

CCA Presents Annual Awards

At the CCA Winter Meeting and Dinner in New York, held at the New York Yacht Club on January 18, 2005, the following awards were presented:

Blue Water Medal

The Blue Water Medal for 2004 was awarded to **Rich Wilson** for a series of three voyages in his 53' trimaran, *Great American II*, to equal or beat the record passages of famous 19th century clipper ships, including San Francisco to Boston (1993), New York to Melbourne (2001) and Hong Kong to New York (2003). His successful attempts were notable for the thoroughness of his preparations, the skilled but conservative way he sailed his fast vessel and the educational component he was able to generate for over 250,000 children who tracked his progress.

The first attempt at the SF-Boston passage using the 60' trimaran, *Great American*, ended in near disaster when it was capsized in a survival storm near Cape Horn. Richard and his one-man crew were saved in a dramatic midnight rescue by a New Zealand containership. Starting again two years later with a new 53' trimaran, *Great American II*, they ran into severe weather south of San Francisco which caused the port bow to break off. Once again underway after repairs, they successfully passed Cape Horn and finished in Boston seven days ahead of the clipper *Northern Light's* 26-day, 10-hour record.

Next he left New York on September 19, 2001, after a delay following the 9/11 attack, for the 15,400-mile passage to Melbourne to beat *Mandarin's* 69-day, 10-hour record. They struggled



Rich Wilson receives Blue Water Medal from Commodore Casner



Great American II arrives in Melbourne, Australia

to match the clipper's progress down the Atlantic and across the Southern Ocean in the "roaring forties" in Antarctic-like temperatures. For the last 1500 miles, they barely managed to hang onto a slim lead and entered Melbourne by a shallow shortcut to nip the record by 28 hours.

The final voyage to beat the clipper *Sea Witch's* Hong Kong-New York record of 74 days, 14 hours, set in 1849, began on March 16, 2003. They sailed down the South China Sea and into the Indian Ocean via the Sunda Strait, heading westward toward the Cape of Good Hope, once again spending five hours a day producing the school children's educational program. In the sprint up the Atlantic, they barely managed to keep up with the clipper's pace, but in the final week pulled ahead and set a new record of 72 days, 21 hours.

Continued on page 4

Newport Bermuda Race Centennial 2006



Malabar X - Bermuda Race winner 1932

more on page 10



From the Commodore

Dear Fellow Members,

The first Bermuda Race organized under the aegis of the CCA in 1923 used a simple, easily understood handicap rule. Larger yachts had to give smaller ones one hour for each foot of overall length they exceeded their smaller competitors. A 50-footer would have to beat a 40-footer by more than ten hours to win on corrected time. The rule worked pretty well for the fleet of 22 boats; all but one – Robert N. Bavier, Sr.'s NY 40, *Memory* – were gaff-rigged schooners. After only a few years, it became obvious that boats could be designed to exploit this elementary measurement system. In 1928 the CCA adapted a more sophisticated rating rule first developed by Britain's Royal Ocean Racing Club that took into account length, sail area and weight of each yacht.

By 1934 the CCA developed its own rule, as yacht designers had quickly learned to take advantage of the RORC rule. The CCA Rule favored those characteristics of a yacht deemed to be "good" (normal beam-to-length ratio, desirable displacement ratio, normal mast height, etc.) and penalized those features deemed to be "excessive". This rule, which was used with some tinkering through the 1968 Bermuda Race, produced a long series of racer/cruisers that were not only seaworthy but attractive to the eye and comfortable for cruising with the family. (I'm not impartial; I still own one of these boats.)

The International Offshore Rule – "the rule to end all rules" according to its supporters at the time – was adopted for the 1970 race. The IOR was intended as a development rule and quickly made the yachts designed to the CCA Rule obsolete for racing. Although the IOR led to many speed-enhancing features for racers, it produced many ugly and even danger-



Cimie Casner

Commodore Casner

ous boats (remember the 1979 Fastnet Race) with stripped-out interiors and very short racing careers.

Thanks to the efforts and generosity of many CCA members, the Measurement Handicap System (later to become IMS) was developed in time for the 1978 Bermuda Race. For the first time a handicapping rule measured the true hull shape and with its Velocity Prediction Program was able to produce a speed estimate for each boat tailored to the prevailing conditions predicted for the race. It also specified minimum accommodations suitable for a cruising boat. Older, seaworthy racer/cruisers that were well sailed could once again become competitive.

We are now faced with the reality that IMS despite its scientific origins has served its time like all the rules that preceded it. As you read the articles in this issue of the *GAM* by Rich duMoulin regarding IRC (the new rating rule from Britain) and by Bill Langan regarding efforts to develop a new VPP-based rule, keep in mind the history outlined above. Also keep in mind that rating rules have an inordinate influence on the design, safety and comfort of yachts sailed by owners who never go near a race course.

Truman Casner



The CCA GAM

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Coming Up ... Cruises and Meetings

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/dinner at Bermuda Underwater Exploration Institute; Sat. - reception/dinner at restored commissioner's house, former Royal Naval Dockyard, West End.

Cruise Invitation in Sweden '05

July 2-15

CCA yachts are invited to join an event in the Stockholm Archipelago organized by the North American Station of Royal Scandinavian YCs and Nylandska Jaktklubben (NAS) with KSSS. See "Cruising Intentions".

Summer Cruise '05

Narragansett & Buzzards Bays

July 9-17

A clambake will fittingly kick things off at Doug MacLeod's lovely waterfront property. Then an optional fun race or cruise to Cuttyhunk and on to scenic Padanaram, with a festive finale at Tabor Academy in Marion. Time between events will allow cruising to Vineyard Sound or 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. *Note:* This cruise was all but "sold out" at press time. *Co-chairs:* Geoff Jenkins, Carrie Snyder Griffen. *Email any questions to:* ghjenkins@comcast.net

Fall Cruise in Croatia '05

September 12-22

September will be here shortly, and the initial mailings have gone out for our spectacular Fall Cruise in Croatia. Sailing from Split to Dubrovnik, with stops at ancient fortresses and castles, small villages and scenic harbors in

the Adriatic, this promises to be an extraordinary cruise. While this exciting cruise has been heavily subscribed,



Callisto

there is limited space available on the luxury cruise ship *Callisto*, which will provide a comfortable means of seeing this

historic coast plus attending all the events.

The most up-to-date information will be available through a link on the Members Only Section of the CCA website, www.cruisingclub.org. Cruise Chair Rob Kiley can be reached at robkiley@aol.com and Candy Isdale, who is handling travel arrangements, can be contacted at Custom Charter Yachts, 914-682-6379 or candlertvl@aol.com.

Deadlines for participation will be announced via the mailings and on our website.

Spring Meeting '06

San Francisco

April 19-21

The Spring Meeting is timed to mesh with the National Spring Cruise in Baja, Mexico. It will be centered at St. Francis Yacht Club at the Marina in San Francisco. Tentative plans include a reception at St. Francis on the 19th, meetings and lunch there on the 20th with dinner at Corinthian Yacht Club in Marin County, enjoying wonderful views of Angel Island and the City. Finally a floating lunch and cruise of the Bay is planned for the 21st. *Chairman Don Bekins:* 415-435-0977; dbekins@comcast.net

Spring Cruise '06

Sea of Cortez, Baja, CA

April 22-30

The SoCal Station is hosting this cruise, which starts in Loreto, Baja's oldest city, and ends in La Paz, 127 nm to the south. We'll explore many uninhabited islands off the east coast

of Baja in an area called "the richest sea in the world." Highlights: group charter jet from LA; Lindblad mother ship (only 32 cabins); bareboats from Moorings La Paz; crewed charters available; fishing tournament; new luxury hotels @ Loreto & La Paz; fantastic sea life. For a complete cruise package & to be added to the cruise mailing list, send \$50 check (CCA-Baja '06) to Cruise Sec. Larry Somers, 471 Old Newport Blvd. #301, Newport Beach, CA 92663. Early sign-ups recommended, particularly for Lindblad's *Sea Bird*.

Bermuda Race '06

100th anniversary

June 16

See article this issue and www.bermudarace.com.

Fall Cruise '06

San Juan & Gulf Islands

September 10-18

Host PNW Station says of its Two Nations Fall Cruise 2006: Harvest your own Dungeness crab, oysters, mussels and clams plus abundant bottom fish and salmon for the rod angler. Spectacular hikes, the world-famous Butchart Gardens and pods of Orca whales will be other attractions. Cruising will be in the sheltered waters of the San Juan (American) and Gulf (Canadian) Islands. Wooded islands with towering mountains serve as the backdrop for quiet, secluded anchorages. Bareboat charters will be available. For a sneak preview of the area and charters available, go to www.ayc.com and click on "Virtual Tour". Put the dates on your calendars now. Details and sign up information will arrive with the Spring mailing.



Orcas in the Gulf Islands

Barbara and Gerry Maurer

Continued from page one

Richard S. Nye Award

The Richard S. Nye Award was presented to **Newbold Smith** for his outstanding contributions to the CCA during his 46 years of membership, including serving as rear commodore of the



Newbold Smith receiving Nye Award

Chesapeake Station and 23 years on the Awards Committee, six as chairman. His lifetime devotion to ocean sailing is demonstrated by his participation in 15 Newport Bermuda Races on his own boat and, after a serious injury which would have incapacitated lesser men, his high latitude cruising, including a notable arctic voyage that earned him a Blue Water Medal.

Rod Stephens Trophy

The Rod Stephens Trophy for Outstanding Seamanship was awarded to St. George's School (Middletown, RI), specifically the captain and crew of the school's 69' research/training vessel *Geronimo*. They were cited for the rescue of a Polish seaman who had fallen overboard from the container-ship *Pilica* and had been treading water for 21 hours.

The rescue took place Janu-

ary 30, 2004 about 130 miles east of Palm Beach, FL, while *Geronimo* was carrying out a program of turtle tagging in the Bahamas. Onboard were Program Director and Captain Deb Hayes, First Mate John Beebe-Center, Second Mate Tiffany Krihwan, and students Bill Taylor, Dani Helfet, Bev Kansteiner, Callie Baker, Jess Dwyer, Hays Sibley and Charlotte Born, all class of '04. Just before the trip, the students had received their first lesson in life-saving procedures at sea.

The drama began during the night when the Coast Guard advised that *Pilica* had reported 49-year-old crewmember Ryszard Suchy missing. *Geronimo* maintained an extra careful watch and in early morning saw a flare launched by a Coast Guard cargo plane that had been dispatched to search. The Coast Guard confirmed that the flare marked the spot where they had sighted the sailor. "Because of the calm conditions," Hayes said, "we were able to spot him easily, and we proceeded to take the steps we had practiced to recover him." Preparing for the worst, the crew was relieved when Suchy was alive, coherent and calm. He was brought aboard in ten minutes, wearing "nothing but his wedding ring."

The Rod Stephens award recognizes "an act of seamanship which significantly contributes to the safety of a yacht or one or more individuals at sea."

In Memoriam

Bertram J. Ainsworth, NYS, December 3, 2004
Daniel B. Bickford, BOS/GMP, January 11, 2005
Robert T. Foote, FLA, September 26, 2004
Phillips Hallowell, BOS, November 12, 2004
L. Emmett Holt, III, BOS, February 3, 2005
Sheldon H. Kinney, RADM (ret), BOS/GMP, December 11, 2004
Charles L. Poor, CHE, February 3, 2005
Sydney H. Rogers, BOS/BUZ, February 4, 2005
Stephen P. Swope, NYS, January 8, 2004
W. Dorwin Teague, NYS, September 16, 2004
Robert W. Tilney, Jr., NYS, January 7, 2005

The CCA News will continue to carry full remembrances with photos

Charles Vilas Prize

The Charles H. Vilas Literary Prize was awarded to **John and Judy Sanford** for their outstanding work as editors of the *Cruising Club News* (1999-2002). Exemplifying the best in volunteer spirit, John has contributed many fine articles to the *CC News* and continues to serve as San Francisco Station Historian, also producing the *SAF Gam* newsletter.

Royal Cruising Club Trophy

The Royal Cruising Club Trophy was awarded to **Nancy McKelvy** for her interesting voyage along the east coast of Nova Scotia and out to Sable Island on her motorsailer, *Whizzbang*. Her excellent account of a well planned and efficiently executed voyage, within reach of many of our members, should inspire others to visit the unique and challenging Sable Island.



Nancy McKelvy and Bob Van Blaricom

John Parkinson Memorial Trophy

recipients for transoceanic passages were:

Greg Carroll (1st&2nd), *Thunderhead*;
Bill Chapman (2nd&3rd), *Bones VIII*;
Les Crane, *Monterey*;
Bob Drew, *Knight Hawk*;
Mindy Drew, *Knight Hawk*;
Bart Dunbar (2nd), *Silver Apple*;
Garry Fischer (2nd), *Diva*;
Steve James, *Threshold*;
Scott Kuhner, *Tamure*;
Fin Perry, *Elskov*;
Scott Piper (9th&10th), *Pipe Dream IX*;
Paul Rogers, *Canty*;
Tanner Rose, *Witch of Pungo*;
Brian Smullen (4th), *Cuilain*;
Sandy Van Zandt (2nd), *Sequel*.

No Circumnavigation Awards or Pen-nants were issued in 2004

- Bob Van Blaricom,
Chairman
Awards Committee

Cruising Intentions

Larry and Maxine Bailey (PNW), *Shingebiss II*: After a trip from Fremantle to Hobart with two Force 10 storms, their first (and second), the Baileys planned to circumnavigate Tasmania in January and then head for New Zealand.

Bob and Betsy Baillie (BER): *Belair* is in Patagonia, Chile at 49.07S 74.34W at Puerto Eden – population 170, but with internet services. From listening to the Patagonia Cruisers net, there appears to be 20-odd boats in the area this season. The majority are from UK and Europe, with a few from North America, Australia and us from Bermuda. The scenery is beautiful, the glaciers awesome, and the temperature decreasing rapidly the further south we get! Our Spanish is still poor – have only tried to give the liferaft man our laundry! Bob says, “Hey, how many people manage to get their laundry certified for a year?!”



Baillies' Belair

Walt Paul (NYS): *Nefertari* has been on the hard for the winter at Marmaris, Turkey. We should be underway by May and plan to sail the northwest Turkish coast, turn west visiting the Greek Islands in the Southern Aegean and the Peloponnesians, and then head north to the Ionian Islands. From there, we'll continue to head north into the Adriatic, visiting Montenegro just prior to the CCA Cruise in Croatia. We'll head north after the Cruise and haul out near Venice for the winter in November. We monitor the Med Cruisers' Net on 8122 kHz at 0530Z

(0730 - 0830 local time) most every day.

David Tunick (NYS) and a number of other CCA members plan to take part in the cruise/regatta in the Stockholm Archipelago July 2-15, organized by the North American Station of the Royal Scandinavia Yacht Clubs. As of January, these CCA members had signed up: **T. J. Baker, Dave Brown and Sheila McCurdy, Les Crane, Lars Forsberg, Andrew Gantt, Larry Glenn, Joe Hoopes, Lou Scott and Peter Ward.** There will be a division for classic boats, of which the Swedes anticipate some 200, in addition to modern boats in cruising and racing classes. Charter boats are available. Info from **David Tunick** at dtunick@tunickart.com or at 212-570-0090.

Walter Wales (BOS/GMP) is planning to take *Fleur De Mer* to the south coast of Newfoundland in July and August.

Calling All Bermuda Race Memories...

Just mention “Bermuda Race” and those words conjure images and memories for many CCA members. The Bermuda Race Centennial Committee wants to see your best pictures and/or stories. Share your recollections of wet boots, cold lasagna, pink sunrises, thrashing sails, sobering slaps of Gulf Stream water, or the strain of a holding a boat and crew together for long days before the Onion Patch rose from the haze. Your story might start “It was a dark and stormy night,” or your picture might be captioned “As idle as a painted ship upon a painted ocean.” But those lines have been used. We are looking for your own words and original photographs.

The most descriptive or evocative submissions will contribute to the history of the Bermuda Race that is being written now by John Rousmaniere. Some stories and pictures or video will help create an exhibit at the Museum of Yachting in Newport during June 2006. We may give a few prizes for the best of the best as an incentive for contributors who thrive on the pros-

pect of competition.

The book will be about the people who have been racing to Bermuda since Thomas Fleming Day persuaded three gaff-riggers to race from New York in 1906. No recollection is too small to help bring a history to life, and many marvelous personalities – young and old, experienced and novice – have shaped the race. Race logs, crew correspondence and a bit of reminiscing with shipmates might reawaken details about the races of the 1950s, 60s and 70s and the outstanding boats of those eras. Everyone has a favorite navigator, or cook, or foredeck or skipper story. Just get the essence of the story down, and we can follow up for details. John has a deadline of May 1 for submissions.



Three time Bermuda Race winner, *Finisterre* (1956, 1958, 1960)

Contact info: John Rousmaniere, 100 Hope St. #23, Stamford, CT 06906; jrousmani@aol.com. Sheila McCurdy, 81 Morrison Ave., Middletown, RI 02842; 401-847-0051; sheilamccurdy@mac.com.



Practice session aboard Carrera

I realized things were serious when we began off-loading the plastic protective covers from all the digital readouts to reduce weight on *Carrera*, an 81' Reichel/Pugh racing machine. We were preparing for the 48th annual Wirth Munroe Race, and I was fortunate to have been asked to crew by her owner, Joe Dockery (NYS).

The Wirth Munroe Race is jointly sponsored by the CCA and Sailfish Club of Florida. It has become a "warm-up" for the Lauderdale-Key West Race followed by the Pineapple Cup Regatta or Montego Bay Race.

Although I had done some limited racing on *Nyala*, an older Twelve Meter still in Newport, I couldn't imagine how any sailboat could keep a crew of 20 busy for the 40 miles from Ft. Lauderdale to Palm Beach. But with five class A boats as well as five Transpac 52s, there was very little lounging. Conditions were superb, with 15-20 knot headwinds, and we averaged 14 knots over the bottom. It was superb racing, and it didn't hurt a bit when we won line honors.

Carrera's crew was an eclectic group with a common goal. We had no fewer than nine Cruising Club members from three Stations: Joe



CCA gang aboard Carrera

Dockery, Joe Fontanella (navigator), John Goldweitz and Bart Rappaport (NYS); Phip Hallowell and Ed Lenahan (BOS/BUZ); Billy Johnson, Bob Dockery and your scribe (FLA). In addition, we had half a dozen rock stars, including Ken Read. I was impressed by the dedication of *Carrera's* professional crew, headed by the unflappable Simon Davidson.

Fortunately, there was a great deal of CCA organizational support from Tuna Wullschleger, Peter Grimm and FL Race Chairman Peter Bowker. Skip Allen's *Press On Regardless* served as the committee boat.

Joe Dockery summed it up well afterward when he said, "These guys will remember this for the rest of their lives." I know I will.

The awards dinner at the Sailfish Club was a huge success, as well. Joe Dockery took both the first-to-finish and winning CCA awards, and Joe Fontanella won

the Navigator's award. Between the Florida Station and *Carrera* crew, there were 50 people at two of the longest tables. Needless to say, life was good.

Epilogue

Carrera and her crew were at the top of their game. Several weeks later she won the Lauderdale - Key West Race in record time after shearing off most of the rudder. It was "a bit drafty" in 30 knots, and she was reaching at 25 knots. As a result of some excellent seamanship, they were able to maneuver to the finish and around the mark with two reefs in the main and a No. 4 jib. Fortunately she had her regular rock stars as crew. This ability to steer a yacht without a rudder in extreme conditions brought back shades of Clayt Ewing's *Dyna*.

- Jim Chambers



Joe Dockery and Peter Bowker

Jim Chambers



In the News

Bob Van Blaricom (SAF), as the CCA Awards Committee Chairman, has done more giving than receiving of awards— but was honored recently as San Francisco Yacht Club's Yachtsman of the Year for 2004. The trophy's deed calls for "a member who exemplifies distinctive and superior characteristics of Corinthian Yachting and outstanding service to and on behalf of the San Francisco Yacht Club." Congratulations, Bob!

Dick and Leslie York (NYS) weathered the tsunamis of December 26 aboard *Aragorn* in Thailand, and Leslie sent this email to Ross Sherbrooke (edited for space limitations):

We had come to Phi Phi Don for Christmas to be with other rally boats to celebrate. Our kids are with us, which added to the festivities.

The anchorage is quite large; however a third of it is shallow and at low tide has 6" of water. I noticed that the beach was absolutely dry of water, and it looked as if someone had constructed a wall of coral. I remarked that this had not been the case yesterday at low tide, and in fact we must have gotten it wrong when we thought it was a rising tide. Dick said it was a rising tide and came up to look. He took one look and said, *What is going on?*

While grabbing the life jackets, he turned the engine on and told me to get the anchor up. It was unbelievable to see the water filling the anchorage as quickly as it did, when a moment before it was dry. We watched friends' boats begin to circle around as the water flowed around them. We headed out to deep water. A friend's boat broke free of its anchor and proceeded to float (at great speed) through the anchorage. Ed and Helen were on shore, and Michael, their grandson, was aboard. Mike rode the boat around the anchorage, even when he couldn't get the engine started. Our son, Tom, was able to dinghy over to help Mike. With Tom

on board, Mike was able to get in the water to free up the prop, which had something wrapped around it. While he was in the water, the blade came free and cut his arm badly – and, we thought, breaking it.

At that point we heard that someone had had a heart attack and needed medication. My girls dug out the meds. We had been told Helen was having a heart attack (turned out to be a punctured lung).

Once one boat was rescued another would break free and the drama would begin anew. The next boat was *St. Barbara*. We watched in horror as she spun around, as the water gushed around her. She began to swing from side to side, and the next thing she was heading for the beach. Dick jumped in the dinghy and off he raced, trying to get to her before the beach did. He was successful in getting control of her, and then had some ride getting her through the waves and out to safety.

Other boats broke free, as well. Our main concern was for five people who had gone off to snorkel for the day. We prayed they would be fine, but as the hours ticked by we were not so sure. I kept thinking how yesterday we were all together having a merry Christmas and today I might lose them.

Dick, Tom, Sloane and Catherine went ashore to take clothes, medicines and bandages. They returned different people from when they left. Tom was blown away by the devastation. He called it war-torn. There were dead bodies covered lying in the road, people were sleeping wherever they could, others camping on the beach. Catherine was overwhelmed, with tears in her eyes. How a few minutes – one wave – had changed their lives.

We are so thankful for being spared. The outcome could have been so different – someone was smiling down on us, and we are so very thankful for the gift of life that we have

been given today. And also for our five friends who have survived. They had snorkeled, and when the wave hit they were first swept out to sea and then back in toward the beach. They were able to get to higher ground as the wave rolled in. How lucky they are, as well....

-Leslie York

Monthly Station Luncheons

BER: Held quarterly; Royal Bermuda YC

BOS: "Rats", Boylston Pl., Boston, 3rd Fri. Oct.-May

BUZ: Last Fri. thru April, Beverly YC

CHE: 2nd Tues. (except July, Aug.), Annapolis YC

ESS: 3rd Thurs. (Sept. thru June), Essex Corinthian YC, Essex

FLA: Stuart, 2nd Tues. (Dec.-Apr.), Yacht & Country Club;
St. Pete, 3rd Thurs. year-round, St. Pete YC

NYS: 3rd Thurs. (except July, Aug., Sept.), New York YC

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

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

SOC: June 2, Los Angeles YC; Aug. 4, Balboa YC; Oct. 20, San Diego YC



In the Spotlight

Bob McNitt

Our fellow member pictured here is a familiar face to most. This extraordinary man of 89, who single-hands his Alerion Express 20 on the Chesapeake, is also Maryland's top-ranked over-80 NASTAR giant slalom skier, and a Senior Olympics race-walking gold medalist.

Retired Rear Admiral Robert W. McNitt recently received the Distinguished Graduate Award at the U. S. Naval Academy—the most significant award which can be earned for a lifetime of service in the Navy.

Bob acknowledges a romantic attraction for the sea. It is what he calls “sea sense.” He explains, “It includes an endless curiosity and wonderment about the oceans and a deep affection for the ships that sail in it, or on it, and for the aircraft that fly above it.”

His career began in 1938 when he was sworn in as a midshipman. He served on board the heavy cruiser *Chicago* and the destroyer *Rhind*, participating in the invasion of North Africa. He was Executive Officer of the submarine *Barb* during five war patrols in the Atlantic and Pacific Oceans, during which *Barb* sank 80,000 tons of enemy shipping. For this service he was awarded two Silver Stars and the Navy and Marine Corps Medal.

Bob became Gunnery Officer on the aircraft carrier *Midway*, and later commanded Destroyer Division 322, after which he became Commanding Officer and Director of the Atlantic Fleet Anti-Submarine Warfare Tactical School.

In 1962 he was assigned Secretary of the Academic Board of the Naval Academy, where he directed the academic program. In 1964, Bob joined the NATO staff of the Commander in Chief of Allied Forces in the Mediterranean, where he commanded the NATO submarines. Stationed

on Malta, where polo was a major recreational sport, Bob played #4 on the Royal Navy team.

In 1967, Rear Admiral McNitt became Superintendent of the Naval Postgraduate School and Director of the Navy Management Systems Center at Monterey, CA, where he was responsible for advanced degree programs for 2,500 students.

In retirement he was appointed Senior Professor and Dean of Admissions at the Naval Academy. For this service he was twice awarded the Distinguished Civilian Service Medal.

During his 38 years in uniform, Bob found time for and promoted recreational sailing. Early on as a midshipman, he helped to organize the Midshipman Boat Club and was its first vice commodore. Bob skippered the Naval Academy's 73' yawl, *Royona*, in the 1964 Newport Bermuda Race.

Since retiring from the Navy in 1972, Bob has enjoyed more fully his many interests, which include skiing, race-walking, writing and, of course, sailing. He wrote *Sailing at the U. S. Naval Academy: An Illustrated History*, published in 1996.

Bob served as Chairman of the Fales Committee and as Chairman of the National Committee on Sea Ex-



Bob McNitt

Phil Hoffman Photography

ploring for the Boy Scouts of America. In 1998 he was elected to the Intercollegiate Yacht Racing Association of North America Hall of Fame.

Five years ago Bob and his wife Pat moved to a retirement community on Gingerville Creek, where he moors his boat, *Phoenixity*, off the end of their dock. They sail from there at every opportunity, usually with a crowd of grandchildren or friends. *Phoenixity* (from *Mrs. Byrne's Dictionary of Unusual, Obscure, and Preposterous Words*) means, “Model of Excellence and Paragon of Beauty.”

At 89 Bob McNitt has the energy and enthusiasm of those half his age, and the love and admiration of the thousands of people whose lives he has touched. He is, to us all, a “Model of Excellence.”

- Nancy McKelvy

Florida Station – the “Gentle Giant”

(Eds. note: This continues our series of Station bragging rights. Who will be next?)

The Florida Station extends north through North Carolina and west through Texas. In addition to being the largest station geographically, it includes more coastline (over 2500 miles) than any other station. The Station is bounded by waterfront on three sides - the Atlantic Ocean, the Florida Straits and the Gulf of Mexico.

It was founded in Miami in 1952 by a small group of intrepid sailors including Wirth Munroe, founder of the Wirth Munroe Race (article in this issue). Wirth's sons Bill and Charlie are active members of the Station. Its present 104 members include five active circumnavigators, three internationally acclaimed racing judges and several Bermuda Race winners (Carleton Mitchell set the record with three consecutive wins on *Finisterre*).

Though a growing number of members are located on the west coast, most reside on the east coast. Roughly one third are located on the Treasure Coast, an 80-mile stretch of oceanfront between Vero Beach and Palm Beach. This particular area has become the location of choice for cruising yachtsmen for many reasons:

- Several excellent inlets navigable in most any conditions
- Boat building and repair facilities capable of handling yachts of any size
- The Intracoastal Waterway, providing an inside passage to the Chesapeake
- Many attractive navigable rivers
- The Okeechobee Canal, providing easy access to the west coast
- Access to the Bahamas bank located a mere 50 miles to the east.
- Excellent climate ten months of the year...
- The Commodore even spends the winter here.

The Florida Station takes pride in the fact that it has more transfers in than any other. This is clearly the result of the hospitality and goodwill towards visiting members from other stations. We suggest you come down for a visit and see for yourselves.

- Jim Chambers, R/C



Committee News

Membership

The Fall Meeting of your Membership Committee resulted in the recommendation of the 25 new members introduced in this issue who will bring additional talent to the ranks of the Cruising Club. Be certain to read the resumes of these individuals; you will be impressed with their achievements. The next Membership Committee meeting will be in Bermuda on April 22, but the real date to remember is September 18, the next deadline for you to propose your candidate for membership.

Special thanks to Peter Cooper (Bermuda) and Steve Hiltabidle (Chesapeake) who, after many years of dedicated service on the Membership Committee, have decided to move on, Peter to become Rear Commodore in Bermuda and Steve to devote more time to his love of sailing. Best wishes to both, and a hearty welcome to Colin Couper, who will be chairing membership duties for the Bermuda Station, and Cary Thomson, who will take over in the Chesapeake.

What is membership all about? Membership is perpetuating our organization and maintaining our original ideals and values. The founders of the Constitution of the United States were some pretty bright fellows and like them, our founders certainly had the right idea. Look in your yearbook and read through our constitution and bylaws with special emphasis on the section dealing with membership. Perpetuating these ideals is only accomplished by existing members proposing qualified new individuals who reflect the standards that existed when our organization was founded in 1922. The ideals that were laid down 83 years ago still hold today. To deviate would only weaken our fine organization.

After you've reviewed our constitution and the history of the CCA, sit down in the snug comfort of the cabin on your boat with some fellow members and have a glass of rum

- as our founders must have done when our constitution was drafted. Come up with the names of some individuals who personify those ideals today and contact your station membership chairman about these potential members. In fact, invite your chairman to join you as he deserves the break and would welcome the chance to gam.

The membership of The Cruising Club of America is strong. If we continue to attract accomplished candidates, the CCA will remain the prestigious organization we have always known.

- Jack Towle

Environment of the Sea

“An Ocean Blueprint for the 21st Century”: The US Commission to review US policies toward the oceans, including the Great Lakes, has released its report, 500 pages with over 200 recommendations. The public has until May 21 to comment. Meanwhile, the President has asked James Connaughton (CEQ) to review the recommendations and coordinate the Federal response.

In brief, the report calls for creation of a National Ocean Council reporting to the President, ecosystem management of the oceans with regional councils to strengthen the link between coastal and watershed management, greatly increased funding of ocean activities, and the creation of measurable water pollution reduction goals while fostering new technology.

The report supports improved MSDs with higher standards and ratification of the UN Law of the Sea Convention, both raised by the CCA Environment Committee with the Commission. For more information go to: oceancommission.gov.

- Charlie Higginson

Newport Bermuda Race 2006 – Sail in the Centennial

It has been a most remarkable century, a century with literally thousands of yachts and tens of thousands of sailors competing in the Bermuda Race since its inception in 1906 to the upcoming centennial next year in 2006. For most of this period, the race has been co-sponsored by the Cruising Club of America and the Royal Bermuda Yacht Club while being universally recognized as one of the world's crown jewels in ocean racing.

Looking back at the past century, from the event's first running with three yachts in 1906 to the 2004 race with 154 entrants, one sees an ever changing array of boats. Over the years the yachts sailing in the event have carried CCA members and others to victory in some of the most memorable yachts of each era.

With the founding of the CCA in 1922 and an interest in ocean racing among the members, the Club took on sponsorship of the race in conjunction with the Royal Bermuda Yacht Club. The early success of the Bermuda Race led to the creation of the Fastnet in England, first sailed in 1925 and modeled after the CCA event.

During the '20s and early '30s, the boats of CCA charter mem-

ber John Alden dominated the race. His designs, with their foundations in the lines of the working fishing schooner with largely internal ballast, proved winners; *Malabar IV*, *Malabar VII* and *Malabar X* all took firsts.

In the late 1930s designs of current CCA member Olin Stephens began to sweep into the winner's circle, setting a new standard in the seaworthy ocean cruiser/racer with more external ballast. Most noted of these was CCA member Carleton Mitchell's *Finisterre*, which won the race an unprecedented three times in a row, in 1956, 1958 and 1960.

Today there is a diverse set of boats winning the coveted St. David's Head and Gibbs Hill Lighthouse trophies. In 2000 Eric Crawford's *Restless*, a Rhodes-designed 1960s vintage cruiser/racer, won the St. David's trophy, and Skip Sheldon grabbed the same trophy in 2002 with his cutting-edge 21st century sloop *Zaraffa*. It is hard to picture two more different designs. However, it is this race's unique blend of wind, weather, fluctuating Gulf Stream, distance and equitable ratings that make the event an attraction to all. Recent years demonstrate that any boat, well sailed, stands a chance. Also of interest has been the

move in recent years to create growing double-handed and non-spinnaker divisions, along with an all-out racing division for professionally crewed boats. The main cruiser/racer division still garners the majority of boats and amateur crews. And, of course, Royal Bermuda Yacht Club always makes the time on the island wonderful; there is no better place to arrive at the end of an ocean passage.

To commemorate the 100th anniversary of the Newport Bermuda Race, we are planning a variety of projects. CCA member and author John Rousmaniere is now writing a history of the event that will be available for sale by early 2006. A gala evening celebration honoring past winners will also be held in Newport the week before the race.

In the last century, close to half of the winners in the Newport Bermuda Race have been CCA members. There is only one way to continue the trend and sail into the history of the sport's grandest race; plan to be on the starting line of the Centennial Race on June 16, 2006.

- Bill Barton

For more information visit the Race web site at www.bermudarace.com or contact Race Chairman Bill Barton, at bill@bermudarace.com or 781-820-3267.



Barry Pickthall/PPPT

Restless: Bermuda Race winner 2000

The IRC Rule Arrives in America

The sport we love, distance racing, has experienced diminishing participation in recent decades. Our complex scientific IMS has failed to appeal to the sailing public and forced a shift to one-design yachts or departure from the sport. In recent years we witnessed a rebound overseas with the IRC Rule's 6,000 *active* racing yachts in 31 countries. The Fastnet, Sydney-Hobart, Middle Sea, Hong Kong-Manila and hundreds of other events utilize IRC. With the recent opening of the US-IRC office, the IRC rule has finally arrived in America.

The founding US-IRC clubs are: New York, Storm Trysail, St. Francis, Annapolis, American, Bayview, Boston, Ida Lewis, Larchmont, Manhasset, Seawanhaka, Southern, Stamford, and RORC. Executive Director Barry Carroll is touring the country holding standing room only IRC seminars. US Sailing's Offshore Office is handling applications. In 2005 the IRC will be the primary rule for: Northern Ocean Racing Trophy (NORT), Annapolis-Newport, Marblehead-Halifax, Bayview Mackinac, Block Island Race Week, all New York YC events and

many other regattas. In 2006 there will be an "IRC Circuit" starting with the IRC North Americans at Key West Race Week and moving north.

IRC is a measurement rule with secret calculation methodology. Designers can discern what characteristics are "rule-friendly" but cannot achieve precise optimization. IRC encourages stability, and since stability is fast, designers go for stability. IMS has rewarded tippiness, so recent IMS designs have fiberglass keels and internal ballast. By encouraging, or often requiring, the actual weighing of the yacht, IRC protects heavier, more cruising-oriented yachts. When calculations fail to reflect reality, IRC reserves the right to "tweak" the "hull factor" or "rig factor" to fairly align the rating of a yacht. The goal is to encourage seaworthy yachts, maintain fair racing, and increase participation.

IRC utilizes a single point rating, which appeals to the sailing public. When combined with time on time (instead of time on distance, as with PHRF), this results in a rule that

is easily applied in practice and helps compensate for the effects of strong vs. light winds, fair vs. foul current, and extra beating vs. downwind, all factors which make an event a "big boat" or "small boat" race.

It would be great for the sport of ocean racing and racing sailors in the CCA if the Bermuda Race Organizing Committee selects IRC for the 2006 Newport Bermuda Race. This would complete the re-unification of our sport under one international mid-level rule (the world still needs a grand prix rule for the multi-million dollar professional programs). Inclusion of the CCA in the US-IRC efforts would be very welcome, and the strong Safety-at-Sea leadership role of CCA could then be multiplied to other American and international events.

-Richard du Moulin

(Richard, a CCA member and Commodore of Storm Trysail Club, has raced in 18 Bermuda Races, including double-handed wins in '02 and '04. With CCA member Rich Wilson, du Moulin set the Hong Kong to New York record aboard Great American II in '03)



Zaffa: winner cruiser/race 2002

To learn more about IRC, please visit:

www.us-irc.org, www.rorcrating.com, or www.ussailing.org
(hit racing, handicap, irc,
or email: info@us-irc.org or
irc@ussailing.org.)

Sailing World has a great IRC Handbook which US-IRC can send you, and feel free to contact me.

Richard du Moulin
914-329-2542;
dumoulin111@aol.com

The CCA Again Takes the Lead – VPP Handicapping

In November, formation of the Offshore Racing Association (ORA) was announced by the three founding clubs: CCA, Transpacific Yacht Club and Chicago Yacht Club. This association was formed based on the firm belief that handicapping of offshore racing needed an infusion of effort and expertise, so that the races these clubs are responsible for can successfully continue. After much discussion, the three clubs concluded that their long-standing support of VPP-based handicapping was the only method that assured fair racing for diverse fleets of boats racing offshore.

This is a very important development for our Newport Bermuda Race because it has become clear that IMS, used for our racing classes, is no longer viable here in the US. Because our race is in 2006, we don't have to make final decisions regarding rating rules until this summer so we are continuing to consider all options, even while work progresses to develop a new handicapping rule through ORA. However, we do know that overly simplistic rating rules present many problems that are difficult, if not impossible, to overcome. For example, a rule that does not measure stability, wetted area or many of the other speed-related factors of yacht design will not be able to provide fair ratings in an ocean racing contest where it is critical to properly assess those factors. Similarly, several problems arise with rules that use a season-long single number rating intended to cover every conceivable type of race from round-the-buoys to offshore point-to-point.

Since the discussions began regarding the formation of ORA and the development of a new rating rule, I have been amazed by the passions that have been stirred for what should be a dispassionate evaluation of what is best for our Newport Bermuda Race. Perhaps the most interesting question I have been asked is why should a club primarily devoted to cruising be involved with racing rules when others might have more experience or desire? The short answer is that CCA is one of the very few clubs in the world that have shown true long-term

commitment to the development of fair handicapping methods. This coming year will bring the Centennial Newport Bermuda Race. Since the CCA assumed management of the race in 1923, there has been continuous effort to provide fair rating rules. The CCA Rule was used for 34 years, and was replaced by the IOR (which combined the CCA and RORC rules) for a further 18 years. MHS/IMS, developed by CCA, was introduced in 1978 and has been used since. We introduced AMERICAP II for our double-handed and cruising canvas classes in 1998. The common thread in all these rules is the amount of time, money and effort that the CCA has devoted to their development and improvement. CCA members such as Olin Stephens, Jim McCurdy, Lynn Williams, Karl Kirkman, Charlie Poor, Alan McIlhenny are all familiar to you as champions of fair handicapping for offshore contests combined with reasonable control of safety-related issues.

The answer to the question of CCA involvement is therefore simple. We have a long-standing tradition of developing racing rules and are now faced with the need to develop another. Along with our partners in ORA, it has been determined that the AMERICAP II Rule does a very good job of assessing the speed potential of boats racing offshore. It is a rule that has suffered from lack of proper promotion and administration and therefore has never reached its potential. Learning from the mistakes of other rules, ORA intends to make changes to AMERICAP II that will make it simpler for the user yet still provide reasonable handicaps for a very diverse fleet of boats. The changes are sufficiently broad that we have decided to use a new name starting in 2006, the Offshore Racing Rule (ORR).

What we can all find gratifying is the positive response and encouragement received from other like-minded yacht clubs and sailors. There are those who don't believe that ORR is necessary when simpler methods are available, but there are many who are applauding the work that is going on now. Our technical team has been expanded to include several very important contributors such as Alan Andrews, Bill Cook, Stan Honey, Bill Lee, Olin Stephens, Jim Taylor, Jim Teeters and many others. US SAILING has been very helpful as has our Bermuda Race partner, the Royal Bermuda Yacht Club. As one example of cooperation, the Marion-Bermuda Race will be using AMERICAP II for their upcoming race and, due to the common handicapping method, we will be offering a trophy for the combined results with our Centennial race.

For those who are interested in more specific information regarding ORR, we will be sending out detailed explanations of our progress via email. Please sign up for our distribution list through John Winder at jwinder@shore.net.

- Bill Langan

(Bill Langan, yacht designer based in Newport, RI, has chaired the CCA Technical Committee and served on the Bermuda Race Organizing Committee for 18 years. He has competed in most every major ocean race and in '04 completed his 17th Newport Bermuda Race.)



Class 4 Bermuda Race start 2000

Don Nerney



News from Stations & Posts

Boston & Buzzards Bay

Buzzards Post Captain Ted Hood and Entertainment Chairman Dan Nerney went out in a blaze of glory at the Post's Winter Dinner, held at the Sea Fare Inn, Portsmouth, RI on Feb. 4. Actually Ted went out, stepping down after a term distinguished by several memorable talks, impromptu and otherwise; Dan went up, as the new Post Captain. Dinner was extraordinary, in an historic setting, and Pulitzer Prize winner Nat Philbrick (*Heart of the Sea*) was a mesmerizing speaker.

There would be sparse time for sailing if one were to attend all of the attractive social events the Boston Station has planned. The wisest among us, including RC Fischer (*Diva* is in Ireland) and Sandy Weld (*Windigo* in Newfoundland), have strategically placed their boats oceans away and will sail to home waters to enjoy the local festivities.

Mark your calendars:

Rats lunches on the third Friday, this year a traveling venue: North Shore,

Boston, Dedham and Newport. Check with Rob Kiley.

Buzzards Bay Post lunches the last Friday (except as noted) in Marion. Check with Kin Howland.

April 15: a special combined Boston/Buzzards lunch at Harbour Court. Hank Strauss (NYS) will discuss his harrowing experience as a quartermaster in the Navy when the Supply Ship *Pollux*, escorted by the destroyers *Truxton* and *Wilkes*, all drove up on Lawn Head, Newfoundland. This is a unique opportunity to hear a first-hand account of a dramatic rescue and kindness of the people of Newfoundland.

May 15: Spring Dinner, Harbour Court, Newport. John Rousmaniere (NYS) will talk about his new book, *Bolero*. It is fitting that Harbour Court

- the home of John Nicholas Brown, *Bolero's* first owner - is the site for our meeting. Ed Kane (BOS) has restored the yacht to her former splendor and, while Ed may be on hand, *Bolero* is reported to be heading for the Med for our late summer cruise.

Rooms at Harbour Court (\$125 NYYC/\$135 others) can be arranged by calling 401-846-1000. Charlie Langston doclangston@msn.com and RC Fischer will put you in touch with a local member who has offered a bunk if you contact either of them.

Spring Gam on the Memorial Day weekend - Plans are in the making, Contact Sib Reppert.

July 4: Fireworks in Newport from the lawn of the RC. The fireworks are a planned event, not a result of Mrs. Fischer seeing the RC's friends with the Rum Keg back on the lawn again this year. This is a BYO Potluck affair. Be sure to contact the Fischers (abf50@cs.com or 401-847-0211) if you can attend. Access by car will be difficult because of local traffic but easy by dinghy or launch from Ida Lewis YC or Harbour Court.

If you are not exhausted yet we'll see you at Doug MacLeod's house for the start of the National Cruise later in the week. (see elsewhere)

- Bob Morris

Bras d'Or

Will winter never end? Our Nova Scotian winter has been the snowiest, coldest one in living memory - at least it seems that way!

But our members have not been hibernating. A number have accepted significant appointments in yachting organizations. Glen Dexter has joined the CYA board as VP, Canadian Sailing team. A former Canadian Olympian with now fellow

member Sandy MacMillan and Andreas Josenhans in the Soling Class, World Champion 1977 and '80, and owner of a Swan 51, he has broad experience in world class racing, and ocean racing and cruising.

Will Apold, owner of the *J/160 Excalibur* and winner of last year's Route Halifax Saint Pierre (7 CCA members, 29 Canadian entries), has been appointed to the International Sailing Federation's Offshore Committee.



Syd Dumaesq

Syd Dumaesq is chair of the Nova Scotia Sea School, a wonderful organization offering experiential education to teenagers based on the traditional Nova Scotian skills of building and voyaging in small boats. Fellow CCA member Wilson Fitt is also a Sea School Board member. Both serious ocean cruisers and mariners with boat building experience (Wilson built his yacht himself), they are ideally chosen to contribute to this important youth program.



Hal Davies

Hal Davies, owner of *Third Wave* and co-founder (in 2002) of the highly successful Atlantic coast ocean race fixture Route Hali-

fax Saint Pierre, has been appointed to the Canadian Yachting Association's Offshore Committee. He is a recent class winner in the biennial Marblehead to Halifax Race, and frequent participant in the Bermuda Race (including 2004).

The Himmelmans' *Delawana* sailed to Tortola last fall. The trip was completed in 9 1/2 sailing days. Their family spent time sailing the BVIs over the Christmas holidays into early January and were headed back in late February for 14 more days cruising. *Delawana* will return to NS in late April. Summer plans include Marblehead Halifax Race, cruising coastal NS, and participating in Chester Race Week.

Many members of the Station have exciting plans for future racing and cruising. 2005 is the centenary Marblehead Halifax Race. This usually sees about 20 Canadian yachts participating, several of which are CCA members. Some expected to race this year are *Excalibur* (Will Apold), *Third Wave* (Hal Davies), *Delawana* (Hans Himmelman in the doublehanded division), *Black Irish* (David Arenburg), *Akubra* (Reg Gooday).

Ocean cruising plans include Wilson Fitt, who tells us, "The 2005 cruise plan for *Christina Grant* includes a trip to Bermuda and return, departing around May 14, returning three weeks later. The outbound crew includes BDO Station member Iain Tulloch, a noted racing skipper who, I expect, will help me finally to learn to sail properly. Current plan is to return singlehanded, on the expectation that



the crew will all abandon ship within moments of arrival in Bermuda...."

Reg Gooday's J/44 *Akubra* will sail on May 12 to for a two-week trip to Bermuda and back. On board will be his oldest and youngest offspring, along with three other "junior crew" who are eager for offshore experience.

Carpe Diem 1 skipper and Station RC Denis Linton will be southbound to Bermuda May 14, returning after a week in Somer's Isles. The Magdalene Islands are also on the 2005 to-do list! 2006 will be a big year for this experienced single-handed transatlantic sailor, leaving Halifax in May for an Atlantic circuit. This time he will have crewmates! His voyage will include the Azores, Ireland, Portugal, Madeira, Canaries, Cape Verde, Virgin Islands. Winter there, then back to Halifax via Bermuda. Half of the charts are bought... a good sign.

Other members will also cruise extensively. The Dumaresqs' *Surprise* will be away much of this summer, having had a great cruise of the Gulf of St. Lawrence, Newfoundland and St. Paul Island in 2004; there is still many a passage to be made, many a cove to be discovered.

- Hal Davies

Chesapeake

Speakers are a new addition to the station's monthly luncheons. Setting the pace was Gary Jobson with comments on the recent Olympics, followed by a Q&A session. Buck Buchanan, president of the Annapolis Maritime Museum, discussed goals and progress in rebuilding after Hurricane Isabel demolished the museum and docks in the fall of 2003. In January Fleet Historian John Hawkinson described building a Bugeye, using a scale model that he built first. Dick Neville, past commodore of the Storm Trysail Club and CCA member, talked



John Hawkinson works on the hugeye "Katherine Mae Edwards"

about the new IRC rule, which is being used for the Annapolis-Newport Race in June. Superintendent of the U.S. Naval Academy Admiral Rodney Rempt discussed his vision of sailing at the USNA and the challenge to increase the number of midshipmen sent to sea in a sailing vessel.



Dick Neville

These gatherings meet at Annapolis Yacht Club on the second Tuesday of the month, except for July and August. The July luncheon will be held at the Gibson Island Club and August will be held at a restaurant on the Eastern Shore. For additional information, contact Karl von Schwarz at vonschwarz@comcast.net

A festive holiday luncheon was enjoyed in December in the Skipjack Room at AYC and attended by over 60 members, wives and guests. Special recognition was given to former R/C Tommy Closs and his wife Renee for outstanding service to the station during his two years in office. A catered Midwinter Dinner was held at the lovely home of Steve and Mary Hiltabidle in February. The gathering featured a tapping of the station's rum keg, much merriment and many sea stories.

John Melchner and his Cruise Committee have finalized plans for coming events. The Spring Cruise, May 20- 23, will include the annual Robert Henry Memorial Race and a Sunday at Gibson Island with cocktails at the Boathouse.

New this year is a Mid-summer Cruise to Molly and Wally Stone's home on Crab Creek on Saturday, July 30.

The Fall Cruise will begin at the home of Jim and Ellen Rogers in Galesville with a catered dinner. The race for the Sunny Neff Trophy will be held with the winner announced at the annual meeting and dinner at Tred Avon Yacht Club on Monday, October 10.

For more event details, chairs and committee members, check the CCA website, Chesapeake Station. To those spring and fall cruising folk passing through the Chesapeake: come join us on our cruises. We would be delighted to see you.

- Sunny Smith, RC

Essex

At our annual meeting last December 7 held in our usual location, Essex Corinthian Yacht Club, we held our biannual elections. RC Bob Gunther, Jr. passed the belaying pin to our new Rear Commodore, Paul Connor. The slate also included Tony Halsey as treasurer, Tom Keogh our long-standing secretary, and your scribe as historian.

During the meeting the Vernon Merritt Award for the ESS boat which goes the farthest east was awarded to *Knight Hawk*, Bob and Mindy Drew, for their trip to Kinsale. The



No wonder Jeb Embree is smiling



Bob Gunther, Jr.'s *Westward*, Jeb Embree's *Meridian* and Paul Connor's *Kite*

Bruce B. Edmonds Anchor Watch Trophy awarded for meritorious seamanship went to Bill and Pam Kellett for their numerous and extensive cruises to Scotland, the Great Lakes and most recently the Pacific Northwest, Anacortes, WA to Prince Rupert, BC (next summer they're off to Alaska).

On December 16, Bob and Mindy Drew hosted the third Thursday luncheon at their newly restored 19th century home in Guilford. It was a well-attended and festive event. The new location of our 3rd Thursday of the month lunch will be Essex Corinthian Yacht Club on Novelty Lane, just down the street from the Griswold Inn. Fixed price, company booze. Come and join us.

-Jeb Embree

Florida



Charlie Chapin, Doug MacLeod and Jim Chambers

Every third year the Midwinter Rendezvous starts at the Moorings Club in Vero Beach on Friday night and then progresses on Saturday to Stuart.

Well, there was a small change this year. The Moorings clubhouse blew apart in Hurricane Jeanne and had to be demolished. Rather than having cocktails and dinner on the remaining concrete slab, Chairman Pete Hoffman chose to move everything

(courtesy of Commodore Casner) to the Quail Valley River Club, which has brand-new dock facilities for all the boats and several dining areas. Pete chose a two-story building called the Boathouse, which would be dedicated to the CCA only.

A small fleet of CCA boats arrived at the River Club from as far south as Ft. Lauderdale after bucking a 25-knot northerly. Dock Mistress, Pam, did a superb job. Some members elected to drive to the Club.



Mimi and Charlie Munroe, Skip Barlow

Commodore Casner and Cinnie were our hosts. After a cocktail party on the ground floor, some 60 members and guests moved upstairs, where we enjoyed a great dinner.

Saturday the breeze moved around to the southeast; so, once again, the fleet had it on the nose, but in clear weather and only about 18 knots, as it headed south on the second leg to Mariner Cay Yacht Club in Stuart.

Saturday evening started with the traditional Florida Station rum keg on the club deck. The 70 in attendance were then entertained by a lively performance by the world renowned "Navel Whistlers" (no, this is not a misspelling) marching to the tune of "Bridge over the River Kwai." Gail Noyes was seen slipping a dollar bill into the low-level belt of one of the performers, but no further reduction in attire resulted from her investment. The assembled audience was in stitches over the unsurpassed performance by this highly acclaimed quartet. Shortly after the performance of the "Whistlers" (strangely all CCA members) a superb clambake, with flown-in lobsters, was enjoyed by the group.



Judy Baker, Kay Chapin, Sue Chambers, Ruth Howarth and Mimi Munroe preparing brunch

Sunday Jim and Sue Chambers hosted a huge brunch. Their waterfront house is on the grounds of Mariner Cay, so there were many water views from the living room porches and other areas, making the ambiance even more special. The party was so great it lasted at least three hours and closed the rendezvous on a high note.

- Wally Ross and Jim Gourd



Wally Ross and Joan Ross

Gulf of Maine

With a new and strong leader in Blair Pyne, the GMP had a wonderful year both on and off the water

In November we were hosted by Taylor Allen at the Rockport Marine Ship Yard where we toured an about-to-be-launched 80' ketch which had been through a two-year rebuild. If you love wooden boats, this is one of the yards

to visit.

December found us at the Damariscotta River Grill, where Doug Pope gave a most interesting talk on sailmaking and rigging. Although I am sure we were not to blame, that night the restaurant suffered a large fire and was out of business for many months. We plan to return this December if they will have us.

Merle and Barbara Hallett opened their lovely home to about 40 of us in January to enjoy our annual potluck dinner. A good time was had by all.

Phin Sprague again hosted our annual Rum Keg get-together at the Maine Boatbuilders show in March. We were joined by the S & S Owners Association, so the turnout was even greater than normal. We heard a nice talk from Bruce Schwab and toured his boat, *Ocean Planet*, an Open 60. Bruce is the only American entry in the Vendee around-the-world-alone race.

Steve White hosted our tour of his Brooklin Boat Yard in April. Lots of interesting projects got us thinking about getting our boats ready for the water. This is another wooden boat heaven which you should not miss while cruising on the Maine coast.

August and September found us on the water, first at Benner's Island in Muscongus Bay, where 11 boats enjoyed perfect weather and company. A nor'easter kept some boats away from our gam in Tenants Harbor, but Toby and Harriet Tobin in *Froya*, Walter Wales in *Fleur De Mer* and Blair Pyne in his new powerboat made it, to be joined by others who came by car to the East Wind, where we had a wonderful dinner. We hope to make this an annual gathering.

Our schedule is posted on the CCA web page and we hope any who are in the area will join us at our monthly meetings. Contact Blair Pyne or Walter Wales for the latest information.

- Walter Wales

Pacific Northwest

On February 14 the PNW Station held their monthly meeting at the Museum of Flight at Boeing Field in Seattle. Forty-seven members and guests attended. The occasion was the recent opening of the World War II wing, and of even greater interest, the War on the Water wing. PNW Station member Dick Marshall had served as a consultant on this project. Dick is a former Naval aviator, having flown the Curtiss SB2C Hell Diver aboard both the *Intrepid* (CV-11) and *Essex* (CV-9) in 1944 and early '45. He also flew the F4F Wildcat, F6F Hellcat and F4U Corsair. Dick helped develop a video, which he narrates, describing the operation of an *Essex* class carrier in the years 1943-'45. In attendance was another WW II pilot veteran, past CCA Commodore Bill Whitney, who flew B-26's in the European theater.



Museum of Flight, Boeing Field, Seattle.

PNW members Dave and Sharon Heaps recently returned to Bellingham after a three-year, 18,000 mile cruise along the US East Coast, Great Lakes, Midwest and Canadian rivers and canals. *Sounder III*, their 38' Sunn Fjord trawler, was shipped from Vancouver, BC to Ft. Lauderdale and back using Dockwise Transport. They were able to accompany the boat on the initial trip to Florida. Highlights of their cruise were the two CCA national

cruises - Great Lakes and Chesapeake - Georgian Bay, North Channel, the inland rivers and the Bahamas. Not content to stay at home, the Heaps are already planning a cruise around Vancouver Island this summer and a return trip to Alaska in 2006. We look forward to a more detailed description of their "big trip" in an upcoming article.

The PNW Spring Cruise is scheduled for May 18-22. Gathering in Oak Harbor, WA on Whidbey Island, it will visit LaConnor, Spencer Spit on Lopez Island and will end with a dinner at Skyline Marina near Anacortes. Contact cruise chairman Roger Barnhart for details.

After talking with Dick Marshall about his WW II dive bomber days, your reporter then regaled him with stories of what it is like learning to fly a modern Airbus A-320, which is what he's been doing for the past month. The computer age has taken over, both in navigation and with flight controls, and the role of the airline pilot is becoming more and more that of an in-flight manager. It's pretty amazing to see how safe and efficiently the computers are in handling a modern airliner.

- Doug Cole

San Francisco



Bill Chapman receiving CCA Trophy

At its Christmas dinner, the San Francisco Station awarded circumnavigator Bill Chapman the station's CCA Award for Cruiser of the Year. Bill is one of seven active members of the Station who have circumnavigated the globe. Bill shared with the group his slides of his most recent trips on his Swan 47,

Bones VIII, to the South Pacific and up to Hawaii.

Our new Rear Commodore, Jim Cornelius, announced at our January meeting that the SAF Station will be the host for the CCA Spring Meeting in 2006 taking place April 19-21, just before the Baja Cruise.

Station member Roger Swanson, who was featured in the January issue of *Sail Magazine*, is putting together a crew for an attempt at a Northwest passage this summer. He plans to leave Greenland in mid-July.

- John Sanford

Southern California

We opened our new season with a well-attended luncheon at Long Beach Yacht Club. RC Len Baker outlined the major events we can look forward to this coming year here on the West Coast. For those of you who will be out our way, there will be a Spring Cruise to Catalina coves May 19-23, and our Fall Cruise Sept. 30-Oct 9, plus our bimonthly meetings February through November.

Lou Scott, Jack Cahill and Len and several assistants are busy planning and visiting Mexican ports to assure an outstanding major CCA Cruise next year in the Sea of Cortez, Baja California April 22-30, 2006. Reservations are being taken through Larry Somers, Baja Secretary/Treasurer, 471 Old Newport Road, Newport Beach, CA 92663; 949 650-0308; losomers@earthlink.net.

Several skippers are already planning to bring their boats to the West Coast for the winter season in Mexico, then participate in the Baja Cruise and afterward cruise or ship their boat via ocean transport to British Columbia for further cruising in the San Juan and Gulf Islands, Desolation Sound or Alaska. There is also a mother ship available for the Baja cruise. The Lindblad ship, the *Sea Bird*, with 32 cabins will provide accommodations for 64 guests.

Speaking of Alaska, Rick and Elaine Williams on their Fleming 55, *Festival*, visited Southwest Alaska for a second time last year. This time they cruised Icy Strait and visited the quaint village of Elfin Cove. They also spent considerable time in Sitka and surrounding areas. The Pacific Northwest has long been a favorite cruising ground for many of our Station's members.

Speaking of cruising, not content to cruise most of West Coast mainland of the US and Mexico, plus the Sea of Cortez, Chuck and Pamela Cook in their Navigator 48, *Outta Bounds*, have ventured forth on a 6,000-mile journey to circumnavigate the eastern United States. They've invited us all along to share their wonderful website (outtatheloop.us). Give it a look; even if you live in some of the places they have already cruised, you'll find it fascinating.

- Dick Lawrence



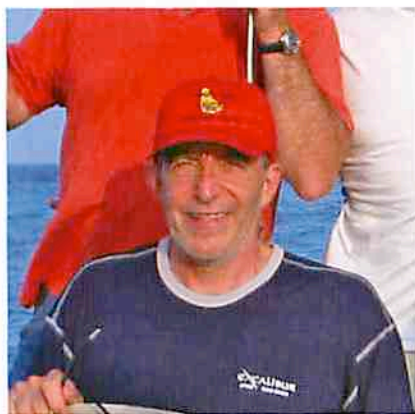
Sawyer Glacier at the end of Tracy Arm, Alaska

Rick and Elaine Williams



Welcome New Members

By Evans Wohlforth and Bill Wohlforth



Will Apold

WILLIAM O. (WILL) APOLD

Bedford, Nova Scotia

Spouse: Beth

Station: Bras D'Or

Yacht: J/160 *Excaliber*; J/92 *Storm Front*

Proposer: Alex MacMillan

Will Apold's home waters, the Bras D'Or and Nova Scotia's coast, are many peoples' dream destination. He brings to our ranks a well-rounded sailor with an emphasis on East Coast and Atlantic offshore racing. He cut his teeth in the Bluenose class in the '70s. Since then, in a series of boats over the last 25 years, Will has skippered his own boat in five Marblehead to Halifax races, three Bermuda races and numerous races offshore of Nova Scotia. He cruises with Beth in Maine and up to St. Pierre. They have had a number of Caribbean sojourns, as well.

Will is active in his local yachting scene, where he is well known and respected for his skills and good fellowship. Will has taken his turn "in the barrel" by serving as rear and vice commodore of Bedford Basin Yacht Club, where he has been a

member since 1975. He is also a member of the Royal Nova Scotia Yacht Squadron. Thanks to Alex MacMillan for bringing Will Apold on board.



Bill Barsz and Jeri

WILLIAM BARSZ

Coronado, California

Spouse: Jeri

Station: Southern California

Yacht: Hallberg-Rassy 352

Proposer: John L. Cahill, MD

Bill and Jeri are well known cruisers in Southern California waters. He has made a great number of passages down to Mexico and north to Canada, as well as trips further afield in the English Channel, Northern Europe and the Caribbean. Their Hallberg-Rassy is immaculately kept, and Bill is known as handy and generous with his skills to those in need. He has acted as watch captain and navigator on a very wide variety of boats and routes.

Bill flew commercial jetliners for 28 years, and Jeri was a flight attendant. In retirement, they are seeing the world at a slower pace. Bill was a naval aviator in his younger days, serving in Vietnam and flying off a carrier deck. His navigation skills have made him a sought-after addition to many an offshore racing crew. We are

grateful to Jack Cahill for securing Bill as a new member, and we look forward to dropping the hook next to him and Jeri.

Military Service: U.S. Navy



Bill Belmont

WILLIAM C. (BILL) BELMONT

San Francisco, California

Spouse: Janice

Station: San Francisco

Yacht: 100' Nevins motorsailer *Argosy Venture*, 38' Farrallone clipper sloop, 30' Knarr sloop

Proposer: Lucian W. Taylor

Bill Belmont is known as an experienced and skilled hand underway (he holds a 500-ton master's ticket), and when it comes to boat maintenance it's a good thing, too, because he keeps three wooden boats, including the 100' Davis-designed, Nevins-built motor-sailer *Argosy Venture* (ex *Holiday*). Bill has cruised *Argosy Venture* throughout the Mediterranean, trans-Atlantic, in the Caribbean, and the west coast up to Canada. He cruises and races his other boats in San Francisco Bay and surrounding waters.

Bill has contributed to our understanding of the marine world. He took a film expedition aboard *Argosy*

Venture to the Revillagigedo Islands to study thermal differences in the waters around San Benedicto. His articles have appeared in *Wooden Boat* magazine, *Latitude 38* and a study of charts using U-2 and satellite imaging for the Royal Geographic Society is in progress. Lucian Taylor deserves great credit for introducing so experienced and multi-faceted a sailor to the Cruising Club.

Military Service: U.S. Navy 1959-63



Bob Bernheim

ROBERT BERNHEIM

Belvedere, California

Spouse: Susan

Station: San Francisco

Yacht: DeFever 49 *Satisfaction*

Proposer: James F. Cooper

Bob Bernheim is a lifelong Belvedere sailor, having started out in Moon Boats, then Clippers, then 210s, with the likes of Hank Easom and Punk Mitchell. He has alternated between power and sail. He has owned the 63' yawl *Rajada*, in which he thoroughly explored the Caribbean and the east coast with family and friends in the late '80s to 1996, and several Grand Banks trawlers, in which he cruised the California coast and up to Canadian waters. Bob was pulling into Portland, OR in 1980 when Mount St. Helens erupted, covering all with ash, presenting surely the most unusual cruising hazard one might expect to encounter.

Bob has been a frequent hand aboard offshore Pacific races and to

Mexico. He has as frequently crewed or skippered on the delivery back home. Susan Bernheim is respected as an able sailor in her own right, and they are planning on a second substantial yacht to be based in the Caribbean for further adventures. Congratulations are in order to Jim Cooper for bringing Bob Bernheim on board.

Military Service: U.S. Army Corps of Engineers



Mory Creighton

ALBERT M. (MORY) CREIGHTON III

Manchester, Massachusetts

Spouse: Sarah

Station: Boston

Yacht: 36' Pipe Dream Sloop *Narada*

Proposer: Thomas S. Walker

Those who have dropped a hook alongside Mory, Sarah and their two boys on one of their yearly cruises down east have met up with a lifelong sailor with a wide range of talents. The two of them have extensively restored *Narada* themselves and keep it in Bristol condition. Mory started out sailing as a child in Rhodes 19s and Widgeons in the waters around Manchester and Vinalhaven, and went on to captain the Bates College sailing team. His first cruising boat was a Sea Sprite 23, in which he explored Massachusetts and Maine waters, first single-handed and later with Sarah. In *Narada*, Mory has done two Halifax races and he has numerous other offshore races and deliveries under his belt.

Mory is active in sailing organizations. He has been a stalwart of Manchester Yacht Club, where he has been chairman of the Race Committee, secretary, and recently was elected rear commodore. *Narada* is a testament to his skills as a wood and metal worker. To round out, Mory is sought after as a racing navigator. In 1982, he served as a deckhand and navigator's apprentice aboard an 870' fuel and cargo tanker making ports on both sides of the Atlantic. The boys are coming along in their parents' tradition. We are grateful to Tom Walker for bringing this accomplished mariner into the Cruising Club.

Memberships: Manchester Yacht Club; Manchester Sailing Association



Jack and Lindy Cummiskey

JOHN J. (JACK) CUMMISKEY

Ardmore, Pennsylvania

Spouse: Lindy

Station: New York

Yacht: Laser; small powerboat

Proposer: Brewster Righter

"Skipper Jack" Cummiskey's sailing resume reads like a list of the classic offshore races. At the age of 19 he skippered his father's Swan 48 *Weald* in the Fastnet Race, and at 20 commanded the same boat in the Bermuda Race. A year later he raced *Weald* trans-Atlantic and in another Fastnet. In earlier years, Jack was a regular aboard the successful ocean racer *Carina* with Dick Nye. In all, Jack has completed ten Bermuda races. Jack's son Ted, now 16, is following in his dad's footsteps. He joined Jack and Righter Brewster in 2003 for the

Newport to Cuxhaven Race and the subsequent Fastnet.

In addition to Dick and Brewster, Jack has sailed with a number of Cruising Club members, notably on Larry Huntington's *Snow Lion* for three Bermuda Races and the 2001 Fastnet. He has cruised extensively on the US East Coast and on both sides of the English Channel. Jack is an active organizational sailor, as well as a member of a number of well-known yachting fraternities. Thanks go out to Brewster Righter for rectifying the absence of Jack Cummiskey from the ranks of the Cruising Club.

Memberships: New York Yacht Club; Indian Harbor Yacht Club; Storm Trysail Club; Royal Ocean Racing Club; US Sailing



Jesse Deupree

JESSE DEUPREE

Portland, Maine

Spouse: Jean

Station: Boston

Yacht: F27 trimaran

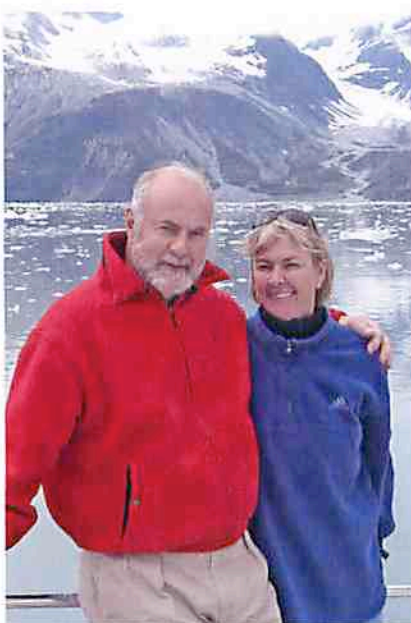
Proposer: Andrew S. D. Lindsay

If you want to get to know Jesse Deupree, you have to catch him when he is standing still. He has been known to make passages from Corea to Lubec in five hours and hit 25 knots on his F27 trimaran. But when you do catch up to him, you will find a well-read and well-rounded proponent of our sport and the sea. Jesse is a noted collector of the literature of cruising and a student of yacht design. He has been commodore of Biddeford Pool Yacht Club and frequently contributes to

online cruising and multihull mailing list fora.

Jesse's racing accomplishments are impressive. He was State of Maine racing champion several times in the 1970s. He has done the classic offshore races, including twice to Bermuda, the Halifax and Block Island races. He has won, sailing singlehanded, the multihull class of the overnight Monhegan race. His cruising has taken him throughout the northeast. Exploiting the trailering capabilities of the F27, he has explored the St. Lawrence and Maine's Moosehead Lake. Thanks are due Andy Lindsay for proposing this versatile and experienced sailor.

Memberships: Biddeford Pool Yacht Club; New England Multihull Assoc.; US Sailing.



David and Betsy Fullagar

DAVID J. FULLAGAR

Los Gatos, California

Spouse: Betsy

Station: San Francisco

Yacht: 53' trawler (currently building)

Proposer: Steven M. Hunt

David began his sailing career as a boy in the United Kingdom. He spent his youth racing a wide variety of dinghies there.

After relocating to the United States in 1965, he purchased a 38' Aage Nielsen/Murray Peterson gaff-rigged ketch. In 1973, Dave and Betsy, their two-year-old son and a few friends cast off for a year's cruise, to Mexico and then on to the Marquesas, the Tuamotus, Tahiti and Hawaii. They operated with a fathometer, sextant and taffrail log — no radio or other electronics. Since then, he has owned a series of cruising yachts and voyaged up to Alaska and down to Mexico. In 1994, David raced to Hawaii aboard his Taswell 43.

In 2000, David made the switch to power with a 42' Kroger trawler. He is currently building a 53-footer in Sydney, British Columbia. His career as an electrical engineer and in computers has stood him in good stead when it comes to dealing with shipboard electronics. David and Betsy are usually traveling even when not on the water, and on these journeys David practices his considerable skills as a photographer. We are grateful for Steve Hunt's initiative in bringing David into the Cruising Club.

DENNIS C. (BUCK) GILLETTE

Fort Lauderdale, Florida

Spouse: Mimi

Station: Florida

Yacht: J/46 *Screamin' Mimi*; Scout 30

Proposer: D. Sennett Duttonhofer

Our correspondents are unanimous that Buck Gillette "runs a tight ship," fielding top notch crews and keeping a series of yachts in Bristol condition. He is busy in organized yachting, as well. He is currently vice commodore of Lauderdale Yacht Club, fleet captain of the Southern Station of the Storm Trysail Club and past race chairman of the SORC and Ft. Lauderdale-Key West Race. He has raised a family of sailing Gillettes, including Rebecca Gillette Pancera, who crewed aboard the winning *Southern Star* in the Farr 40 World Championship.

Buck has campaigned his boats through a number of offshore races, the Bermuda, Miami-Montego Bay, various SORCs and Key West race weeks. In fact, Buck has only missed three Fort Lauderdale to Key West races since 1978. He has cruised the Atlantic coast, from Maine to the Caribbean and as far as Mexico. He is noted for his ability to pick the right people and get the best out of them, even in the worst of weather conditions. Sennett Duttonhofer has done the Cruising Club a signal service in bringing Buck on board.

Memberships: Lauderdale Yacht Club; Storm Trysail Club; Gulf Stream Sailing Club; Royal Marsh Harbor Yacht Club

MARSHALL MONROE GREEN

Scotland, Connecticut

Spouse: Fen

Station: New York

Yacht: Pacific Seacraft 34 *Lucy*

Proposer: W. Murray Buttner

Marshall says he came to sailing late in life, but that was in 1961 when his wife, Fen, taught him to sail at Camp Lejeune in one of the Marine Corps' Rebels. Many years of Other-Peoples-Boats cruising followed. In 1982, Marshall purchased a custom 30' cutter which he renamed *Melisma*. *Melisma* turned out to be Henry Scheel's prototype for the famous Scheel keel. With a boom tent, Marshall had a rudimentary cruiser. In the '80s and '90s, Marshall was a regular aboard Murray Buttner's *Seguin* for Vineyard, Block Island and the 1992 Bermuda race. In 1998, Marshall was skippering *Seguin* back from Bermuda when they were caught out in a Force 10 blow. With her planks opening up and pumps failing, the Coast Guard dropped pumps and diesel from an aircraft and all finally made port in Essex, Connecticut, thanks to Marshall skill and *sang froid*. (The tale of *Seguin*'s 1998 scrape may be familiar to members from the *Cruising Club News* of that year.)

Following that experience, Marshall bought the bullet-proof Pacific Seacraft 34. His preparation for the 2003 Marion-Bermuda Race produced a yacht impeccably prepared for an offshore passage. He still keeps *Melisma* for sentimental reasons and, he claims, against the day he needs a fast boat "able to be sailed by a decrepit old man." Murray Buttner, who has introduced so many able stick-and-string sailors to the Club, has done it again, and we all owe him a debt of gratitude.

Military Service: US Navy; US Marine Corps



Peter Isler

PETER (PEDRO) ISLER

La Jolla, California

Spouse: JJ

Station: Southern California

Yacht: Etchells 22

Proposer: Jack Sutphen

Peter Isler's name will already be familiar to Cruising Club members, as he is one of the best-known professional sailors, nautical authors and teachers in the world today. He is a veteran of three America's Cup campaigns in which he served as navigator and tactician. There are few major offshore races in which Pedro has not competed – he has done the Volvo Ocean Race, Transpac (4), Fastnet (3), Bermuda (2) and others too many to list. In 2001, he was strategist for Team News Corp. on a trans-Atlantic passage. In 1993, Pedro and Gary Jobson sailed

around Cape Horn for an ESPN documentary.

Pedro is married to JJ, herself an Olympic medal-winning sailor. He frequently speaks in public on nautical subjects. He is a favorite teacher at the California International Sailing Association's esteemed youth sailing clinic in Alamitos Bay, patiently answering questions and diagramming the rules and situations. Pedro and JJ are often seen cruising in Southern California waters, Cherry Cove in the Catalinas being a favorite of theirs. We look forward to getting to know these prominent sailors better and thank Jack Sutphen for bringing them on board. Membership: San Diego Yacht Club

W. STEPHEN (STEVE) LIRAKIS

Newport, Rhode Island

Spouse: Bernadette

Station: New York

Proposer: Brewster Righter

Many are familiar with Steve's name as it is associated with the Lirakis deck harness, which he invented and which is still state-of-the-art gear. Members may not be aware of Steve's remarkable sailing career amassed over some 40 years. Some highlights are six trans-Atlantic passages, a cruise in the Beaufort Sea and extensive 12-meter racing experience. In 1973-74, Steve lofted and built the 12-Meter *Courageous*, the first built in aluminum and the last two-time America's Cup defender. Over the years, Steve was a regular campaigner on Dick Nye's *Carina*, with the Cummiskeys on *Weald* (see above), George Coumantarous' *Boomerang*, and, most recently, with Larry Huntington on *Snow Lion*. In *Snow Lion*, Steve did the Daimler-Chrysler Trans-Atlantic Challenge, a Fastnet, two Block Island races and the Bermuda Race, all since May of 2003! Obviously, Steve knows how to put a lot of water under the keel in a hurry.

Both Steve and Bernadette are artistic and good with their hands.

Steve has completed three major house renovations on his own, very beautifully. Few have put as much thought into seamanship and safety issues in offshore sailing, and the Lirakis deck harness has surely saved countless sailors' lives. Yet, even when things look dire, Steve maintains his superb sense of humor. Brewster Righter deserves our thanks for bringing Steve Lirakis into the Club, and we are sure he has more than his share of sea stories for our next gam.

Memberships: New York Yacht Club;
Royal Ocean Racing Club



Gus MacDonald

STUART F. (GUS) MacDONALD

Freeport, Maine
Spouse: Carol
Station: Boston
Yacht: Hinckley Pilot 35 *Panacea*
Proposer: Louis Meyer

Gus has sailed *Panacea* for 20 years. She belonged to his father, who bought the boat new in 1964. Gus has restored and maintained this boat to offshore racing standards. He is a regular sight on the Maine coast and has cruised east as far as Newfoundland in her. He has done four Marion-Bermuda Races, the last in 2003, when they were second in the celestial class and won the Adams Bowl for outstanding New England yacht. In 1984, Gus joined

Jim Watson on *Gaylark* from Bermuda to Nova Scotia. Although thwarted by the weather, they attempted to land on Sable Island to commemorate James' grandfather's trip there 20 years earlier.

Those who have competed regularly against the MacDonalds say they are tough competitors. But Gus's skills as a sailor are complemented by his affable and easygoing demeanor on board. Carol is at home on *Panacea*, and Gus is followed in his love for our sport by his two sons. Gus has held nearly every office in Harraseeket Yacht Club, and his efforts have been a mainstay of that institution's junior sailing program. Louis Meyer has done the Cruising Club a signal service in bringing Gus into the fold.

Military Service: US Coast Guard



Cindy and Dick Metler

RICHARD BRUCE (DICK) METLER

Seattle, Washington
Spouse: Cindy
Station: Pacific Northwest
Yachts: Alden 44 *Puffin*; Seabord/
Blanchard 46 *Kate II*
Proposer: Maurice Rattray, Jr.

You can tell a lot about a cruising sailor by the boat—or, in Dick Metler's case, by the boats he owns. During the past five years, he and Cindy have lived aboard *Puffin* while cruising extensively along the eastern seaboard between the Caribbean and Maine. In the meantime, Dick is finishing off the

construction of *Mentor*, an Amazon 44 purchased as an unfinished steel hull. He and Cindy envision extensive transoceanic passage-making in this stoutly constructed vessel. But whenever the wanderlust is satisfied and the Metlers want to return to pleasant coastal cruising in home waters, *Kate II*, a beautiful 55-year-old, wooden Ben Seaboard design, awaits in storage.

In his over 40-year involvement with our sport, Dick has belonged to many boating organizations, usually ending up in a position of responsibility. He is commodore of the SSCA, has served as trustee of the Quartermaster Yacht Club and as a board member of the Maritime Heritage Foundation. Maurice Rattray's wise proposal brings a cruising couple with wide cruising horizons to the CCA.

Membership: Quartermaster Yacht Club

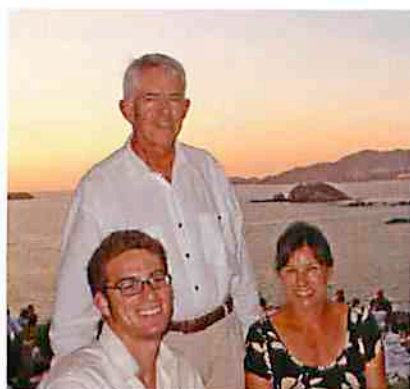
GEORGE E. (ERNIE) MINNEY II

Newport Beach, California
Station: Southern California
Yacht: 55' Schooner *Samarang*
Proposer: Peter C. Pallette

The adjective "legendary" seems naturally to describe Ernie Minney. He grew up cruising aboard his family's 65' schooner *Kelpie*, including a year as first mate on a 10,000-mile South Seas voyage. For 15 years, he was *Kelpie*'s master as she worked carrying passengers for charter in southern California waters. He purchased the 68' schooner *Shearwater* in 1975, taking her on a three-year, 40,000-mile circumnavigation. He then sailed *Vadura*, a 103' ketch purchased in Tahiti, in which he battled Hurricane Veena in 1985. For the past two decades, he has cruised *Samarang* extensively in Californian and Mexican waters. Ernie's exploits include an impressive racing career involving six Transpac races, a Tahiti race, and many other competitions.

When it comes to schooner events, Ernie is the one to watch, for few men have more experience coax-

ing optimal performance from a split rig. Already well known and respected for his sailing exploits, Ernie is also familiar to thousands of sailors as the proprietor of the renowned outfitter Minney's Ship Chandlery. The CCA is fortunate that Peter Pallette had the good sense to propose this talented seaman for membership.
Military Service: US Naval Reserve



Michael, Debbie, Ryan Mullin

MICHAEL J. MULLIN

Newport Coast, California
Spouse: Debbie
Station: Southern California
Yacht: Shannon 50 *Heart Strings*
Proposer: Ian Fettes

Ian Fettes' proposal brings an enthusiastic and accomplished cruising man to the CCA. Mike and Debbie have taken *Heart Strings* to far horizons, including a mid-1990s voyage from Newport Beach to Hobart, Tasmania, via Mexico and the Marquesas, as well as numerous trips to Mexico and Hawaii. Our latest report had them in Costa Rica, six months into a cruise of "indefinite length" that will take them to the US eastern seaboard, and thence across the Pond to Europe. Mike's seamanship and boat-handling skills have earned the respect of many Southern California Station members, and his and Debbie's good cheer has earned them many friends.

Mike also exemplifies another quality found in many members of our Club—a willingness to lend

his expertise and energy to the betterment of our sport. As a distinguished cardiovascular surgeon, Mike has given many talks on boating-related medical topics; he provided the medical component of the Safety at Sea Seminars offered by Orange Coast College. And, more than one Southern California Station member can report having been stitched or patched up by Mike after being banged up on a rough passage. Mike and Debbie will be assets to the CCA.

Membership: Newport Harbor Yacht Club



William Palmer

WILLIAM L. (TAD) PALMER III

Newport Beach, California
Spouse: Shannon
Station: Southern California
Proposer: Thomas C. Corkett

When Tad Palmer is not sailing ships, he's sailing boats—or perhaps it's the other way 'round. Son of CCA member William L. Palmer, Jr., Tad is a graduate of the Massachusetts Maritime Academy and a merchant mariner with an unlimited second mate's tonnage license, serving as mate aboard massive container ships plying Pacific waters. He has also racked up tens of thousands of offshore sea miles—racing, cruising, or delivering yachts large and small. He has crewed on two Fastnet Races and four Transpacs, serving as sailing captain and crew for the return voyages from Honolulu to San Francisco. Most notably, he won

the double-handed class in the 2002 Pacific Cup as co-skipper (with Skip Allen) of the 27' sloop *Wildflower*.

Needless to say, the depth and breadth of this lifelong sailor's knowledge of the sea and ships impresses even the saltiest members of our Club. Tad brings not only those nautical qualities but also his trademark enthusiasm, infectious good cheer, and the promise of many contributions to our Club. Members who make Peter's acquaintance will applaud Tom Corkett's good judgment in proposing him.
Membership: Newport Harbor Yacht Club

Military Service: US Merchant Marine



David and Penny Parrot

DAVID G. PARROT

Fort Lauderdale, Florida
Spouse: Penny
Station: Florida
Yacht: Alden/Derecktor 59' yawl *Carousel*
Proposer: Gardiner L. Schneider

David Parrot is not, strictly speaking, a lifelong sailor. His father, CCA member Don Parrot, waited until young David was six weeks old before taking him up to Newfoundland to live aboard the family's 56' Hand-designed schooner, *Half Tide*. That move inaugurated a life of intense involvement with boats and the sea. David cruised extensively on family boats. He shipped out as bosun's assistant on a freighter to Goteborg, Sweden,

and thence to work in Paul Molich's yard in Hundested, Denmark. After a decade with John G. Alden, David started Titan Maritime in 1981, which specializes in the salvage and removal of very large wrecks. As a result of running this worldwide concern, he can rivet the most seasoned crew with the most extraordinary modern stories of heroism and technical prowess at sea. He has acquired unusual expertise for dealing with boats in trouble that complements his navigation, boat handling and sailing skills.

For the past 30 years, David and Penny have cruised extensively in the waters between the Leeward Islands and Maine, and they are currently readying *Carrousel* for more. It is rare that one meets cruising couples as experienced, capable and companionable as the Parrots, and the CCA is indebted to Garry Schneider for helping to bring them into our ranks. Membership: New York Yacht Club



Craig, Cassie, Sam and Caley Roe

CRAIG ROE

Auckland, New Zealand
Spouse: Katharine ("Cassie")
Station: Boston
Proposer: George H. Hartmann

When the CCA next organizes a New Zealand cruise, more members are likely to meet Craig Roe, and thereafter to be grateful to George Hartmann for proposing this avid Kiwi sailor for membership. Craig grew up messing about in small boats in the bays and anchorages of New Zealand's North Island, and graduated to coastal and

offshore sailing in his teens. By the late 1980s, he established himself as a professional crewman, winning his first berth as captain of the 65' ketch *Calculus* in 1993. He went on to skipper the 92' ketch *Catalyst*, and later took command of her bigger sister, the 110' *Charlatan*, having supervised the construction of both at Alloy Yachts in Auckland.

Over the years, his tens of thousands of miles' voyaging took him from New Zealand, throughout the South Seas, to South Africa, the Caribbean, New England, Europe and the Mediterranean. In 2000 Craig and Cassie (also an accomplished professional sailor) decided to put in some time on dry land and start a family. Craig managed to balance his love of boats and the sea with a career and shoreside responsibilities by founding Roe Enterprises—a comprehensive project management firm for owners wishing to build large yachts. The Cruising Club is fortunate to be able to welcome this accomplished sailor aboard.

Membership: Royal New Zealand Yacht Squadron



Spencer Smith

SPENCER SMITH

Lee, New Hampshire
Spouse: Pat
Station: New York
Yacht: Bristol 39' *Nottoway*
Proposer: John Rousmaniere

Spencer Smith is a thoroughgoing cruising man with offshore experiences stretching over 40 years. Sometimes it was on his family's *Concordia*, *Chance*, which Spencer once raced to Bermuda. Sometimes it was as crew aboard others' yachts, including a Bermuda-Newport run on Eric Swenson's *Toscana*, and a Nova Scotia-Newfoundland-Labrador cruise aboard John and Nancy Eills' *Echo*. Most of his cruising, however, has been in command of his own boats—first out of City Island, New York, and, more recently from home ports in Portsmouth, New Hampshire and Center Harbor, Maine.

Spencer and Pat like to take *Nottoway* far down east, splendidly isolated from the more populous stretches of the Maine coast where most summer cruising folk are to be found. Club members who have caught up with them universally report on their fine seamanship and companionability. Our latest sighting reported *Nottoway* lying at Horta, Azores, en route to Spain. Thanks to John Rousmaniere's proposal, *Nottoway* will sail home with the CAA burgee flying at her truck. Memberships: New York Yacht Club; Center Harbor Yacht Club



Peter Stoops

PETER WARD STOOPS

Cumberland, Maine
Spouse: Katie Wilkinson
Station: Boston
Yachts: Swan 40 *Chase*; Swan 36 *Freedom*

Proposer: Maxwell A. Fletcher

Hailing from a Navy family, Peter took up sailing as a lad, mastering first the waters of Narragansett and Buzzards Bays, and later, the coastal waters from New York to Nova Scotia. In 1985 he purchased his first Swan, the 1971 36' *Freedom*, which he campaigned in four Bermuda Races and cruised annually down east. The late 1980s and early 1990s found him frequently offshore, crewing on others' boats, including a trick as navigator aboard the late Tom Watson's *Palawan III* on a delivery from Maine to the Lesser Antilles. In 1996 Peter and two partners purchased the 1970-vintage *Chase*, with an eye toward restoring and upgrading all her systems for offshore voyaging. By 2003 this mission had been accomplished, and Peter took *Chase* on a classic Atlantic triangle voyage from Maine to Portugal, thence to Spain and back across to Antigua (via Madeira and the Canaries).

Our correspondents testify eloquently to Peter's nautical and technical competence at sea in a variety of boats and conditions, and to his hearty good fellowship in both home and foreign waters. They leave little doubt that he and Katie will enrich the life of our Club and ably represent it in far-flung future voyages. Thank you, Max Fletcher, for an inspired proposal. Membership: Portland Yacht Club



Tito, Mateo Vargas and Renee Athey

EDUARDO (TITO) VARGAS

Treasure Island, Florida
Spouse: Renee
Station: Florida
Yacht: Morgan 54 *Irene Dos*
Proposer: David G. Mulock

Rear Commodore David Mulock's auspicious proposal brings a gifted sailor and a tireless volunteer and community builder to the CCA's ranks. Tito Vargas grew up in a sailing family in his native Colombia, and was a champion competitor in one-designs (Sunfish, Snipe and Lightning). He was a member of the national sailing team that competed in the Montreal Olympics in 1972. He served as the Colombian Navy's sailing master, training cadets in seamanship and coaching the sailing team. Tito's ocean voyaging began in the 1980s, after immigrating to this country (he became a US citizen in 1986). He completed two transatlantic deliveries as skipper, as well as numerous voyages between Florida, Central and South America.

In 1973, he purchased *Irene Dos*, in which he and Renee have cruised widely between Florida and the Caribbean. More than 30 years after she was popped from the mold, designer/builder Charlie Morgan reports that she is in "better than new" condition. Tito is said to be the sort of person who is first to volunteer for a task and last to sit down in the cockpit after the action subsides. He has won the respect and affection of a wide circle of sailors in Florida for his many contributions to the sport, including notably his highly successful leadership of SPYC's large junior sailing program. The CCA is fortunate to be able to count Tito Vargas among its members.

Memberships: St. Petersburg Yacht Club; Treasure Island Tennis & Yacht Club



Sandy and Carol Viotor

ALEXANDER W. (SANDY) VIET-OR

Rye, New York
Spouse: Carol
Station: New York
Yacht: Dubois 49 *Peningo*
Proposer: James G. Binch

Perhaps the most telling commentary on Sandy Viotor's qualities as a seaman is recounted in a report by his sailing partner, Dod Fraser, of a forceful encounter with a whale aboard their jointly owned *Peningo* (*CC News*, 2001). *Peningo* was seven days into a passage to Cowes for the America's Cup Jubilee, and the skills Sandy deployed on that blustery June morning off the Grand Banks reflected a lifetime's devotion to the sea.

He grew up sailing at Edgartown Yacht Club, was captain of the Tufts University sailing team in the early 1970s, and for the rest of the decade he raced the family's Swan 37 *Orpheus* in all the major east coast venues. He has crewed in numerous Bermuda races and campaigned his own boats (a Mumm 30 and a J/35) in many events.

Sandy has also cruised widely in New England and Caribbean waters, as well as in New Zealand for the 1999 CCA cruise. He brings to the CCA not only his vast experience as a congenial and participating member of several yacht clubs and boating organizations, but also an avid sailing family with

three daughters (Corey, Lindsey and Anna) who are as keen on sailing as their father. Cheers to Jim Binch for proposing Sandy for membership. Memberships: American Yacht Club; New York Yacht Club; Edgartown Yacht Club



Ginny Vought

VIRGINIA A. (GINNY) VOUGHT

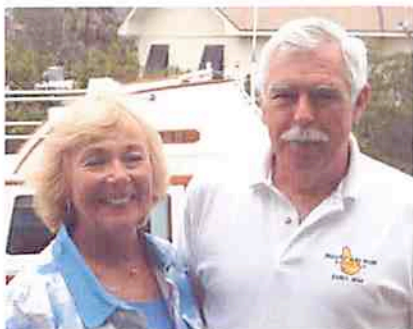
Southport, Connecticut
Station: New York
Yacht: Cal 39 *Ginny*
Proposer: James E. McHutchison

Jim McHutchison's proposal has brought into the Club's ranks a woman with admirable nautical skill and remarkable determination, as well as the infectious charm New York Station members already know so well. Raised in a Long Island Sound sailing family, Ginny Vought cruised extensively in northeastern coastal waters for over 25 years with her husband, Walker.

In the late 1990s, the Voughts sold their Pearson 30 and bought *Ginny* in order to realize their long-cherished dream of transoceanic passage-making and live-aboard cruising. After extensive refitting, they embarked in 2001, double-handing their sloop between New England and the leeward and windward islands. Tragically, their plans were cut short by Walker's untimely death in 2003.

Ultimately, Ginny determined to carry on with their dream. She mastered the remaining nautical skills she needed to assume full command of a small yacht offshore, oversaw *Ginny's* re-powering, and, with a crew of two, sailed from the Abacos offshore to Connecticut. She then made passage to the Azores and, with crew reduced to one, sailed from Horta to Lagos, Portugal, arriving under main alone after the headstay parted in a blow. It is only fitting that *Ginny* should proceed under the CCA's burgee.

Membership: Pequot Yacht Club



Jack and Glory Wills

JOHN A. WILLS

Port St. Lucie, Florida
Spouse: Glory
Station: Florida

Yacht: Wauquiez 45 *Jet Stream*; J/24 *Sparky*

Proposer: Charles R. Moore, Jr.

Jack Wills comes to the Cruising Club with over five decades of extensive eastern seaboard racing and cruising under his belt. He picked up both the racing and cruising bugs as a lad, competing in Cape Cod knockabouts and Beetle Cats in the Cape's Waquoit Bay while also crewing aboard a neighbor's 34' gaff sloop on extended cruises. By the 1970s, Jack and Glory initiated a family tradition of annual down east cruising with kids aboard on a succession of boats. He has helped other skippers deliver vessels offshore from Florida to New England, and has cruised extensively in the Caribbean on chartered vessels.

Jack has also found success on the race course, both near and offshore. He has competed in every Off Soundings race since 1977, many Eastern Connecticut Yacht Racing Association events, several Block Island Race Weeks and 40-class races, and has won class honors at least once at each of those venues. He has crewed the Bermuda Race, Marblehead-Halifax, and in several other offshore events. Jack is an administrator as well, having served as offshore chairman for the ECYRA; he has been a frequent race committee member for several clubs, as well as a member of the 2002 Block Island Race Committee. Kudos to Charles Moore for proposing this thoroughgoing yachtsman for membership.

Memberships: Baldwin Yacht Club; Off Soundings; Shennecossett Yacht Club; Essex Yacht Club; St. Lucie Sailing Club
Military Service: US Navy, US Naval Reserve

***Please mark your calendars - GAM deadline for copy and photos
September 7th for the Fall issue.***



News You Can Use

New helicopter rescue video

A 16-minute video which shows how to prepare a small boat for a helicopter transfer of crew or emergency equipment is now available. The video was made possible by Bonnell Cove Foundation funds, and was spearheaded by CCA member Bill Gregg, who rallied friends in Clearwater, FL and convinced the local USCG Station to fit the filming into their training program. CCA member John Brooks used his USCG contacts to keep the project on track. The video was completed for one sixth of the cost that the USCG had estimated for the project.

Copies of this video plus a USCG pamphlet, "Guide to Helicopter Assistance and Evacuation at Sea", have been distributed to moderators of Safety at Sea Seminars for use when a USCG unit cannot make a presentation. Bonnell Cove Foundation has several loaner copies of the video for use in club training sessions. CCA Stations have been offered copies to show at Station gatherings. For more information, including copies of the USCG pamphlet, which contains valuable guidelines for all boats that go offshore, email rontrossbach@msn.com. VHS/DVD copies of the video may be purchased from the producer's website at www.baysidemultimedia.com for \$19.95 (\$14.95 for CCA members) plus \$3.95 shipping.

Report from Lake Superior

For those who are thinking about cruising on Lake Superior, our experience over the past two seasons may be of help.

First, do not be concerned about weather, such as terrible storms between June 15 and September 15. We found, during 2003 and '04, the summer weather, including fog, was

a far gentler experience than cruising the coast of Maine. We were on the NE portion of the lake in Canada.

I recommend two yards with which we had very successful experiences:

Superior Marine Services at Washburn Marina, Washburn, WI has excellent storage facilities with much lower rates than on the East Coast. Buildings are climate controlled and can take up to a 60-70' boat quite easily. Yard crew are experienced, and the manager agreeable to work with.

In Thunder Bay, a small yard called McKeller Marine Center carried out some repairs after we hit a rock. Work was above average; manager was fair and honest, nice to work with. There is also an excellent marina facility on Thunder Bay for fuel, water and electric service.

We would highly recommend a summer cruise on Lake Superior for its beauty, remoteness and pristine, clear air and water.

-Henry Davis (BOS)

(Eds. note: Henry's letter has been edited to fit available space.)

Your single sideband – why you may not be transmitting

If you can receive but have never been heard at reasonable distances, an inadequate ground system may be the reason. Most references cite that a yacht's ground plane should be a minimum of 100 square feet, though we find we can get by with a little less. If you only recently can't be heard, the connection to the antenna is most likely corroded, followed by the connection of the antenna feed wire to the tuner.

Copper foil should be used to connect the radio to the ground plane. Foil 2-3" wide is available from discount marine firms. When two or more foils are to be connected, they should be soldered to ensure a permanent electrical connection. The ends of the foil connected to the SSB should be folded or cut at the corners to create a "V". Punch a hole in the foil for the connection bolt.

The antenna tuner should be located as close to the antenna as possible. This is usually under the deck adjacent to the backstay. The feed wire should be connected to the antenna tuner with a soldered ring connector. The preferred wire to use for the antenna feed is GTO-15. When installing, add a little length to form a drip loop, to prevent water from reaching the tuner's antenna output terminal.

Many antenna tuners have a screw in the bottom to allow moisture to drain out. This screw should be removed or at least loosened enough to allow condensation to discharge.

Most articles about using the backstay for an antenna recommend putting the lower insulator more than six feet off the deck so the crew won't accidentally touch the antenna section of the backstay when transmitting. On the other hand, the antenna base should be as close to the water surface as possible, which would put the isolator close to the deck.

This conflict can easily be resolved by installing a length of PVC tubing over the backstay so the wire can't be accidentally touched during transmission. By isolating the active wire portion of the backstay, the lower insulator can be installed low, enhancing transmission.

- Walt Paul

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Calendar of Events

2005

Apr. 15 BOS/BUZ Luncheon (Hank Strauss), Harbour Ct., Newport
Apr. 12 ESS Spring Dinner, Essex Corinthian YC
Apr. 16 GMP Tour of Roseway, Waterfront Rest. lunch, Camden
Apr. 20 CHE Luncheon, Philadelphia Corinthian YC
Apr. 21-23 Spring Meeting, Bermuda

May 5 BOS Spring Dinner (tba)
May 19-23 SOC Spring Cruise, Catalina
May 20-23 CHE Spring Cruise

June 25 GMP Fenders over the Side Gam, Pulpit Harbor
June 26 BDO Spring Raft-up (tbd)

July 4 BOS Potluck Fireworks Gam, Halidon House, Newport

July 9-17 Nat'l Summer Cruise, Narragansett & Buzzards Bays
July 12 CHE Luncheon, Gibson Island YC
July 30-31 CHE Midsummer Cruise
Aug. 9 CHE Luncheon, Annie's Restaurant, Kent Narrows
Aug. 13 GMP Summer Gam, Dix Isl., E. side Mussel Ridge Channel

Sept. 7 GAM deadline, copy & photos
Sept. 11-23 Fall Cruise in Croatia
Sept. 11 BDO Fall Raft-up (tbd)
Sept. 17 GMP Rendezvous & Dinner, Tenants Harbor
Sept. 24 BOS Fall Gam (tba)
Sept. 30-Oct. 9 SOC Fall Cruise

Oct. 7-11 CHE Fall Cruise
Oct. 23 BDO Fall Social (tbd)

Nov. 15 Annual Meeting, New York, NYYC

2006

April 19-21 Spring Meeting, St. Francis YC, San Francisco
April 22-30 National Winter Cruise, Baja, CA

June 16 Bermuda Race, 100th Anniversary

September National Summer Cruise, Gulf Islands, BC

Stations & Posts: Please email us your on-water event dates for Nov. '05-Apr. '06 so members planning a cruise to your area can join your rendezvous. (Editors' email: fastrabbit1@cox.net)

For the latest info, please check www.cruisingclub.org