Bob McWethy, Karl von Schwarz, Fred Knight, Jack Quinn

John Hawkinson

Chesapeake

This year's Spring Cruise in late May was well planned by Bob Johnson and Rob Cochran and began in their home waters of Eagle Cove on the north shore of Gibson Island. Friday was a beautiful day for a cruise up the Bay into the Magothy River - anchor in the cove for a Station rendezvous; 15 yachts included nine in the main raft centered on *Enterprise*. Our world class Grog Barrel and hors d'oeuvres were served, with 45+ members and guests enjoying the evening.

Saturday's activities included our traditional race for the Robert G. Henry Memorial Trophy. Nine yachts crossed the starting line at Baltimore Light in an 8-10 knot southerly. On the committee boat, *Change of Pace*, Sunny and Anne Smith assisted by Bob and Pat McNitt shortened the course after the wind died, shifted and filled during the midday. *Reindeer* with Newbold Smith and crew won the Henry Trophy with an impressive demonstration of boat speed. The fleet gathered at the Inner Harbor East Marina and 60 people attended the party on the dock, then walked to Little Italy and Amicci's Restaurant for a wonderful dinner. Following the trophy presentation, many adjourned to Vaccaro's for incredible desserts.

Sunday was another nice day, and the fleet slowly disbanded and returned to home ports.

The Irish Cruise included Chesapeake Station members Jim Rogers and Bob Price with families. Chartering also were Steve and Mary Hiltabidle with Walter and Anne-Lise Fink

and Alan and Vivian Harquail. They have many wonderful memories of this beautiful and large cruise from Cork to Bantry Bay.

Karl von Schwarz sailed on Llwyd Ecclestone's *Keturah* (FLA), along with Dan Dyer and Art Burke (BOS), in the Maxi Worlds in Sardinia - beautiful racing among the islands in shirtsleeve weather.

Many of the Chessies who ventured north experienced limited visibility some of the time. Fred and Judy Knight had a fair amount of pleasant sailing in upper Penobscot Bay. John and Marsie Hawkinson with another couple chartered out of Southwest and revisited many familiar haunts - pleasant reminiscences despite rain and fog.

- Tom Closs and John Hawkinson

Essex

The Spring rendezvous of the Essex Station was held on the weekend after Memorial Day. This date works well as it avoids family outings and allows the long weekend to get our boats ready. What a good time we had! We started out by rafting up in Threemile Harbor on the South Fork of Long Island. The Gardiner's Bay breezes did not disappoint, and we had quite a barn burner going on as we arrived on Friday afternoon. Tom and Dotty Wadlow, along with Sandy and Sidney Van Zandt on *Joyant*, Paul and Carol Connor on *Kite* with their

friends from Noank David U. Page (not David N. from NH) and Nancy Hellery, Spencer and Lynn Leech on *Stormy Petrel*, and your scribe with his wife Dianne on *Meridian*. Dick Pendleton on *Excelsior* anchored some distance to weather.

The next day we had a nice sail to Coecles Harbor on Shelter Island, where we met up with RC Bob Gunther on *Eastwinds*, and we had another successful raft-up. Once again our cruise chairman, Paul Connor, ran a good time.

Our Fall Rendezvous was held the last weekend of September, a bit earlier than usual because of the impending departure of our RC, Bob Gunther, Jr., who was moving to Oriental, NC. The station is sorry to see him go, but looks forward to his many visits. We will miss Bob and his wife, Sheila. We thank him for all the fine jobs over the years, not only as our RC but also as a member or chairman of numerous committees.

We had a splendid raft-up in West Harbor on Fishers Island, with ten boats present. New member Fred Deichman with his wife, Kathren, on *Dawn Treader*, Peter and Joan Ross on *Tynaje* with Bill and Pam Kellett and Barnaby and Mari Ann Blatch, Paul and Carol Connor with their friends Francis and Marilyn Michael on *Kite*, Cris and Shirley Wick on *Mischief*, RC Bob Gunther on *Eastwinds*, Tom and Cissie Keogh on *Resistance*; Gus Kinsolving rowed over from *Seabird*; Rives and Nancy Potts on *Carina*, Dean and Irene Miltimore on *Constancy*, and Jeb and Dianne Embree on *Meridian*.

Saturday, after a walking tour of the island and a boat trip into Pirate's Cove, we sailed around the Sound and eventually made our way to Noank. Our cruise chairman,

Paul Connor, and his wife, Carol, hosted a cocktail party for 50 CCA members and their guests, who all enjoyed the Connor's home with its abundance of nautical artifacts and memorabilia. After cocktails we went on to Abbots for a fine lobster dinner.

Please join us at our luncheons, which are held on the third Thursday of each month Sept. to June.

- Jeb Embree



Florida Station fleet

Dick Howarth

Florida

On April 16, 50 Florida Station members, families and guests met in Jacksonville at Florida Yacht Club, hosted by Flag Officer Lee Smith, to "kick off" the Spring Cruise with cocktails, dinner and camaraderie in preparation for our venture into the wilderness of Florida's St. Johns River

The river itself flows north and is generally oriented in a SSW direction for 180 miles, and was a primary commerce route serving a large portion of Florida in the 1800s. The urban landscape gradually faded and was replaced by a pristine essence of almost primeval ambiance interrupted only by isolated fish camps. More (and bigger) 'gators were seen as well as turtles, herons, egrets, limpkins (a rare species), osprey, owls, eagles plus a few other fauna. The expe-

rience took on an added dimension of surrealism.

A variety of planned events kept the fleet moving and entertained with wonderful scenery and good company. We explored the winding Six Mile Creek, watching the wildlife and bass fishermen. Later, we feasted on platters piled high with seafood washed down with many pitchers of Yuengling lager at the Crab Shack.

Our anchorage off Turkey Island gave us a lay day and a chance to explore the Oklawaha River in dinghies. The narrow, winding, shallow river was like a rain forest with overhanging trees blocking out much of the sunlight. Most enjoyed lunches while tied up to tree branches savoring the quiet and solitude. The evening was highlighted with a cocktail party aboard Cruise Chair Dick & Ruth Howarth's houseboat and dinner ashore at the Floridian Sports Club.

The fleet next headed upstream through Lake George, one of the many lakes in the river, stopping outside of Silver Glen Springs. After Bloody Marys aboard the Lucas/Chambers houseboat and the spectacular sighting of a rainbow around the sun, the fleet took dinghies up the creek to the Springs to swim in pristine fresh waters. Later, the fleet proceeded to the anchorage at Morrison Island, where Charlie & Kay Chapin invited all for margaritas aboard *North Star*.

Our next destination was Lake Beresford – the southernmost terminus of the cruise, where Lake Beresford Yacht Club hosted us for two days, including cocktails and dinner. Most of the fleet again took to dinghies for a circumnavigation of Hontoon Island with a stop at Blue Spring State Park, with its great boardwalks providing access

to scenic areas, including an overhead look at its fabled bubbling Blue Spring. Arrangements were made by past RC Gourd for an extraordinary painting demonstration by R.L. Lewis (and son), one of the original 'Highwaymen' groups of artists. Jim later purchased the demo painting showing a dramatic seashore scene. Others bought some of his available work, which he had brought along. A tasting of Florida Station's famous Rum Keg at the swimming pool followed.

The next day, the fleet left Lake Beresford early to head north with the current for anchorages at Seven Sisters Island and then on to Old Bull Bay, before heading on to Florida Yacht Club to complete our Cruise, ending with a standing ovation for Cruise Chairman Dick Howarth and his committee. In all, a spectacular cruise!

We were saddened to learn of the death on September 20 of Charlotte Comstock, widow of National Com. Peter Comstock. She succumbed to complications following a stroke. Charlotte had been very active in Florida Station events. She will be much missed.

- Wally Ross

(Eds. note: At press time, the fourth hurricane to bear down on Florida this season was wreaking havoc on parts of the East Coast. Very limited news indicated that earlier hurricanes had inflicted damage on some CCA members' homes and docks. We hope that the absence of catastrophic reports indicates that members have emerged from the onslaught with reparable damage, if any.)

Gulf of Maine

A small group of intrepid souls gathered at the June 26 gam in Pul-



Gulf of Maine Gam

Anne Hartmann

pit Harbor, ME. Although the weather was poor [eds. note: George H. said "lousy"] the group rallied for breakfast aboard Allan and Kathy Rae's *Evening Star*. Others who braved the elements: Bob and Shirley Zinn, on *Joye*; Tom and Barbara Kiley, on *Snow Star*; Tom and Jane Babbit (not CCA but a most welcome addition to the group), on *Bravo*; and George and Anne Hartmann, on *Isla*.

- Anne Hartmann

New York

New York Station members are a restless lot in the summer. It seems far more likely to run into one of them in Hamilton, Bermuda, Halifax, Nova Scotia or Hanco, Norway than in Long Island Sound. In the Newport Bermuda Race, our own Rich duMoulin on *Lora Ann* and Hewitt Gaynor on *Mireille* reprised their 2002 first and second place finishes, respectively, in the doublehanded class. Skip Sheldon won his class on *Zaraffa*, and Joe Dockery was first to finish on *Carrera*. These guys cruise fast, too.

I sailed transatlantic to France in June with ten midshipmen from the Naval Academy on the 60' *American Promise* on an adventure



RC Sheila McCurdy

Joan Linn Bekins

that might be called "Brest or Bust." The other "adult" and I were the officers in charge (ringmasters) of a three-watch circus where the acts included a great circle shalom, mainsail sewing relay and hydraulic fluid figure skating. We all took turns being the clowns. I'll show the pictures and name names at our Station dinner on October 14.

David and Beth Tunick explored the magnificent nooks and crannies of Norway aboard *Night Watch* and also represented us at the 50th anniversary ceremony of the Hanco Yacht Club. Richard Brignoli headed off to the Canadian Maritimes on *Carina* after the Station's July gam in Oyster Bay. The gam drew a superior fleet of 15 boats and about 60 happy sailors. Susan Kline and her crew on *Till* kept the rum barrel primed, and in a break with tradition the raft

didn't drag. This was in part due to a typical CCA team sport of fixing broken equipment during cocktail hour. Peter and Melinda Darbee's inoperable windlass found new life thanks to a spare switch that Richard Brignoli happened to have aboard. I suspect that almost anything could have been repaired with the talent and gear available at that gam.

- Sheila McCurdy

Pacific Northwest

PNW station members were yachting near and far this season. Tad and Joyce Lhamon, Bill Whitney, and Tom and Kappy O'Brien joined the RCC cruise in Ireland in July. Brian and Mary Alice O'Neil circumnavigated Vancouver Island aboard *Shibui* and then continued

south to California. They are planning to be gone for a year. Dave and Sharon Heaps spent a third season aboard *Sounder III* wandering the East Coast, Great Lakes and parts of Ontario and Quebec. They will be shipping the boat home in December. Kaspar and Trish Schibli, accompanied part of the way by Baird Tewksbury, explored the Queen Charlottes aboard *Starfire*.

During a cruise in Barkley Sound in August, your reporter rounded a corner into one of his favorite anchorages off Pipestem Inlet and was pleased to find PNW members Fred and Mike Hayes anchored aboard *Annabelle*. We shared some good conversation while watching the sun go down and learned, quite casually, that the next day was the Hayes' golden wedding anniversary. Margie and I suddenly realized it would be up to us to make the day memorable, since there would be no gathering of friends and family. That would come after the cruise. This we did by composing some poetry and then coaxing Mike and Fred to recall some highlights of their married life. Some of their first dates were sailing on the Columbia River, and their honeymoon was spent in the San Juan Islands aboard a small sailboat, borrowed from PNW member Dick Marshall. Now they celebrate over 100 combined years of boating together!

Congratulations to PNW member Karen Thorndike for her recognition for a Guinness World

Record. The certificate reads: "A US record was set by Karen Thorndike, who became the first American woman to sail solo around the world in a sloop, *Amelia*, from 4 August, 1996 to 18 August, 1998, starting and finishing at San Diego, California, USA."

Our September program was presented by Steve and Annice Chadwick, who told the sad tale of the demise of their beloved motoryacht *Claymore*, a Bill Garden design built in 1969. Their courage in telling the

story of running onto Little Zero rock just south of James Island near Sidney, BC at 18 knots was quite moving. Stepping off into their waiting dinghy as the sleek 69' yacht slipped into the sea, they went on

to have the boat towed to a nearby marine railway, where it was hauled, still full of water. Unfortunately this broke her back and she was declared a total loss. We all sympathize with their plight and applaud their enthusiasm in looking for yet another boat.

- Doug Cole



Mike and Fred Hayes celebrating their 50th anniversary



Karen Thorndike

San Francisco

We've been cruising! Details of our Station cruises to Montezuma Slough in May, to Petaluma in July and to Tomales Bay in September will appear in next issue of the *Cruising Club News*.

Bob Van Blaricom joined *Misty* at her winter quarters in Ketchikan, Alaska in June. After 2,000 miles of cruising including the Misty Fjords National Park, Queen Charlotte Sound and inside Vancouver Island, *Misty* is now back home in San Francisco Bay. On the leisurely two-week trip down from Port Sidney, BC, Bob Vespa was among the crew.

Wink Smith and Chet Noyes and wives took a luxury powerboat up the Columbia and Snake Rivers as far as Clarkston, Idaho. The two octogenarians reported smooth seas and "good grub."

Jim Cooper took his Krogen powerboat *Pastime* up to Vancouver in May. Joining him on the trip were CCA members Charlie Bacigalupi, Jim Cornelius and Dave Hamilton. During the summer Jim cruised up to Broughton Sound and back to Vancouver. He plans to leave *Pastime* in Seattle for the winter, where it will be for sale.

Pat Price joined a friend on a 45' ketch in Marmaris, Turkey in July and cruised the Turkish coast and nearby Greek islands. Now that Pat is home, he is planning on taking his own boat, *Blue Point*, to Mexico this fall.

Doug Finley, on *Tuck-A-Roo*, left in mid-May and made it to Ketchikan. Dave Hamilton crewed on the classic yacht *Orient* off the coast of Southern California in the McNish Race. He reports that *Ori-*



Bob Vespa

continued on page 19



Final dinner - Eccles Hotel

Chip Schutt



Dunboy Castle

Chip Schutt



Fastnet - the rock we all came to see

Bill Whitney



Ireland's south coast

2004 Irish Cruise

The Cruising Club of America responded to the kind invitation from the Irish Cruising Club to participate in their 75th Anniversary Cruise, July 17 – 25, with a fleet of 26 boats and 145 sailors. Except for the Irish themselves, ours was the largest contingent. The Irish Cruising Club had 172 yachts registered and over 150 joined the cruise at one time or another. The total sailor count exceeded 800.

Cruise Co-Chairmen Bart Dunbar and Bob Drew led a nine-boat CCA fleet that sailed from the east

coast to Kinsale. Commodore Casner and four other CCA members sailed their boats to Ireland from England or Scotland. Vice Commodore Ned Rowland aboard *Corryvreckan* was the flagship for the 12 CCA charter boats.

For most of the visiting club members (CCA, RCC, OCC and CCC), Kinsale was the place to be the week before the official start. Kinsale Yacht Club welcomed all with great hospitality, and Dockmaster Paul Murphy managed to accommodate everyone.

The CCA enjoyed a wonderful evening at the yacht club, with a fantastic spread followed by some great Irish music. The party lasted well into the evening, a sure sign that it was enjoyed by all.

Next day the gathered visiting club skippers were entertained by the Mayor of Kinsale at a wine reception, where he presented each with a proclamation commemorating the shared history of Kinsale and Newport, RI.

The 75th Anniversary Cruise officially began with a reception at Royal Cork Yacht Club. The ICC

marshaled a fleet of busses to get the party from Crosshaven to Cork, where a well organized staff put on a traditional Irish dinner of salmon, boiled Irish bacon (ham) and new potatoes for 600+ attendees in the Grand Council Room of Cork City Hall. The evening went like clock-work, nice wine, great food, plus a chance to meet new friends, topped off with a raffle that raised over \$5,000 for the RNLI – money well deserved, as a number of us had encounters with the very-hard-to-see native salmon gill nets.

The weather for the Irish cruise was nice - very little rain, a lot of

sun, and strong headwinds only the first couple of days. For all the CCA boats, the headwinds ended in Baltimore Harbor, where we had a fantastic gam on a moored barge that served as the marina pontoon for The Islander's Rest, a small hotel on Sherkin Island. Sherkin Island forms the east side of Baltimore Harbor and, along with Clear Island, is the closest land to Fastnet Rock.

Following the noon gam, Mark Murphy, owner-proprietor of Islander's Rest, put together a cold seafood lunch that drew raves from the assembled CCA crowd. Nick

Brown said it was the best seafood lunch he had ever had! All this from a small hotel on an offshore island connected to the mainland by ferry. The next day after a sail around the Fastnet Rock, nearly the entire fleet gathered next in Schull for an Irish BBQ at the local community college. Again the weather gods co-operated, and the 600+ partygoers spread out under clear, warm evening skies. The hardy among us, those without young children, stayed for dancing, and the rest of us listened to the music from the anchorage.

The bar at Maryann's in Castletownsend

Chip Schutt

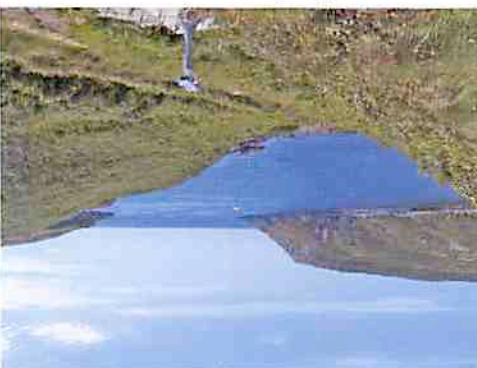


Glandore



Mary Jacinta Casey

South coast vista

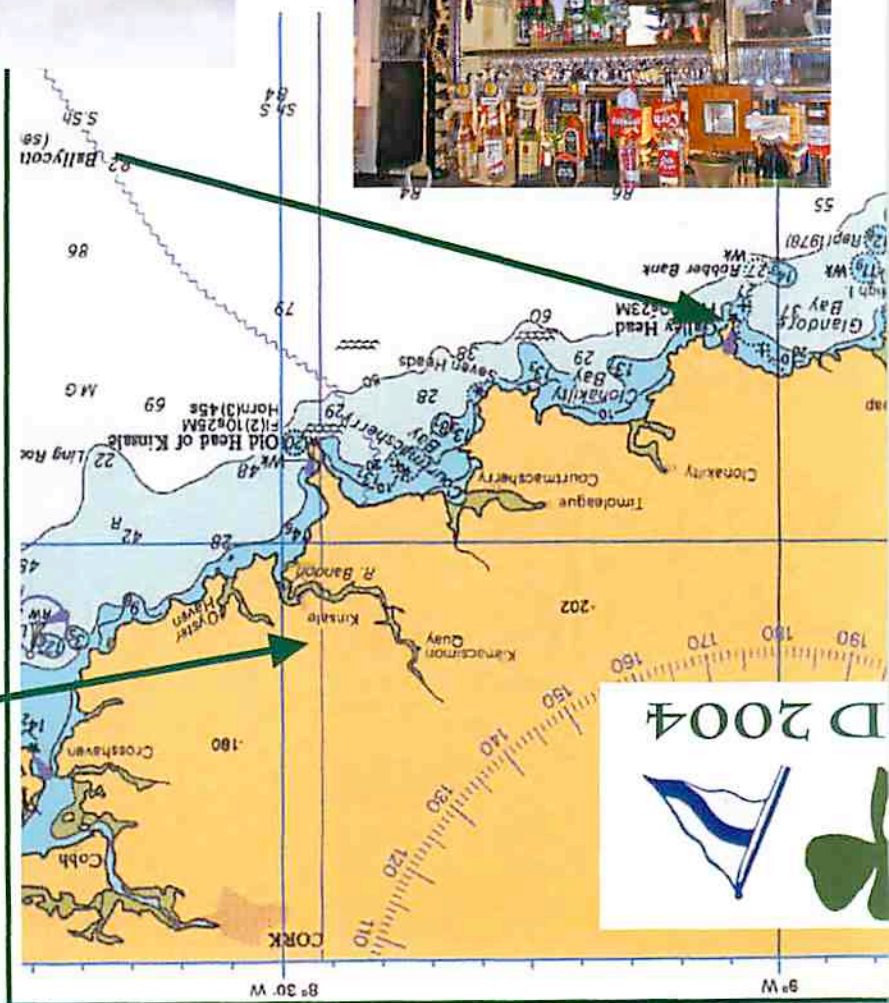


Bill Whitney

Cat's cradle in Kinsale



Chip Schutt



From Schull we cruised to Bantry Bay. A select group (those who signed up early) including my wife, Lisa Lewis, joined ICC cruise director David Tucker's wife, Meta, for a tour of private gardens around Dunmanus Bay. The tour included a delightful lunch at Bantry House and ended back in Crookhaven.

The Irish Cruising Club had been formed by a group of Irish cruising sailors at Eccles Hotel in Glengarriff on July 13, 1929. It was fitting that the 75th anniversary cruise should end with a reception at the Eccles Hotel, following the unveiling of a plaque commemorating the ICC's founding. Irish beer, wine, Irish spirits and passed hors d'oeuvres were in abundance.

The sunflower raft that had been planned for midday on our final day had to be abandoned due to strong westerlies. As it turned out, this just meant that the inner harbor right off the Eccles Hotel was filled with nearly the entire fleet all "dressed ship". What a fitting end to a very successful 75th Anniversary cruise! Thank you, ICC Commodore Arthur Baker and ICC Cruise Director David Tucker.

- Bart Dunbar



Bill Whitney



Chip Schutt

Cruise co-chairs: Bart Dunbar and Bob Drew

Random Shots



Linda Lucas and Steve James at Sherkin Island



Steve and Karyn James' Threshold rounding Fastnet Rock

Chip Schutt



Dinghies at Schull



Jack Cahill, Lou Scott, Kappy O'Brien and PC Bill Whitney

Bill Whitney



Mindy Drew, Frank Hopkinson and Chip Schutt

Bob Drew



Wannabe sunflower raft

Chip Schutt



Michael O'Flaherty and Brian Smullen's Cuilaun in Glandore

Mary Jacinta Casey

David Pratt

continued from page 15
ent, which is now owned by Kathy Roche, has been beautifully restored in Oxnard.



Orient under sail off Santa Barbara

Your scribe spent a week cruising off the southwest coast of Spain on a friend's 43' sloop. At the end of the cruise, they motored 55 miles up the Guadalquivir River to Seville, went through a lock and entered a basin that, to their surprise, contained several moderate sized, ocean-going cargo ships.

-John Sanford

Southern California

Just 26 miles across the sea, as the song goes, to beautiful Catalina Island, pretty much describes this year's Spring Cruise of the Southern California Station, May 20-24. Original plans by Cruise Chairman Lou Scott called for two days at San Clemente Island, but the US Navy had other thoughts. It seems there is a war on and the Navy Seals, who have a base there, were practicing underwater demolition, land explosions, small arms fire and whatever.

Wisely, we decided to limit our operation to Catalina Island proper.

The activities began with an all-member gala dinner at Balboa Yacht Club in Newport Harbor. The next morning the fleet was off for beautiful Avalon Bay where we went ashore for cocktails and dinner at the famous Catalina Country Club, unchanged and still as glamorous as it was some 65-70 years before, when it hosted P.K. Wrigley and his Chicago Cubs.

The weather was sunny and warm throughout and the seas moderate, except for a few large swells as we made our way up the backside of the Island to Cat Harbor. There we were treated to a fun cocktail party aboard Rear Commodore Len Baker's Offshore 48 *Georgetown*. Next day it was around the West End and a mooring at calm Howland's Landing Cove, where we enjoyed a pre-lunch rum punch prepared by Jane Wright and a gam aboard the *Compadre*. Then a leisurely cruise back to the mainland, ending another delightful outing with fellow CCA members.

Those who took their boats and guests on the cruise included Mickey and Eleanor Beland, *Aikane*; Burt and Bonnie Zillgitt, *Carina*, with guests Robin and Dick Lawrence; Howard and Jane Wright, *Compadre*, with

guests Lisa Laing and Larry Somers; Len and Paula Baker, *Georgetown*, with guest Barbara Stevens; and BZ Jones with son Ned, brother Thad and RADM Dick Lyons, *Ravenn*.

- Dick Lawrence



Rear Commodore Len Baker (Note: Len was in a dinghy taking the other photo so we featured him in a separate photo).



Aboard Georgetown

Top Row: l to r - RADM Dick Lyons, B.Z. Jones, Ned Jones, Thad Jones, Howard Wright, Burt Zillgitt, Dick Lawrence.

Bottom Row: l to r - Paula Baker, Jane Wright, Robin Lawrence, Eleanor Beland, Bonnie Zillgitt, Lisa Laing, Barbara Stevens.

Also aboard but not pictured was our past Rear Commodore, Larry Somers



Welcome New Members

By Bill Wohlforth and Evans Wohlforth



Norman and Tricia Angus

NORMAN FORREST ANGUS

Old Lyme, Connecticut

Spouse: Patricia

Station: New York

Proposer: Joseph C. Hoopes

Joseph C. Hoopes' proposal brings an experienced all-round sailor to the Cruising Club. For over 50 years Norman Angus has sailed the Pacific, Atlantic and Mediterranean in everything from dinghies to maxi-yachts. He sailed an FJ in the Canadian Junior Championships in the early 1960s, and when he was 19-22 he honed his big-boat management skills and seamanship by skippering a 48' S&S yacht for a children's camp. Recent years have found him cruising and racing extensively aboard *Palawan*, including the 2002 Bermuda Race (as first mate) and the 2000 CCA Scotland Cruise. The years in between included several SORCs, wide-ranging cruises in the San Juan and Gulf Islands, the Caribbean and Medi-

terranean, and the U.S. eastern seaboard.

Norman also knows what makes successful sailing organizations tick—he is a member of five yacht clubs. When the winter's cold slows the tempo of sailing activities, he turns his attention to building half models, several of which are on display in the Model Room of the New York Yacht Club. Norman is frequently accompanied at sea by Tricia, who is also an avid sailor. A hearty CCA welcome to both.

Memberships: Royal Vancouver Yacht Club; Royal Canadian Yacht Club; Essex Yacht Club; New York Yacht Club; Dauntless Club



Bruce Beard

BRUCE BEARD

Jamestown, RI

Spouse: Dorsey

Station: Boston

Yacht: Able Whistler 32 *Esmeralde*

Proposer: Dr. Edwin G. Fischer

Those who really know boats know that the ocean's challenges are often decided less by gallantry or seamanship afloat than by the proper fitting out of one's vessel ashore. Bruce Beard has shown an uncommon mastery of the on- and offshore demands of our sport. In the backyard of his Jamestown home, he completely restored two classic yachts: first a Cheoy Lee 35 and then the Chuck Paine-designed Able 32 *Esmeralde*. Some of the Cruising Club's best-known advocates of the very highest levels of maintenance and equipment have sailed aboard *Esmeralde*, and they report that she exceeds even their own picky standards. A lifelong sailor, Bruce has added up offshore miles in recent years, including two Bermuda races, several Bermuda deliveries and cruises from the eastern seaboard to the Caribbean, in addition to annual northeastern coastal cruising. His seamanship and companionability have earned him the respect of all his shipmates, as has his ability to repair gear of all kinds (mechanical, electrical, hydraulic, rigging, electronics) under the most trying circumstances.

The CCA is already fortunate to have Bruce's accomplished sailing wife, Dorsey Milot Beard, as a member. Thanks to Dr. Edwin G. Fisher's nomination, both halves of this salty team will continue their cruising adventures as members of the Cruising Club.



Allen Bishop

DR. ALLEN JOSEPH BISHOP

Kentville, Nova Scotia
Spouse: Debra
Station: Bras d'Or
Yacht: Cal 39 *First Light*
Proposer: Peter Watts

A native of Cape Breton, Allen Bishop has been a keen sailor since his youth. He got to know the waters of the Bras d'Or Lakes intimately in his early years, and in the 1980s and '90s his cruising horizons expanded to the coastal waters of Nova Scotia. A transatlantic passage as crew aboard proposer Peter Watts' *Ulida* in 1996 transformed Allen's long-standing interest in sailing into the passion for cruising to those far horizons CCA members know so well. He purchased the Drascombe longboat *Caper* that year, and immediately embarked on a coastal cruise. Four years later he purchased *First Light*, and undertook a comprehensive renovation and refit, rebuilding the engine, replacing the electrical system and completely refinishing the interior. For the past half-decade, he has taken *First Light* ever farther, including two offshore passages to Cape Breton.

Allen brings a vast store of practical knowledge and sailing-re-

lated skills to any cruise. He is a celestial navigator and a carpenter, and is said to be able to get a ship-board ham radio to do practically anything. At the dinner table or around the cockpit table, Allen and Deb are reported to be a most companionable pair. Our correspondents say that both are generous with their time and expertise, leaving no doubt that they will become valued members of the CCA community.



Peg Brandon

MARGARET E. (Peg) BRANDON

Teaticket, Massachusetts
Spouse: Tony Cave
Station: Boston
Yacht: Marshall 22' catboat
Proposer: Alexander B. Weld

Sandy Weld's proposal brings an experienced sailing ship captain and maritime educator to the CCA's ranks. Like most of our membership, Peg Brandon grew up sailing. After college, her involvement with ships and the sea intensified dramatically when she first crewed on and then became captain of the 106' Hudson River sloop

Clearwater. From 1986 to '98 she captained *Westward* and *Corwith Cramer*, 135' brigantine schooners operated by the Sea Education Association (SEA). She took these schooners between New England and the Caribbean at least seven times, circumnavigated Newfoundland and completed a transatlantic passage from Woods Hole to Lisbon, Portugal.

As a member of the Nautical Science Faculty, she was responsible not only for the safe operation of these vessels but also for SEA's mission of educating college students in the interdisciplinary study of the oceans. Currently she is Director of Commercial Maritime Training at the Massachusetts Maritime Academy. She is a frequently invited public speaker on nautical science, meteorology, voyaging and celestial navigation. Indicative of her leadership skills and commitment to the ocean environment was her work in 2003 coordinating 1,000 volunteers to help with cleaning up the Buzzards Bay oil spill.

During her elapsed time of roughly seven full years at sea in over 40 voyages, Peg experienced plenty of challenges that combined the vagaries of weather with the special leadership demands of turning a collection of students into a disciplined crew. Yet through the years of such high-level professional skippering, she retained her affection for the gunkhole cruising so many of us love, taking her 22' catboat along the eastern seaboard to Maine or crewing aboard other yachts for voyages near and far whenever the opportunity arose. Our ranks are truly enriched with the addition of this deep-water seafaring woman.

Membership: American Sail Training Association



Gary and Jean Coard

GARY DAVID COARD

Port Townsend, Washington

Spouse: Jean

Station: Pacific Northwest

Yacht: Krogen 42 Trawler *Daisy*

Proposer: David K. Heaps

Members from many stations—Southern California, Florida, Chesapeake, New York, Boston and, of course, the Pacific Northwest—already have made the acquaintance of Gary and Jean Coard, for their cruises in recent years have taken them to all these places. A native of Detroit, Gary got his start sailing a 12' Sea Snark and a Star in Lake Michigan. He later moved up to a Cape Dory 25 and then a Yankee 30, which he raced and cruised on the Great Lakes. After moving to Washington in the early 1980s, he cruised the Pacific Northwest in a Westsail 28, including the Inside Passage to Alaska. His retirement in 1992 allowed Gary and Jean to pursue their long-standing ambition to live aboard and cruise full time, which they did first aboard *Ghost Fox* (Crealock 34), which they took through the Canal, cruising Central America and the Caribbean and on to the U.S. East Coast. Since 1999 they've taken *Daisy* on a "great loop" voyage through the Erie Canal, the Great Lakes and Rivers, a round trip from Florida to Lake Champlain and a round trip to Nova Scotia and the Bras d' Or Lakes. The latest reports had *Daisy*

back in home waters and headed for Alaska.

In all this cruising, Gary and Jean have impressed many with their smooth competency on board and pleasant companionship afloat and ashore. Gary is an accomplished marlinspike seaman, celestial navigator, and licensed ham operator who keeps *Daisy* in showroom condition. It is a pleasure to welcome him to the CCA.

Membership: Port Townsend Yacht Club



Ian Fettes

IAN JAMES FETTES

Newport Beach, California

Spouse: Susan

Station: Southern California

Yacht: Beneteau 38 *Abri*

Proposer: Graham M. Jones

Ian Fettes is an active ocean racer and an experienced veteran of many cruises in the Pacific, Atlantic, Mediterranean and Caribbean. His 22,000 miles of offshore sailing over the last decade or so include the 1999 Sydney-Hobart Race as crew on *Alaska Eagle*, the 2001 Transpac on *Taxi Dancer* as

navigator, and the 2002 Sardinia Swan Cup as navigator on the Swan 52 *Katrina*. Cruising voyages ranged from Newport Beach to Tahiti, Hawaii to Alaska, Newport Beach to Tahiti via the Marquesas, Vancouver Island to Newport Beach, and Mexico cruises and Transpac deliveries back from Hawaii. And in recent years this extensive voyaging as navigator or watch captain on other yachts has been in addition to his own sailing on *Abri*.

There is little that needs doing on an oceangoing yacht that Ian can't do well. From celestial and electronic navigation to sail handling and systems repair and maintenance, Ian excels—not to mention the social and leadership skills boat crews sometimes need to make even tough times fun. The lone exception, our correspondents attest, is Ian's inability to extract from the galley comestibles fit for any but the most ravenous crew—a deficiency reportedly more than balanced by Sue, whose handiness on boats extends well beyond the confines of the galley. Members of the Southern California Station and the national Club are fortunate to be able to welcome Ian as a member.

Membership: Newport Harbor Yacht Club



Tony and Coryn Gooch

TONY GOOCH

Victoria, British Columbia

Spouse: Coryn

Station: Pacific Northwest

Yacht: 42' Custom Sloop *Taonui*

Proposer: Kaspar Schibli

"Let us stoutly refuse to accumulate an onshore contingent," charter CCA member Henry Wise Wood exhorted the founders of our Club in 1922. It is difficult to imagine the addition of a sailor more in keeping with that spirit than Tony Gooch, who was awarded the 2003 Blue Water Medal for his 177-day solo circumnavigation in *Taonui*. His and Coryn's previous cruising exploits help to account for the scope and success of that remarkable voyage. They purchased the 29' French Arpege sloop *Mastral* in 1979 and sailed her from Toronto to Maine, where she was laid up for winter, and the following year they sailed transatlantic to Europe. Thus began a pattern of cruising with winter layovers in faraway ports that allowed them to reach ever more distant horizons until 60,000 miles of water had passed under *Mastral's* small keel. With the purchase in 1994 of *Taonui*—stoutly constructed for high latitude sailing—the Gooches' cruising range expanded to destinations such as Antarctica, Iceland and Argentina. In 1999-2000, Tony completed two major single-handed passages from England to the Falklands, and Capetown-Hobart-Falklands-England, both voyages expertly assisted shoreside by Coryn.

Exploits such as these tell sailors all they need to know about Tony's seamanship. But his and Coryn's charm and companionability, their way with a story, their good humor—these qualities are apparent only to those fortunate enough to meet them, as

many CCA members have during *Taonui's* many cruises over the past two decades. Those who have the opportunity for a gam with the Gooches in the future will agree that Kaspar Schibli has rendered the CCA a signal service by proposing Tony for membership.

Membership: Ocean Cruising Club

Military Service: Australian Army



Peter Grimm, Jr.

PETER W. GRIMM, Jr.

Ft. Lauderdale, Florida

Spouse: Johnnet

Station: Florida

Proposer: E.L. Ecclestone, Jr.

Peter Grimm has sailing in his blood, and - given all the offshore racing miles he has put in since childhood - if he hadn't inherited a way with boats, it would have sunk in through osmosis. Son of CCA member and former Florida Station Rear Commodore Peter Grimm, he practically grew up on family boats, including an Olson 35 yawl, a Hood 45 yawl and the legendary 72' Rhodes yawl *Escapade*. As soon as he was tall enough to see the compass card, the story goes, young Peter had a knack for anticipating

a sea's effect on a boat under a press of sail. In the years since, he has compiled an enviable record of racing in a variety of East Coast, Caribbean and Midwest venues. He is a veteran of 26 SORCs, six Antigua Race Weeks, five Rolex cups, 15 Key West Race Weeks, five Chicago Mackinacs and four Bermuda Races, among too many others to mention.

As members know, offshore racing puts a premium not only on sailing skills but on those other traits of character that enable crews to work efficiently and safely in challenging situations. It is because Peter Grimm combines such formidable sailing talent with all the other qualities of good fellowship that he is always in such high demand on top-flight racing yachts. You can count on Peter when the going gets rough, and you can count on Peter and Johnnet to be fine company under any circumstances. A hearty welcome aboard to this generation of sailing Grimms.

Memberships: Lauderdale Yacht Club; Storm Trysail Club



Paul and Patti Hamilton & Briggs

PAUL J. HAMILTON

Philadelphia, PA

Spouse: Patti
Station: Essex
Yacht: Frers 41 *Sarabande*
Proposer: A. Rives Potts, Jr.

Having grown up sailing a home-built wooden sloop on Long Island's Great South Bay, Paul Hamilton retained a lifelong commitment to the adventurous use of the sea. Members who cruise with their small children will appreciate one example of that commitment - for years, Paul took his three children cruising aboard his C&C 25, *Flying Yankee*. With the passing of time, the children and the boats grew, as did the number of miles to the Hamiltons' varied destinations. Throughout, Paul kept up his interest in racing, skippering several C&C 38s on the Long Island Sound and Off Soundings circuits. He also raced actively in the Atlantic Class. In recent years, he has been a regular watch captain aboard Rives Potts' *Carina*, participating in Halifax and Vineyard Races, as well as three Bermuda Races, in one of which ('02) *Carina* won a class first with Patti as navigator.

Paul has compiled a long history of active participation in the several yacht clubs to which he has belonged, and he and Patti are known as an energetic and companionable pair. They form a strong sailing team with a taste for the cruising life. They purchased *Sarabande* in 1994, and have outfitted her for extended double-handed cruising. Each year's cruise extends farther Down East, and plans call for more extensive voyaging soon. Thanks to Rives Potts' proposal, *Sarabande's* subsequent adventures will take place under the Club's burgee.

Membership: Shelter Island Yacht Club
Military Service: United States Army Reserve



Peter and Sheila Herman

PETER E. HERMAN

West Topsham, Vermont
Spouse: Sheila
Station: New York
Yacht: Jeanneau 33 *Antigone*
Proposer: Joseph Fontanella

Users of the *Cruising Guide to Newfoundland* and the *Cruising Guide to the Labrador Coast* have doubtless benefited from Peter Herman's knowledge. Since 1987, he has taken *Antigone* north to those challenging destinations for two- to four-year extended cruises, and has regularly contributed valuable information for these two essential cruising guides. In the late 1980s, *Antigone* cruised Nova Scotia, the Bras d'Or Lakes and the south coast of Newfoundland. In 1992-4 she went on to a circumnavigation of Newfoundland and a cruise of the Labrador coast. After another circumnavigation of Newfoundland in the late 1990s, Peter embarked on a cruise to Prince Edward Island and the Bras d'Or via the Inside Passage (Hudson River, Lake Champlain, the Richelieu Canal and St. Lawrence Seaway); and 2003 again found *Antigone* cruising the east coast of Newfoundland and the coast of Labrador to Nain.

We should stress that Peter's experience does encompass waters not quite so cold and fog shrouded.

He competed in seven Newport Bermuda Races and the 2001 Marion-Bermuda Race, as well as many other northeast coast venues for handicap and one-design racing from the 1960s through the '80s. He and Sheila have cruised along the west coast of the US and Mexico as well as Australia. Their many miles of voyaging have made Peter and Sheila a supremely competent sailing couple, with their sights set on further far northeastern cruising. Members who benefit indirectly from their extensive knowledge conveyed through the cruising guides or more directly through meeting this pleasant and accomplished couple will appreciate Joe Fontanella's initiative in proposing Peter Herman for membership.

Memberships: Larchmont Yacht Club; Storm Trysail Club; Royal Newfoundland Yacht Club
Military Service: Cmndr., United States Navy

JOYCE C. LHAMON

Bainbridge Island, Washington
Spouse: Frederic T. ("Tad")
Station: Pacific Northwest
Yacht: Alden 44 *Lyric*
Proposer: Richard S. Marshall

As members of the Pacific Northwest Station already know, Joyce Lhamon is a talented sailor who is in every respect co-skipper of *Lyric*, of which she is co-owner with spouse and now fellow CCA member Tad. Joyce's first ocean passage occurred back in 1969 when she crewed aboard a Piver 40' trimaran on a 1,000-mile passage from Truk to Rabaul, New Guinea. She has been co-owner and co-skipper of *Lyric's* three predecessors, aboard which the Lhamons cruised thousands of miles in the waters be-

tween Puget Sound and Alaska. In addition, Joyce served as crew aboard many loaned yachts and charters in New England, Florida and the Mediterranean. She compiled a successful inshore racing record, skipping PMYC yachts in ladies-only races in the 1970s and '80s. The skills acquired over these years—including navigation, piloting, ham radio, mechanics and more—were tested and honed in the Lhamons' six-year, double-handed circumnavigation aboard *Lyric*, during which they covered over 52,000 miles and visited some 40 countries from 35° S latitude to 62° N latitude.

Joyce has a history of active participation and contributions to help others. That first ocean passage in New Guinea capped a stint as a Peace Corps volunteer. She worked for many years teaching English as a foreign language. At PMYC, she founded the junior racing classes in 1980. It is a pleasure to welcome this experienced sailor and all-round asset to the Club. Membership: Port Madison Yacht Club



Don McLucas, Jr.

DON H. MCLUCAS, Jr.

Williamstown, Massachusetts
Station: Boston
Yacht: Hinckley Sou'wester 42
Picaroon
Proposer: Samuel P.M. Gray

Don McLucas brings a formidable array of talents to the Cruising Club. In addition to his exploits at sea aboard *Picaroon*, Don is a licensed pilot with an instrument rating, a licensed EMT technician and a proficient celestial navigator. We are in debt to Sam Gray for introducing Don to our ranks.

He is widely noted for his involvement with the Sea Education Association, better known as SEA, a nonprofit educational organization. Don has served as interim president and CEO and remains active as a member of its governing body along with several other CCA members. He combined his seagoing talents with organizational ones, crewing on SEA's 134-foot tall ship from Key West to the Sargasso Sea and thence to the Dominican Republic.

Don cut his teeth sailing the Great Lakes out of Chicago, and participated in the Mackinac and Tri-Cities races. In the 1970s while stationed in Europe with Mobil Oil, Don sailed extensively from Norway to the Baltic, Mediterranean and Aegean. He took *Picaroon* across the pond to Scotland in 1997 and subsequently cruised through Northern Europe for several years before returning to the United States. Don and his fiancée Barbara Linus have been welcome guests aboard many CCA yachts and improve any event with their good cheer and nautical competence. We are glad to have Don as one of us.

Membership: Seawanhaka Corinthian Yacht Club

Military Service: Russian interpreter for Army Security Agency, Commissioned Officer



Roger Merrill

ROGER MERRILL III

Hingham, Massachusetts
Spouse: Margaret ("Maggie") Linsky Merrill
Yacht: Swan 43 *Deneb* (ex *Blithe Spirit*)
Proposer: Charles S. Willauer

Roger Merrill's lifetime of experience of the sea and boats is leavened by a dry sense of humor. Surrounded by large whales on a double-handed offshore delivery, Robert Morris asked Roger why he had the lazarette open. Roger replied that he was getting out some fenders as he thought one whale was going to come alongside. With his depth of experience, quiet confidence and a well placed wisecrack, Roger has the ability to take the edge off any situation.

Following a career in banking, Roger purchased First Quality Marine, a Hingham boatyard, which he operated until two years ago. At Tabor Academy, Roger crewed aboard *Tabor Boy*, on which he served as executive officer follow-

ing graduation. He has owned two wooden boats, a 1932 Alden cutter *Roustabout* and *Magic*, an S&S Gulfstream 30. Roger and Maggie currently sail *Deneb*, a Swan 43.

Roger has done three races to Bermuda as watch captain and navigator with Jack Towle on *Sisyphus*. In 1979, they took the Concordia prize in the celestial division of the Marion race. Both he and Maggie are active volunteers. They organize junior sailors at the Hingham Yacht Club and help with maintenance at the Lincoln Sailing Center. With his long experience sailing the northeast, Roger is the epitome of a classic CCA member. We owe thanks to Charles Willauer for proposing him.

Memberships: Hingham Yacht Club; Woods Hole Yacht Club



Ed Meserve

EDWIN A. MESERVE

Newport Beach, California

Spouse: Barbara

Station: Southern California

Yacht: 46' Ocean Alexander *Tangaroa*

Proposer: Kirk S. Elliott

Ed Meserve has sailed everything from Lasers to maxi ocean racers crossing the Pacific, in Mexico, and the Med. Particularly in his earlier

years, Ed had a distinguished racing history, in Finns, the Kenwood Cup and on the USC sailing team, to name but a few. He met Kirk Elliott on a passage aboard the 60-foot sloop *Orient*, delivering her to San Francisco from the 1965 Honolulu Race and they have logged many sea miles together since. In 1969-70, Ed led the USC team to a national championship as coach. He is currently a regular crew aboard John Garrison's *Checkmate*, on which he has participated in offshore races, including the Newport-Ensenada and Catalina Island Race Week.

Ed's cruising resume is equally impressive. He has sailed in Turkey aboard an 80-foot schooner and in the Rangiroa Atoll on a Seguin 46. In 2002, Ed bought *Tangaroa*, a 46-foot Ocean Alexander, in New Zealand. He cruised her from Auckland to the Bay of Islands before shipping her home. Ed and Barbara's sons, Rob and Scott, have followed the family tradition and sail out of Newport Harbor Yacht Club. Kirk Elliot has done the CCA a service in proposing this accomplished sailor.



Gil and Judy Middleton

A. GILMAN MIDDLETON

Kirkland, Washington

Spouse: Judith

Station: Pacific Northwest

Yacht: DeFever 71 *Far Out*

Proposer: Thomas D. O'Brien

Gil Middleton's extensive voyaging exemplifies the commonalities between long-distance cruising under power and sail. He started out in sail, cruising with his parents along the British Columbia coast and racing "flatties" as a lad. From the 1960s through the '70s, he kept his racing skills honed in frequent regattas in both the Vancouver and Seattle areas. In 1977 he purchased the Cal 40 *Shaman*, which he campaigned extensively in local races, including the Swiftsure regatta, Vashon Island Race, Protection Island Race, and many others. *Shaman* also proved an able family cruiser, taking the Middletons throughout the waters from Puget Sound to the northern extremity of Vancouver Island. Reading Beebe's *Voyaging Under Power* convinced Gil that properly designed owner-operated powerboats could undertake voyages to match those accomplished by cruising sailors. He purchased a Grand Banks 48 and later a Norlund 55 (both named *Far Out*), taking both for extended Alaskan cruises. In addition, Gil kept up his race-winning ways by competing in predicted-log racing events.

After a four-month Alaskan shakedown in the current *Far Out* in 1998, Gil and Judy put their cruising ideas and experience to the test. In 1999-2002 they completed a double-handed "circumnavigation" of the United States. From Seattle, they ventured south to the Panama Canal, thence along the U.S. east coast, up the Hudson, through the lakes, down the Mississippi, through the Gulf, Caribbean, Central America, and back home—20,000 miles in all. They maintain and handle *Far Out* like the accom-

plished sailors they are and, members who know them agree, are wonderful company. We hope to see *Far Out* on her next venture, now under the CCA burgee.

Memberships: Pacific Coast Yachting Association; North American Cruiser Association; International Power Boat Association

Military Service: Royal Canadian Naval Reserve; United States Naval Reserve

CHRISTOPHER L. ("OTTO") OTOROWSKI

Bainbridge Island, Washington

Station: Pacific Northwest

Spouse: Shawn

Yacht: Swan 46 *Aphrodite*; Swan 39 *Rocket J. Squirrel*

Proposer: Kenyon P. Kellogg

Otto grew up in dinghies and daysailers on the Connecticut coast. Following law school, he relocated to Spokane and then to Seattle, where he raced and cruised a Peterson 35. In 1991, Otto purchased a Swan 39 and named her *Rocket J. Squirrel* ("Watch me pull a rabbit out of my hat!"). In *Rocket J.*, he has raced and cruised the Northwest, the Pacific, the Gulf of Maine and the Caribbean. In 1996, aboard his Swan 51 *Splash Tango*, Otto crossed the Atlantic, from St. Martin to Bermuda and Gibraltar. Fast forward to 1998 and he acquired *Aphrodite*, a Swan 46, in which he has sailed extensively in the Mediterranean. Meanwhile, in addition to *Rocket J.* and *Aphrodite*, he keeps *Mr. Peabody*, an Ohlson 30.

Otto has contributed to our sport as an active member of Seattle Yacht Club, first as Fleet Captain, on the One World Challenge America's Cup committee, and more recently as Rear Commodore.

His nautical accomplishments go on and on, including a 17-day expedition in the Beagle Channel and Cape Horn. Our correspondents emphasize his mentoring of younger sailors, including the younger Kelloggs (both U.S. Naval Academy sailors). We are pleased to have Otto in the ranks of the CCA, and Ken Kellogg deserves much credit for bringing him.

Memberships: Royal Ocean Racing Club; Seattle Yacht Club



Jan Pedersen

JAN A. PEDERSEN

Portland, Maine

Spouse: Jeri Lynn Schroeder

Station: Boston

Yacht: C&C 37XL

Proposer: James G. Stanley

Jan Pedersen has traveled far from his father's boatyard on the waterfront of Oslo, Norway, both in sea miles and in the hearts of his fellow sailors in the Maine sailing fraternity. For many years a sailmaker, Jan now owns and manages Bayview Rigging and Sails of Yarmouth, Maine. He was instrumental in the formation of the local MORC fleet, which has since evolved into the Casco Bay Sailing Association. Jan dedicated enormous amounts of time as MORC measurer and later PHRF measurer.

He was also in at the beginning of the Gulf of Maine Ocean Racing Association.

Jan's sailing resume dates back to Snipes and Finns in Norway in the 1950s. Since then he has owned his own boats, racing and cruising Maine and points elsewhere. He has skippered in three Bermuda Races and raced to Halifax several times. In 2003, Jan purchased his C&C 37XL in Puerto Rico. He sailed her from Puerto Rico to Tortola and from there nonstop to Maine. This November, he plans to head back to the Caribbean. Jan's contributions to sailing in his home waters have earned the gratitude of his fellows and his adventures at sea the respect of his shipmates. We thank Jim Stanley for bringing him on board.



John Quinn

JOHN C. QUINN

Jamestown, Rhode Island

Spouse: Sylvia

Station: Boston

Yacht: J/22 *Bad News* & self-built Shellback sailing dinghy

Proposer: Thomas E. Hazlehurst

John Quinn has logged so many sea miles with CCA members that it is a mystery how he eluded membership for so long. He has completed no fewer than ten Newport Bermuda

Races and three Marion-Bermuda Races, most aboard Jesse Bontecou's *Harrier*. George Bauer and Dick Hutchinson were also frequent shipmates, and they have a regular reunion in the "Old Gents Cruise" with Jesse in southern New England and Cape Cod waters. With Tom Hazlehurst on the Brown Sailing Team of 1952-56, John achieved enough success to be elected to the Intercollegiate Sailing Hall of Fame. His further CCA connections are too numerous to list. When he is not aboard another's boat, John actively campaigns his J/22 *Bad News*.

John is active in yachting organizations, having held every post from commodore down at Conanicut Yacht Club. As a member of the New York Yacht Club, John participated in the Masters Team Racing Program. He has also been active in Narragansett Bay Yachting Association, serving as President and as Chairman of the Board of Appeals, and on the New England Yacht Racing Council. In 1977, John was Chairman of the Jury for the America's Cup Challengers' Eliminations and a member of Jury for the Challengers' Eliminations in 1980. All praise John's skill under sail and his energy in contributing to our sport. We owe a vote of thanks to Tom Hazlehurst for proposing him. Memberships: Conanicut Yacht Club, New York Yacht Club
Military Service: U.S. Navy, Lt. (jg)

Winter Awards Dinner

Tuesday, January 18
New York Yacht Club

Join us for a delightful evening
Members and spouses welcome
Contact Owen Smith (see p. 3)



Tom Schubert and Sally Gingell

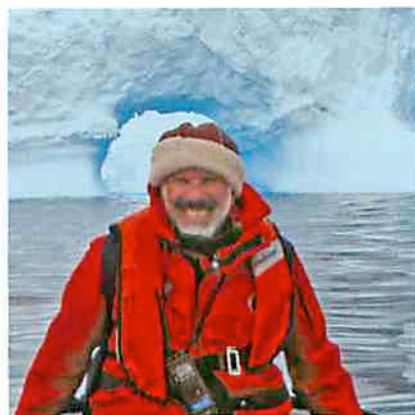
EARL ("TOM") SCHUBERT

Annapolis, Maryland
Station: Chesapeake
Yacht: Etchells 22 *Lion's Paw*
Proposer: Jeffrey Gibbons-Neff

Jeffrey Gibbons-Neff is to be congratulated for bringing Tom Schubert into the CCA, a sailor with a distinguished racing and cruising career, a former Merchant Marine officer and world-class offshore navigator. At Kings Point Academy, Tom raced to Bermuda, Annapolis and Halifax aboard the Academy's *Icefire*, *Cricket* and the schooner *Nina*. In 1967, he crewed on *Weatherly*, also owned by Kings Point, as trial horse for *Columbia* during the America's Cup trials. Professionally, Tom shipped out for five years on ESSO/EXXON tankers before embarking on a career in real estate. On the water, he sailed and raced a series of boats - a 38' Creekmore sloop, a 40' Rhodes cutter, 45' Calypso ketch, Beneteau 42, Grand Banks 42, and most recently his Etchells 22 *Lion Paw*. Through the years, Tom has competed in 13 races to Bermuda, seven Annapolis-Newport races, six Halifax Races, and others too many to list.

Building on his Merchant Marine experience, Tom has taken a

fervent interest in ocean race strategy, weather, navigation and electronics. He has served as navigator on virtually all of his major offshore races. His efforts have resulted in at least one overall fleet winner in each of the races previously mentioned. Last January, Tom was the first recipient of the Storm Trysail Club Richard Stimson award for offshore navigation. These days, when he is not navigating someone else toward the silverware, he campaigns *Lion's Paw* out of Annapolis Yacht Club. This affords him the opportunity to sail with son Matt, recently named a Collegiate All-American. We are glad to have so accomplished and salty a sailor among our ranks. Memberships: Annapolis Yacht Club; Eastport Yacht Club; Storm Trysail Club; CBYRA; US Sailing Military Service: U.S. Naval Reserve



Charles Starke

CHARLES L. STARKE, MD

Briarcliff, New York
Spouse: Mary
Station: New York
Yacht: Trintella 45 *Dawnpiper*
Proposer: Eric Forsyth

Charles Starke has managed to combine his professional activities

and love of the sea in a way that many envy but few emulate. As a very experienced seaman and medical doctor, Charles has signed on as ship's doctor on a great number of exploration cruises, many in high latitudes. Over the years he has made 19 such voyages, most on *Sea Cloud* (360' bark) and *Sea Cloud II* (384' bark). He has rounded the Horn twice on these adventures, and sailed the Antarctic, Mediterranean and Pacific Oceans and the Aegean and Caribbean Seas. On these voyages, Charles also stood navigational watches and assisted in Zodiac operations. He holds an array of marine credentials, including a Coast Guard 100-ton near coastal master's ticket, unlimited radar observer, merchant mariner-able-seaman (sail and special) Z-card and STCW certificate.

On their own hook, Charles and Mary enjoy cruising *Dawnpiper* to Maine and back to Southern New England, usually double-handed. Charles learned his celestial navigation from Eric Forsyth on a 1971 passage to Bermuda. Charles maintains fluency in that less frequently practiced art, and most of *Dawnpiper's* offshore passages are navigated by celestial. With others, Charles has sailed in a wealth of far-flung areas, including Fiji, Thailand, the North Sea, Ireland and the Channel Islands. His racing experience includes the Newport Bermuda race with Owen Smith and a first overall in the Edlu Race of 2002, which encountered 65-plus knots of wind. Our thanks go to Eric Forsyth for proposing this unusually accomplished mariner. Membership: Glen Island Yacht Club



Gaynelle Templin

GAYNELLE TEMPLIN

Dunnel, Minnesota
Spouse: Roger Swanson
Station: Great Lakes
Yacht: Bowman 57 *Cloud Nine*
Proposer: Robert P. Knight

Many members will know Gaynelle as wife of Blue Water Medal winner Roger Swanson and first mate aboard their Bowman 57 *Cloud Nine*. Some will be aware of Gaynelle's extensive sailing accomplishments prior to her association with Roger and her contribution to the successful completion of their circumnavigation from 1996 to 2003. In the midst of this, Roger had to leave the boat temporarily. Visa issues compelled Gaynelle to skipper *Cloud Nine* on the difficult passage from Cochin, India to Phuket, Thailand, some 1,450 miles through fog and storm conditions. Prior to throwing in her lot with Roger, Gaynelle owned an Ericson 27, *Eventyr*, in which she cruised the Great Lakes' Apostle Islands for many years and the Keweenaw Peninsula via the Houghton-Hancock waterway.

As the time taken for the circumnavigation will indicate, the Templin/Swanson circumnavigation took in a more varied itinerary than most. The *Med* was carefully explored. They transited the Suez and Red Sea and on to Kilifi, Kenya and to Durban. From South Africa, *Cloud Nine* cruised Madagascar, then to the Seychelles and to India. From Phuket, they made many stops on the way to Singapore, through Indonesia and then to Australia. In 2000, they crossed the Pacific south to north, ending in Dutch Harbor, Alaska and then along the coast to Seattle. As a full-time ocean cruiser for almost ten years, Gaynelle has wrung more salt water out of her socks than many others will ever see. We are grateful to Bob Knight for proposing her.

TIMOTHY L. TRAUTMAN

Mystic, Connecticut
Spouse: Mary
Station: Essex
Yacht: LeCompte Fastnet 45 *Black Seal*
Proposer: Richard W. Pendleton, Jr.

Tim and Mary have spent their careers teaching other peoples' children in private secondary schools, and their leisure time teaching their own about the ways of the sea. Tim has recently taken a position as Director of Development at the Ocean Classroom Foundation. The Ocean Classroom operates the schooners *Harvey Gamage*, *Spirit of Massachusetts* and *Westward* in semester-at-sea programs for high school students. Tim and Mary, usually with the help of their son Matt and daughters Vernon and Maggie, completed an Atlantic Circle cruise in 1992-93 on *Black Seal*. They

check out . . .

www.cruisingclub.org

took her from San Francisco to Kauai in 1995, when Tim was headmaster of The Island School there, and brought her back in 1999.

Tim has that comfort around boats that comes with a lifetime of sailing. His first offshore experience was as a junior in high school, aboard *Tabor Boy*. After graduating from college, he spent a year as an offshore scallop fisherman out of New Bedford. After commencing his teaching career, Tim and Mary bought an Allied Seawind on which they lived during summer vacations for the next ten years. Along the way, Tim earned a 50-ton near coastal master's license. If you are still curious, see Mary's excellent article describing their 1992-93 cruise in the October 1996 *Cruising World*. The Trautmans, young and old, are said to be a "tight knit crew." We look forward to their further adventures under our burgee and thank Dick Pendleton for his

efforts in bringing Tim into the CCA.

IAIN TULLOCH

Hubbards, Nova Scotia

Spouse: Leslie

Station: Bras d'Or

Yacht: 41' self-designed sloop *Zimaz*

Proposer: Frederick A. Voegeli

Over the years, Iain Tulloch has practiced and mastered virtually every skill involved with taking boats to sea. He has represented Scotland and Canada at the world championship level in dinghies. He earned his living for many years as a marine architect and designer of ships. He has been a marine surveyor and boat builder, designing and building his 41-foot *Zimaz* with

his own hands. He placed first in class A in the Convoy Cup in *Zimaz* and, in 2003, he participated in the Daimler Chrysler Challenge from Newport to Hamburg with Fred Voegeli in his *Frisco*. Meanwhile, he has amassed decades of experience cruising the Canadian Maritimes.

Iain gives back to the maritime community, as well. He is an instructor in the Canadian Power Squadron Piloting and Offshore Cruising courses. He has volunteered at a senior level in the Tall Ships Halifax events in 1984 and 2000. His reputation for assisting other sailors is widespread—"Ask Iain, he probably knows" is a frequently heard phrase in his stomping grounds. Most of the ferries plying the waters of Nova Scotia were designed by Iain, and *Zimaz* herself is fast, seaworthy and a very attractive vessel. We appreciate Fred Voegeli's initiative in introducing this well-known and very skilled sailor and mariner to our ranks.

Committee News



Dan Nerney

Garry Fischer

Fleet Surgeon

Newport Bermuda Race preparations included two medical presentations at Rush Hambleton's Safety at Sea Seminars, one of which was held in Newport two days before the race.

The injuries and illnesses for the race are compiled from an Accident, Injury and Illness reported submitted by each boat. This year 152 boats submitted reports. In contrast to the heavy weather race in 2002, no MOB's were reported in this year's fair weather race. The only injuries were a laceration of the head and a sprained neck. Four cases of sea sickness were noted, but this condition is always grossly underreported because most skippers have difficulty distinguishing it from dehydration and hangover.

Boats did not fare as well as crews did in this race. There were three steering failures, one

broken boom, one electrical failure and one generic "equipment failure."

- Garry Fischer

Membership

Congratulations, Welcome and a Challenge to Our New Members

Your Membership Committee met at the Spring Meeting in Mystic and recommended the new members whose profiles appear elsewhere in this issue. Congratulations and welcome to yet another group of exceptional new members.

The next day there was a joint meeting with the Rear Commodores and the Membership Committee with discussions relating to membership issues and procedures. Hopefully, this meeting will continue

to be an annual event, as it allows for a good exchange of ideas among Stations. Special emphasis was placed on what constitutes fulfilling our "offshore" requirements and while no definitive answer can be given, it is the spirit of the CCA and the devotion to offshore sailing that determines the candidate's qualification.

Along with our greetings comes a challenge – "get involved". There are many ways to become involved in the CCA, and through your involvement you'll reap more than you sow. Volunteer to help with any event or occasion; it's the quickest way to get to know the members, the Station and the Club.

Secondly, let us know about your friends who might be potential, qualified new candidates. New members keep any organization alive. Within your circle of friends there may be a qualified candidate. Don't be shy; discuss the potential candidate with your Station Membership Chairman. He'll help you evaluate the candidate and guide you through the process. The next deadline for proposing new members will be February 23, 2005.

Be sure to start flying your burgee and wearing your tie; they're proud symbols of an organization that's recognized by sailors around the world. And please, when you're attending the meetings, introduce yourself, especially to me. Thanks and again, Welcome to the Cruising Club of America.

- Jack Towle



Jack Towle

Dan Nerney



News You Can Use

What you can expect from your single sideband

For an SSB, two types of radiation should be emitted when transmitting: the ground wave and the desired propagation radiated into the atmosphere. The ground wave radiates out at the base of the antenna on the water surface for a short distance in all directions and can interfere with other yacht SSBs in the immediate area, even if they are tuned to another channel.

The desired emissions from the antenna radiate out, bounce off the ionosphere and reflect back to earth. Higher frequencies penetrate deeper into the ionosphere and therefore reflect back to earth at a greater distance from the antenna than lower frequencies. As a result, higher frequencies typically have greater range.

This reflection of radio waves is what gives the great range. Because SSB communications depend on a reflected signal, there is a gap or blank area (skip) in all directions between the ground wave and the reflected transmission. The skip distance is greater with higher frequencies. For this reason and for courtesy to other SSB stations at great distances, higher frequencies should be used only when necessary.

So in general, the higher the frequency, the greater the range but also the skip distance. From a practical aspect, a yacht in Trinidad attempting to talk to a yacht in Grenada on 12 MHz will likely need a relay from a third yacht in at least the Bahamas or even farther away because Grenada will be in the skip zone. This also means that everyone at great range in all directions will be receiving your signal - called "reading the mail". This would be a discourtesy to them because a 2 or 4 MHz frequency would work just fine for this short range.

An approximation on Tx/Rx range by frequency band depending greatly on conditions is:

Freq.	Day	Night
2 MHz	100 miles	300 miles
4	300	800
6	400	1000
8	500	1200
12	2000	800
16	4000	Unreliable
22	Worldwide	Unreliable

These ranges are dependent on an efficient ground and antenna. The next issue will review reasons transmission may be unacceptable.

- Walt Paul

Wanted: *Lloyd's Register of American Yachts* and/or *Manning's Register of American Yachts* - any copies published before 1925. These are sought for use by research personnel at the Rosenfeld photographic collection of Mystic Seaport Museum. Please call Syd Rogers, CCA Archives, at 860/536-6199.



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Calendar of Events

2004

Nov. 4 BOS Annual Dinner,
Dedham Golf & Country Club

Nov. 16 Annual Meeting, New
York, NYYC

Nov. 19 PNW Annual Dinner

Nov. 24 BDO Annual Meeting,
Royal Nova Scotia Yacht Squad-
ron

Dec. 1 SOC Annual Dinner, New-
port Harbor YC

2005

Jan. 18 Winter Awards Dinner,
New York, NYYC

Apr. 21-23 Spring Meeting, Ber-
muda

July 8-17 Nat'l Summer Cruise,
Narragansett & Buzzards Bays

Sept. 11-23, Fall Cruise in Croatia

Nov. 15 Annual Meeting, New
York, NYYC

2006

April 22-30 Winter Cruise in
Baja, CA

June 16
Bermuda Race, 100th Anniversary

National Summer Cruise, Gulf
Islands, British Columbia
Shortly after Labor Day

Monthly Station Luncheons

BER: Held quarterly; Royal Ber-
muda YC

BOS: "Rat's" 3rd Fri. Oct.-May
BUZ: Last Fri. thru April, Beverly
YC

CHE: 2nd Tues., Annapolis YC

ESS: 3rd Thurs. (Sept. thru June)
FLA: Dec.-Apr., Stuart area & St.
Pete,

NY: 3rd Thurs. except July, Aug.,
Sept., NYYC

PNW: 2nd Mon. except July, Aug.;
Seattle YC

SAF: 1st Wed. except July, Aug.,
Dec.; alt. btw. San Francisco YC
& St. Francis SOC

*Stations & Posts: Please email us
your on-water event dates for May-
Nov. '05 so members planning a
cruise to your area can join your
rendezvous. (Editors' email:
fastrabbit1@cox.net)*

*Feb 10, 2005 - Deadline for
copy and photos for Spring
CCA GAM.*