

The Bluenose Cruise

It was a great nine days in the beautiful waters of Nova Scotia. The Bluenose Cruise - hosted hospitably by the Bras d'Or Station, organized by Gretchen McCurdy and Charles Westropp, and smartly executed by many hard-working committee members and "Officers of the Day"

- brought new perspective to familiar waters to some and new horizons to those of us who had not cruised Nova Scotia before. Some 50 boats and 150 skippers and crew members converged on Halifax, some by racing the Halifax Race from Marblehead.

The Cruise began in Halifax at the Royal Nova Scotia Yacht Squadron, the oldest yacht club in North America, founded in 1837. Of interest is that Gretchen's husband, Kit, called the current RNSYS



Planked salmon being cooked at Shelbourne

clubhouse his childhood home!

The two days leading up to the welcoming cocktail party and lobster boil were festive in Halifax, with 25 tall ships gracing the waterfront. Brilliant sunshine highlighted some magnificent wooden vessels, their polished brass, figureheads and varnished spars. The *Bluenose II* was there to be seen as well, and we were to see her in Lunenburg, a few days later.

The *Bluenose* was a 161' schooner
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Gearing Up for Newport Bermuda 2008

The second century of racing to Bermuda begins on June 20, 2008, with the start of the first class of the 2008 Newport Bermuda Race scheduled for 1300 EDT off Castle Hill. The Bermuda Race Organizing Committee has been hard at work since the end of the 2006 race, trying to top the tremendous effort that saw more than 265 boats arrive at the starting line for the centennial race.

In recognition of the growing importance of electronic communications, CCA and Bermuda Race webmaster Dorsey Beard and her crew have overseen the development of a spectacular new website - bermudarace.com - as the internet presence of the Newport Bermuda Race. bermudarace.com is the most sophisticated website of any big-fleet ocean race, and will serve as the contact point for potential

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Siren finishing in 2006

Dan Nerney



From the Commodore

Dear Cruising Club Members,

I want to express my thanks to the folks who bring us all our written and cyberspace communications. Our ability to stay in touch with one another has improved immensely since our current editors and publishers assumed their responsibilities; for their creativeness and hard work, I am truly grateful.

This issue of the *CCA GAM* will be the last under the direction of the creators and publishers of this wonderful publication. PC Casner recognized the need for a timely vehicle to introduce New Members, disseminate Station, Cruise and Club announcements. Dan and Mimi Dyer and Mindy and Bob Drew created the *CCA GAM* to fulfill this need. Their foresight and hard work have resulted in the very professional magazine you have come to expect. They have involved many others in the success of the *GAM* - the Wohlforths, who contribute the New Members section, Rear Commodores, Historians, Committee Chairs and Cruise Chairs.

Chris Otorowski from the Pacific Northwest Station will be assuming the role of editor/publisher. Please give him your help as he picks up the reins.

I also want to thank Jeanie Myer for that indispensable companion, our Yearbook. I find myself referring to it daily, and am pleased she will be continuing in her role as editor.

Harriet and T.L. Linskey will



set out soon on their new boat to resume voyaging. They will continue to publish the *CC News* from onboard. Everyone agrees that the *News* is the finest club publication that exists today. We all wish them good sailing.

The CCA website, the Forum, the new Bermuda Race website and other web-based initiatives are all the work of our Webmaster Extraordinaire, Dorsey Beard. Her efforts mean much to the CCA, and I want to thank her.

Finally, the CCA is clearly keeping pace with communications technology, thanks to the oversight of Steve Taylor, the primary moving force for this progress.

Fair winds,

Ned Rowland



The CCA GAM

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Coming Up ... Cruises and Meetings

Annual Meeting '07

New York YC

November 13

This is the annual reception and dinner, with election of officers and review of the year, which follows committee meetings during the day. *Spouses and guests welcome. Entertainment Committee Chairman Dod Fraser: 914-697-4740; dodfraser@sackettpartners.com*

Winter Awards Dinner '08

New York YC

January 15

Awards, including the Blue Water Medal, highlight this dinner meeting, which follows committee and board sessions. Spouses and guests welcome. *Entertainment Committee Chairman Dod Fraser: 914-697-4740; dodfraser@sackettpartners.com*

Winter Cruise '08

Antigua

March 14-22

Cruise Chair Brad Willauer reports the Antigua Cruise has been well received by the membership, as more than 85 members have already filled out forms (available on the web) and paid the required deposits months in advance. He reminds us the Cruise is limited to 120 people, so please do not delay in arranging your charter. For many youngsters, this is school vacation.

Particularly attractive for this cruise is the inclusion of mother ship *S. V. Arabella*. Some cabins are still available aboard her, and we suggest you book early so you are not disappointed. In addition to sailing wherever we go, *S. V. Arabella*

will host the Commodore's Cocktail Party midweek. Booking information is available on the web site, through Candy Isdale (candlertvl@aol.com) or by calling Brad Willauer at work (207-773-5333).

Please plan your air travel so you are in Antigua's English Harbour for the opening cocktail party at Admiral's Inn, Friday, March 14. The closing dinner will be on Shirley Heights overlooking the harbour, Saturday, March 22. Do not delay securing your travel arrangements, as Easter is March 23.

Spring Meeting '08

Florida Station

Host Club: St. Petersburg YC

Renaissance Vinoy Resort

April 17-19

While it's still chilly up north, take a few days to enjoy the subtropical west coast of Florida. The historic waterfront Renaissance Vinoy Resort and Golf Club will host the welcome reception Thursday evening. The Vinoy docks have been rebuilt - so come by boat as the Florida Station Spring Cruise will kick off immediately after the Spring Meeting. Friday morning there will be a tour of St Petersburg and the unique Dali Museum for those not attending meetings. Lunch at St Petersburg YC, followed by croquet at the Vinoy - so bring your whites, for those not at the Board

meeting. An evening boat ride along the waterfront, then a cocktail reception and dinner at SPYC; do not forget your dancing shoes - there is a band in the bar! On Saturday, following the RCs meeting, the group will be bused to the University of South Florida for lunch and a tour of their maritime facilities, returning to the host hotel around 4 pm. *Contact: Barbara Watson: 727-345-3933 (H) or watknots@earthlink.net*

Norwegian Fjord Cruise

July 12-24, 2008

The National Summer Cruise next year takes place near the Arctic Circle in the spectacular fjords of western Norway, July 12-24, 2008, a time when the sun barely sinks below the horizon at night. This is the first cruise the CCA has had in Norwegian waters, which represent a special set of challenges, such as 40-70' deep anchorages and brisk winds that suddenly whip down the mountain slopes from contrary directions that can flatten the unprepared vessel.



Sognefjord

The course takes us from just south of Bergen through a series of inner fjords some 60 nm north to the Sognefjord, the longest fjord in the world and the deepest in Europe. It cuts 127 nm halfway across glaciated Norway and in places plunges to almost a mile deep. A vessel can be off soundings within a few boat lengths of its towering shores and at the same time be splashed by a waterfall spilling 2000 feet down from a snowy peak.

Once in the Sognefjord, we will explore the glory of its narrow side fjords, including the Nærøfjord (a World Heritage site) and the Aurlandsfjord, where we will take the world famous Flåm railway to the top, up one of the steepest railway grades on the globe.

There are three scheduled dinners: the first night at an island restaurant accessible only by boat, where the proprietor dives daily for his catch; the second mid-trip in Balestrand on the Sognefjord at the Kvikne's Hotel, the largest wooden structure in Norway, where the Kaiser was staying when WWI broke out; and the last night in a restaurant perched high over Bergen, reachable only by cable car.

A charter fleet of fully equipped 38-50' Jeanneaus and Beneteaus is available, most no more than three or four years old, a few brand new. Contact Ørjan Wollertsen, owner of the company, at orjan@nautic-sailing.com. There is a 35% discount for those who commit before Dec. 31.

We have secured an 85' brigantine built in Norway in 1877, the *Loyal*, as a mother ship. Restored by her owner/crew in Norway over the last 22 years, she can accommodate 10-14 passengers. For details, go to www.loyal.no. Contact the cruise chairman for pricing and booking.

As of August, four boats had

been chartered, three members on their own yachts had signed up, and three cabins on the *Loyal* confirmed. Numbers will be strictly limited due to minimal dockage in small villages where it is too deep to anchor.

Optional trips after the cruise:

1. A trip north from Bergen on what used to be the old mail boat, the *Hurtigruten*, now a small cruise liner. The ship leaves Bergen every day and voyages to Tromsø, the North Cape and Kirkenes near the Russian border in about a week, with frequent stops. Now is the time to book for 2008, as it can fill up a year in advance. To reserve space, go to www.hurtigruten.com.
2. If sufficient interest, a two-day trip to Oslo visiting sites like the Viking Museum, the *Kon-Tiki* Museum, and the Munch Museum. We also have been invited to plan an event at the Royal Norwegian Yacht Club.

To sign up or for more information, contact Cruise Chairman David Tunick, dtunick@tunickart.com, 212-570-0090, 19 East 66th St., New York, NY 10021. This is a joint cruise with the North American Station of the Royal Scandinavian Yacht Clubs.

Bay of Quinte & 1000 Islands Cruise

September 11-19, 2009

Cruise co-chairs Jim Binch (NYS), David Matheson (NYS) and Bob Medland (Great Lakes Station-Toronto) are well underway planning for the Fall National Cruise in the beautiful and unspoiled eastern end of Lake Ontario and the adjacent 1000 Islands of the St Lawrence River.

We are contemplating a start for all in Toronto at the Royal Canadian Yacht Club's island clubhouse, one

of the truly spectacular clubhouses in North America, followed by chartered buses down to Belleville, Ontario, where we will board the boats chartered for the cruise. Those who wish to arrive on their own "bottoms" will be provided transport from either Kingston or Belleville for the opening festivities.

From Belleville, we will proceed through the Bay of Quinte to Picton, a picturesque town in Prince Edward County, where we will spend a day touring some breath-taking sand dunes – the largest freshwater sand dunes in the world, a tour of some outstanding vineyards with the proprietors and winemakers, and special shoreside dinner. Thence on to Clayton, NY on the St Lawrence, where we will be treated to a private day at the Antique Boat Museum with the Museum Director, formerly the head of the International Yacht Restoration Museum in Newport, RI.

After Clayton we will meander back toward Kingston, Ontario with a visit to a member's private island on the way. Kingston, the home port for the British Navy's defense of the Lower Great Lakes in the War of 1812 and the home of CORK (Canadian Olympic Regatta – Kingston, the largest single site for Olympic sail training in North America), has plenty to offer. We are working on a mini-challenge regatta there, and our farewell dinner, which will be at either Fort Henry or the Royal Military College original mess hall, with exceptional and truly unique entertainment.

If you are interested in knowing more about the Cruise, or perhaps even have an interest in joining us, please email the Cruise Chairman at JBinch@aol.com as soon as you can, since the number of charter boats will be limited to 20.

Bermuda Race from page 1

entries, the source for regular race news before the start, provide an online electronic entry system, and give regular updates during the race and at the finish.

Once again, the shoreside contingent can follow the action through a race-tracking feature on the website. As in 2006, every boat in the fleet will be equipped with a satellite transponder that gives regular position updates throughout the race, allowing friends and family to track their favorites.

Participation chairman Richie Shulman is reprising the successful "get out the boats" strategy that helped drive 2006 entries to record levels. A new feature of the participation effort is the assignment of Race Ambassadors—experienced Newport Bermuda participants—to guide first-time skippers through the entry and race preparation process.

We have received an unprecedented amount of early interest from potential first-timers via the website.

At the other end of the spectrum, a number of new boats, including the first three of the new

high-performance STP 65 box rule boats, are expected to contest for line honors in the growing Gibbs Hill (professional) Lighthouse division.

The primary handicapping system for the 2008 race will be ORR—the Offshore Racing Rule—a VPP (velocity prediction program) handicapping rule that is the linear successor of the MHS, IMS and Americap rules. The CCA was one of the original proponents of VPP-based handicapping more than 25 years ago, and continues its support of research into understanding and evaluating the factors that produce fast, seaworthy offshore racers and cruisers.

The 2008 race will also offer a new trophy for boats in the St. David's and Gibbs Hill divisions that choose the option of scoring under IRC as well as ORR.

To further refine the distinction between amateur and professional racing programs, we will reduce the number of sailing professionals allowed on board in the St. David's and Cruiser divisions, shifting more professional programs into the

grand prix Gibbs Hill Lighthouse division.

We also expect increasing numbers of participants in the Cruiser and Double-Handed divisions, which saw record numbers of competitors in 2006.

Organizing and running the Newport Bermuda Race is a massive undertaking. The race is virtually the only race of this scale that is organized and managed by volunteer members of its sponsoring clubs. Over the two-year race cycle, CCA and the RBYC members put in thousands of hours of their time to create a race that runs smoothly, handicaps boats fairly, and provides the best ocean-racing venue in the sailing world.

We are constantly re-evaluating every aspect of the race to keep it the best-run ocean race in the sport, preserving a legacy of high-level competition for both amateurs and professionals that now spans more than a century.

The Newport Bermuda Race has always included a large number of CCA boats, and the club can rightly be proud not only of the large number of entries it produces, but their unequalled record as class and division winners. If there is any race that incorporates a prime objective of the Cruising Club outlined in our constitution—"...to stimulate interest in seamanship, navigation, and the handling of small vessels..."—it is the Newport Bermuda Race.

Come join us on the starting line in 2008. Be part of the proud tradition of sailing in our great offshore challenge: the Newport Bermuda Race.

For constantly updated information on the 2008 race, visit bermudarace.com.

- Nick Nicholson

Chairman, BROCC 2008

In Memoriam

Edward M. Adams, ESS, July 13, 2007
Donald W. Barber, SOC, August 26
Charles Cheney Dennis, NYS, May 22
Ronald A. Jacks, CHE, July 6
Robert W. McCullough, NYS, August 14
Carleton Mitchell, FLA, July 16
William Wheeler Robinson, NYS, April 3
Sylvan R. Shemitz, ESS, July 5
John A. Stewart, Jr., CHE, October 6
Henry Strong, CHE, March 22
Robert C. Taber, CHE, February 22
Eldon H. Trimmingham, BDA, May 10
George C. Welch, BOS/GMP, June 23
Roderick O. Williams, NYS, June 22
Howard W. Wright, Jr., SOC, July 17

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

The Chesapeake Station hosts another great one!

The week before the Spring Meeting in Annapolis this April, a major storm with cold winds and rain hit the area. The organizing committee under Tommy Closs and John Melchner worried about the cruise of the Annapolis harbor and the Severn River and other outdoor events. Just as in San Francisco the year previous, the weather cleared, and we basked in temperatures that reached into the 80s.

Thursday evening's registration was handled in the Skipjack Room of Annapolis Yacht Club by Renee Closs, Debbie Gibbons-Neff, Ann Smith and Dawn Morton. While a talented piano player caressed the keys with Broadway show tunes, delicious hors d'oeuvres were served to the 150 attendees.

While the Membership Committee was doing its duty on Friday morning, a narrated bus tour was provided that included a visit to the Governor's House and the historic State House. Lunch on the sunny deck of the Skipjack Room at AYC was a perfect way to recover from the morning's activities. After lunch, walking tours were arranged for guests and visits were made to Annapolis Historic Houses, the U.S. Naval Academy and downtown.

The booming of a cannon shot at 4 pm announced the departure of



Jim Gourd

the *Harbour Queen* for a cruise of Annapolis Harbor and up the Severn River. With the warm weather and sunny skies, the mood of the 77 members and guests was jubilant. Tommy Closs was our knowledgeable narrator, and he provided identification of several CCA members' homes and other sites along the route. At the end of the tour, we passed the Naval Academy's dorm, which is the second largest in the world, housing 4,000 students.

On Friday evening, a sit-down dinner was scheduled, preceded by another convivial cocktail party. The committee thoughtfully mixed members from several stations along with a host member at each table. Commodore Rowland treated us to a couple of his legendary Down East jokes. Bill Brewer received an award for 50 years' membership in CCA and as the only member to have served as rear commodore of two stations: Boston and Annapolis. Also honored were the co-chairs of the Spring Meeting, Tom Closs and John Melchner, along with committee members Sunny and Anne Smith, Karl and Lisa von Schwarz, Bill and Dawn Morton, Jim and Ellen Rogers, Fred and Anne Hallett, and Carol Melchner and Renee Closs. Special thanks were given to

Peter Gibbons-Neff, the rear commodore of the hosting Chesapeake Station.

Following the Rear Commodores' meeting Saturday morning, transportation was provided to the U.S. Naval Academy Officers and Faculty Club for lunch. We dined graciously under brass chandeliers and then were treated to a tour of the Naval Academy Museum, with one of the world's best collections of historic ship models. Our expert guide made each exhibit come alive with stories of the ship models, John Paul Jones and other heroes of the United States Navy. The grounds of the Academy never looked lovelier, with flowers in bloom and trees just coming into leaf. We were most grateful that CCA member Bob McNitt, Rear Admiral, USN (Ret) arranged this interesting excursion.

- John Sanford



Dawn Morton, Carol Melchner, & Anne Smith

Marsie Hawkinson



RC Peter Gibbons-Neff, Bill Morton & Tommy Closs

Bob Drew



Shawn and Chris Otorowski

Marsie Hawkinson



Joanie & Chip Thayer; Sunny & Anne Smith

Marsie Hawkinson



Bill Brewer

Marsie Hawkinson



Peter and Jeffrey Gibbons-Neff

Marsie Hawkinson



Ron Trossbach and Bob McNitt

Marsie Hawkinson



PC Bob Drew & Commodore Ned Rowland

Marsie Hawkinson



Frank Bohlen, John Melchner, & Jack Towle

Jim Gourd



Jim Gourd

Bob Drew



Ross Santy & Essex Sta. RC Rives Potts

Bob Drew

Charts/Cruising Guides

For those who have recently cruised the Canadian Maritimes, please send in your findings: changes to existing entries, new harbor descriptions and other information of interest to cruising folk. The editors of each of the guides greatly appreciate hearing from you, and it is you, the user, who keep these guides current and a valuable tool to all who cruise these waters.

Each winter, usually in January, the past year's updates are

compiled and posted on the Cruising Guide web site: www.pilot-press.com – right where you can download them and have your guide up to date for next summer. Contact Sandy Weld (sandyweld@aol.com) for the bookstore nearest you to purchase a guide of Nova Scotia, Newfoundland, Labrador or the Gulf of Saint Lawrence.

The chart loaning service is alive and well: charts continue to come in and go out. The most ac-

tive are charts for the British Isles and the Scandinavian countries, but also for the Canadian Maritimes and Mediterranean.

For those interested in using this service, do not wait until the last minute. Remember your chart coordinators are themselves likely to be off sailing, often for months at a time. Check the CCA web side for the chart coordinator for the area your interested in – and happy sailing.

-Sandy Weld



News from Stations & Posts

Boston and Buzzards Bay

Our newly elected Buzzards Bay Post Captain, Kinnaird Howland Esq. reports: As a result of 'full and frank' but polite discussions, the Boston Station Spring Gam was held in two locations on Saturday, May 26, followed by a joint gathering at Cuttyhunk on Sunday the 27th. Sandy Weld organized a well attended "fenders over the side" gam on Windigo and on a nearby beach under Wing's Neck, and Hutch and Ann Hutchinson gave a wonderful party at their shoreside perch on the Jamestown cliffs overlooking the entrance to Newport Harbor. From all reports there was little or no suffering at Bassett's Island, and Hutch and Ann's son and his wife helped put on a marvelous spread, including many hors d'oeuvres, oysters and chowder, to complement the gorgeous evening in Jamestown. Hutch said his son and daughter in law could have put on a black tie event, had it been called for!

Due to the Post Captain's somewhat laissez-faire attitude, the Cuttyhunk affair was pulled together by the redoubtable Doug MacLeod,

sailing with Harvey White on White Caps, at what might be called the last minute. Doug's family members, Peter and Ginny Coope (and their family), couldn't have been more relaxed or welcoming to the cheerful group of sailors who in the early evening climbed expectantly to their deck overlooking Cuttyhunk Harbor. Hors d'oeuvres, suitable beverages and even bring-your-own-dinner to be cooked on the Boston Station grills brought out from storage in the Coopes' attic, appeared as if by magic. The new 30' catboat Kathleen provided a beautiful sight as she ghosted toward us in the gloaming to drop anchor peacefully and expertly at the head of the harbor. A memorable event.

The Boston Station has proved once again that it is a well-oiled machine when it comes to having a good time in beautiful places.

- Kin Howland

Retiring RC Nancy McKelvy may have given up ocean crossing for the near future but proved she is still a risk taker when she combined

the Fall Gam with the Station's Annual Meeting and chose Boston Harbor as the site. Selecting the right crew is always paramount in any on-the-water endeavour, and the RC made a fortunate selection. Roger and Maggie Merrill, Suzie Homer and Charlie Willauer, along with a host of others, pulled off the most memorable Gam/Annual Meeting in many years. Thursday, September 13 saw 20 or so boats registering in Hull and immediately heading for the 'Gunkhole' just around the corner at World's End. Friday we had a "Bang and Go Back" style race-with the "go back" called perfectly from *Walkabout*, Tom and Ann Walker's able committee boat - around Boston Light - and around Graves Light for boats out front or those not monitoring the radio. The race finished just south of Constitution Marina in ample time for donning blazers or skirts for an elegant catered dinner in a tent overlooking our fleet. RC McKelvy turned over the helm to Rob Kiley, and a number of awards were presented, including Stan Livingston's 50-year medal.

Saturday was to be a jaunt to the Harbor Islands, but reports of a near gale convinced the committee to stay alongside for a potluck dinner - after warm-up cocktails - and the decision pleased all. The more popular vessels were given stability tests as the group dispersed for dinner on "any boat but your own." Sunday a few left early to be home south of the Cape or in Narragansett Bay, but most arrived at Thomp-



Nick Newman

Frank Beveridge, John Treanor, Mary Treanor, Bill Cook, Kathy Newman, Hank Keene, Andrea Keene, Tim Surgenor, Sandy Weld, Charlotte Surgenor, Toby Baker, Jack Towle, Russ Field, Rosita Watson, Henry Keene, Don Watson, Jane Keene, Bob Lawrence, Patsy Lawrence at the Bassett's Island gam hosted by Sandy Weld



Doug McLeod, Henry Keene & Bob Lawrence

Nick Newman

son Island, where we were given an escorted tour and a delightful lunch.

The weekend provided a fresh look at Boston Harbor and a most enjoyable opportunity for seeing old friends and meeting new as well. Thanks to RC McKelvy, Ret. for taking the chance!

Upcoming events will be a South of the Cape Gam on Columbus weekend and the regular Station and Post luncheons and dinners. The Station hosts lunches at the Rats Club in Boston on the third Friday of each winter month, and the Buzzards Bay Post holds lunches at Beverly Yacht Club in Marion (Kinsale Inn for Nov. & Dec.) on the last Friday of each month. The Buzzards Post Annual Dinner is February 1 at the Hope Club in Providence. Contact John Cunningham for the Rats and Bob Morris for Buzzards. Please check the yearbook for Boston Station Winter Dinner dates.

- Bob Morris

Bras d'Or

Most of our members were either involved in the organization of the Bluenose Cruise, which you can read about elsewhere in this issue, or were participating in it, so extensive cruising hasn't been a priority for most of us this year.

However, Fred Voegeli (*Frisco*) continues his tour of Europe, this year spending time in Scotland, Ireland and the Channel Islands. *Frisco*

is at present in Spain. Rick Salsman (*Aisling I*) and crew left Halifax at the end of May, circumnavigated Sable Island twice, with a side trip to Cape Breton, and finally returned to Halifax to wait for a huge stalled low to dissipate before attempting to cross the pond. The wait was worth it. *Aisling I* had a great passage to the Azores; spent time sightseeing on several islands, and then sailed to northern Spain, south through Portugal, and is now in the Algarve. Follow their adventures on their blog www.sailblogs.com/member/aisling.

Medley, with Sam Rogers and family, returned from her Atlantic tour in June through the Caribbean and Bermuda. One of her young crew has been so enamoured of the cruising life, he immediately signed on in an Open 60. The comparisons should be interesting!

The weather in Bras d'Or Station's home waters is always a topic for conversation, justifiably so this year, featuring, at times, fog so thick as to be solid, and rain squalls so heavy that members' dinghies turned into receptacles for emergency water supplies. It was, however, the reason for a serendipitous layover for six BDO members who ducked behind the LaHave islands instead of struggling mightily through the fog to reach Shel-

burne, the final stop on the cruise.

is at present in Spain.

The crews of *Hardtack*, *Zimaz*, *Ulidia*, *First Light IV*, *Christina Grant* and *Gypsy Mare* rafted in narrow Foley Passage, between two islands. Residents of a cottage on shore invited us to a potluck supper/party the following evening, and true cruisers that we are, this invitation immediately made us postpone any ideas we may have had of sailing further the following day. The weather was awful, fog, wind and rain doing their share to make us question if there was any joy at all in cruising; we all retreated to *Ulidia* to enjoy our own potluck. During dinner, we were called on deck to find ourselves serenaded by other guests of the shoreside party, who were members of an a cappella group – Pink Tuxedo – that had performed semi-professionally in Rhode Island for a number of years.

They were fabulous; we cheered; they sang some more; we cheered more. They set off fireworks; we wished we could reciprocate. The raft-up separated because of strong winds (and rain and fog – we would have been mad to have gone anywhere, even without the enticement of the party) but we all groped ashore the next evening to take part in a feast, more singing, a bonfire and more fireworks. Careful planning can make great things happen,



Iain Tulloch

Foley Passage

but the true joys of cruising come from totally unexpected situations, where friends are made and you've just got to be there!

The fall cruise took place September 8 in a calm, sheltered cove in Lunenburg Back Harbour, with temperatures so warm we wished the cruising season was just beginning – but it's not, and we are now looking forward to fall and winter events. Our fall business meeting was set for October 3 at the Royal Nova Scotia Yacht Squadron. Kit and Gretchen McCurdy graciously offered to host the Fall Social at their home October 20, and the Annual Meeting is scheduled for November 28.

- Iain Tulloch

Chesapeake

The Chesapeake Station year began with a festive dinner hosted by Mary and Steve Hiltabidle in late February. The tradition of monthly luncheon meetings at Annapolis Yacht Club on each second Tuesday continues, with noted guest speakers including Tim and Pauline Carr in March. In April we were honored to host the CCA National Spring meeting in Annapolis.

Our 2007 Spring Cruise began May 18 with a cocktail party at the carpenter's shop at Hartge Yacht Yard, Galesville, MD. Overseeing the festivities were hosts Donna and Alex Schlegel, as well as Entertainment Chairman Peter Driscoll. We were introduced to our new members Waddy Garrett, Bill Morton, Bob Mathews and John Gregg. The race for the Commodores' Trophy started Saturday morning at 0955, with seven boats racing in NE winds at 15/20 knots. After the race, the cruise reconvened at the Gibson Island Boat House for cocktails. It was a showery

evening with one strong squall, but our chefs, Rear Commodore Gibbons-Neff and Chairman Driscoll, provided a handsome cookout while Ann Driscoll served up delicious salads and desserts. The new Commodores' trophy was initiated at the award ceremony. The winner was new member Waddy Garrett on *Running Tide*, with Peter Driscoll second in *Easterly* and RC Peter Gibbons-Neff third in *Upgrade*. A showery Sunday morning saw the end of the cruise: breakfast served under the canopy of the Boat House, before the fleet departed for home ports.

The Station had strong representation in the Annapolis to Newport Race. Henry Morgan in *Dolphin* won first in class (PHRF) and first overall, Mark Myers in *Tonic* was first in the new Doublehanded Class, Phil Parish in *Grey Ghost* was fourth in PHRF, and RC Peter Gibbons-Neff in *Upgrade* was 8th in IRC. Along with all the other silver, the CCA Team took the City of Annapolis Trophy in the Annapolis to Newport Race...*Dolphin*, *Grey Ghost* and *Upgrade*.

Circumnavigator Kirk Hall writes, "...Back in Chesapeake Bay after 14 years circumnavigating in our 42' Whitby ketch, *Serenade*. Our course was westabout via the Panama Canal and Cape of Good Hope, starting and finishing the circle in Trinidad. We sailed about 40,000 miles, visited over 50 countries and took ten years to actually complete the circle. Our favorite ocean - the South Pacific, with the Indian Ocean a close second. Our favorite



Pauline Carr, Lucy Melvin, Tim Carr

Marsie Hawkinson

countries - New Zealand, South Africa and Thailand. The toughest experience - selling our house in the U.S. and leaving the security of home. Second toughest experience - returning to land and leaving the cruising lifestyle. Longest stay - 2½ years in Richards Bay, South Africa. Most beautiful cruising area - Tonga or Thailand. Best food - Thailand. Prettiest girls - Vietnam. Toughest sailing - strong winds (steady 40 kts) between Niue and Tonga. Most important result - gaining a whole new understanding of the world and its people. Would I do it again? In a heartbeat (if I were under 60 again)!Gisela and Kirk



Molly and Wally Stone

Marsie Hawkinson

Jim Thompson shipped *Ariel* to France in preparation for cruising in the UK and entering the Fastnet Race. Jim writes, "On the fourth of July the weather site prediction was favorable, so with change of tide in the Solent *Ariel* slid out past the Needles bound for Plymouth a hundred nautical miles distant and as natural with all delivery trips, dead to weather. No fireworks along the coast that night but lots of shipping traffic. The AIS display was useful. *Ariel* arrived in Ireland after nice 24 hour close reach from Lands End. We had 15-18 knots of breeze steadily from the west. The sail plan consisted of a precautionary nighttime reef and the 140% roller furling suiting the passage quite nicely. As *Ariel* closed with the southwest coast, the wind came ahead and the Iron Genny was called into service. Gentlemen do not sail to weather!"

- John Hawkinson

Essex

On April 10 we held our spring dinner at the Dauntless Club in Essex. You may recall the clubhouse is the old Hayden House, which was the shipyard building at the yard which built the Oliver Cromwell, the first U.S. battleship. The house is built into a side hill. The first floor, which is the location of the taproom, has a large stone fireplace with a beehive oven and looks out onto the Connecticut River. About 35 of us, Essex Station members, spouses and guests, enjoyed a nice meal and our usual camaraderie.

Our Spring Rendezvous was held June 1-2. We started out Friday night with a gam at Duck Island off Westbrook, CT. Rear Commodore Rives Potts and Nancy were on *Sammy*, Dick and Ardis Holli-day were on *Everbreeze*, and

Jeb and Dianne were on *Meridian*. Joining us via the Pilots Point launch for the fenders-over-the-side cocktail party were past RC Brin Ford and Joy, Entertainment Chairman Barnaby Blatch and Mari Ann, and Cruise Chairman Paul Hamilton with Patty, *Carina's* navigator. Mother Nature provided us with first rain and then an electrifying light show followed by a fantastic red sunset, but we were all tucked in on *Everbreeze* and had our usual great time.

Saturday we went to Bear Island in the Thimbles, where Lorie and Eddie Adams provided us with another of their wonderful dinners. Thirty-five of us enjoyed the beautiful evening and a sumptuous meal. Eddie and Lorie went to great lengths to be sure that everything was just perfect. It would only be a short time after this that Eddie would suffer a fatal heart attack. The loss of this wonderful person was a great shock to us all and a sad event for our Station. (See "Last Voyages" in the CC News.)



Essex Station lobster dinner



Tres commodores - PC Bill White, Commodore Ned Rowland & PC Bob Drew at Essex Station luncheon

Carol Connor

We have resumed our third-Thursday-of-the-month lunches, and they will continue through June. The lunches are currently being held at Pilots Point South yard, in their clubhouse off Route #1 in Westbrook, CT. It is a great setting. RC Potts arranges for the lunch to be brought in, while the Station provides the beverages. The luncheons are usually very well attended, and we welcome other stations. Hope to see you there.

- Jeb Embree

Florida

Spring concludes the Floridian cruising season, and boats are either hauled or taken north. By Fall those northern boats will be winding their way back south.

The Florida Station Spring Cruise was held on the east coast and got underway on Tues., April 21 with a gala cocktail reception and buffet at the beautiful new Moorings Club in Vero Beach. There were 65 members and guests in attendance. Next day, the fleet of 11 yachts cruised up the Indian River to a reception

Mindy Drew

Reds versus the tans



Barbara Watson

Harvey White, Paul Ives, Pete Hoffman, Gerry Clapp, Jim Chambers, Harry Keith, Steve Heartt



Barbara Watson

Gerry Kynett, Bud Hinckley, Jurgen Kok, RC Skip Barlow, Bob Gunther, Jim McLean

and dinner party at Eau Gallie Yacht Club, near Melbourne, where the Reds beat the Khakis 7-6! Thursday saw the fleet at anchor off Titusville where we swam, relaxed and held an impromptu party aboard Bud and Tess Hinckley's *Edge*.

Friday and Saturday the cruise was in Daytona Beach, with a delightful dinner party at the newly rebuilt Halifax Harbor Yacht Club. Sunday, we cruised to our final destination at the City Marina in St Augustine, where we explored the old city, held a Rum Keg Party aboard guest yacht *NSS Pattam*, enjoyed a very interesting private tour of the Mainship factory and a closing dinner at Harry's Seafood and Steak House Monday evening. Tuesday morning, the fleet disbanded after morning colors, with several members - including Cruise Chairman Paul Ives - heading out the St Augustine Inlet toward summer moorings in the north.

Our cruising members are to be found in the Cook Islands of the Pacific eastward to the Red Sea and points between.

Milt and Judy Baker organized and led Med Bound 2007, a nonprofit all-volunteer rally which saw eight Nordhavns cross from Fort Lauderdale to Bermuda in

company in May and June. According to plans, five of the Nordhavns returned to New England for the summer, while three, including the Bakers' N47 *Bluewater*, continued on to Gibraltar via the Azores. In the Med, Milt and Judy made fast work of the Costa del Sol (known as Costa del Concrete because of all its condos) and Costa Brava, then spent the rest of the summer cruising the Balearic Islands, where they report marina space is all but impossible to find but excellent anchorages are easy to find. *Bluewater* will be at Marina Port Vell at Barcelona for the winter, and in summer 2008 the Bakers plan to continue slowly east across the Mediterranean: Corsica, Sardinia, Italy, Sicily and Croatia. They'll wait till midsummer to decide whether to continue on to Greece and Turkey in 2008 or save that for 2009. "We had a textbook crossing with good weather all the way except a single gale off Cabo Sao Vicente as we approached the Strait of Gibraltar. The boat did very well and we're having a great time. We're in Puerto Colom on Mallorca at the moment with two CCA boats, *Indigo* and *Eight Bells*, and two Nordhavns."

Clint and Adair Bush are now cruising aboard their 47' catama-

ran *Emmanuel*. They transited the Panama Canal, cruised on to the Galapagos and French Polynesia. Labor Day they were sailing from Suvarrow in the northern Cooks to Niue on their route westward to Tonga as the austral winter/spring progresses. "It's great to be out here, living aboard, and finally getting to do what I've dreamed of for years," reported Clint.

Pam Wall writes: "Andy and I went back to Terceira, Azores together at the end of May and have been cruising on *Kandarik* since then. We spent a lot of time in the spectacular Azores, then finally made it across the Atlantic with a landfall in Lagos, Portugal. The Algarve Coast here in Portugal is absolutely lovely, and we have spent a slow and lovely summer cruising leisurely along this coast. We are now in Ayamonte, Spain, just on the Guadiana River, which is the border between Portugal and Spain. We are about to sail back to Lagos, Portugal where we will haul *Kandarik* for the winter while we fly home to Fort Lauderdale. This summer marked our sixth crossing of the Atlantic, twice on our little 30' Caronade back in the early '70s, once in *Kandarik* in 1991, then again in 1997, and then 1998, and now this



Kandarik in Portimao

summer of 2007. Funnily enough it is getting to be easier and easier, even though we are getting older and older! Lucky for us!"

In April Fred and Penny Bickley raced *Mango Latitudes*, along with Tito and Renee Vargas, in the annual Regatta Del Sol Al Sol from St Petersburg to Isla Mujeres, Yucatan, Mexico

In June Jim and Sue Chambers "joined Scott and Gill Piper on *Pipe Dream IX* in Malta and cruised the Malta/Tunisia area for about two weeks. In addition to Malta itself, we visited the islands of Gozo and Lampadusia (It.), as well as several spots in Tunisia. Needless to say, a wonderful time was had by all with an excellent skipper, superb boat (J/160) and perfect weather. Scott is about to head down the Red Sea and on to Sri Lanka and Thailand."

Steve and Karyn James's *Threshold* is hauled out in Lagos, Portugal, awaiting their return to continue cruising.

Tanner and Ross Rose used the Walsted yard in Svenborg, Denmark as their base, from where they cruised slowly up the east coast of Sweden to the Stockholm Archipel-

ago, where they spent several weeks before returning *Witch of Pungo* to Svenborg for the winter. Meeting Thacher Brown and Rusty Kellogg in the Grand Hotel, Stockholm.

The writer towed *Star*, a Rhodes 22, north to South Bristol, Maine for a month, cruising solo for the first time. Down east to Roque and back. Meeting up with *Madrigal*, *Katrina* and *Rhubarb*.

Race Chairman Peter Bowker announces the 51st anniversary of the annual Wirth Munroe Memorial Race from Ft. Lauderdale to Palm Beach is scheduled for Friday, December 7, 2007. The Sailfish Club of Florida (Palm Beach) and the Florida Station of the CCA jointly sponsor this race. Those interested should contact the secretary of the Sailfish Club (561-844-0206) before November 10 for race particulars. The post-race dinner, open to racers and non racers, has been outstanding.

The Annual Meeting of the Florida Station was set for Coral Ridge Yacht Club, Ft. Lauderdale on Friday, November 9.

The Stuart Luncheons - 11.30 am, 2nd Tuesday of the month - will start again in December '07 to April '08, at the Stuart Yacht and Country Club (3883 SE Fairway East). Call Jack Wills (772-388-5525) or Skip Barlow (772-546-8449).

The St Petersburg Luncheons - 11.30 am, 3rd Thursday of every month - St. Petersburg YC (11 Central Ave.). Contact Gerry Clapp (727-744-3055) or gbc143@gmail.com

- Barbara Watson

Gulf of Maine

Eight boats ran down a favorable offshore breeze to join Post Captain Walter Wales at Pulpit Harbor. Fifteen gathered on Peter

Haddock's commodious *Roaring Bull*, where we sipped punch from the Gulf of Maine keg, which found a perfect location on Peter's bait cutting table. Ann Cassatt's great bowl of fresh shrimp kept most of us from needing any supper and was well supplemented by a variety of cheeses, dips and fruit. Others aboard included Walter's friend Charlie from *Fleur de Mer*, Paul and Mary Perkins from *Fling*, Connie and Dee Dee Conover from *Sinbad*, and Garry and Leslie Schneider from *Rising Wind*. Blair and Sherry Pyne arrived in their center cockpit, *Homarus*, a Liberty 458. Blair bought her as a used boat this spring in Florida. She is a rugged looking craft and, as Blair allowed, a "work in progress." We wish them a cool and breezy day for the removal of the fuel tanks.

We were happy to welcome Rob Kiley aboard *Twilight* from the Boston Station and Jim and Pepper McHutchison aboard their newly acquired *Puffin* from the Chesapeake Station. While we are sure that their home stations will miss them, we are more than happy to have them with us in Maine.

Capt. Walter concluded the gathering with thanks to Peter and Ann for their great hospitality aboard *Roaring Bull* and the proclamation that Susannah Homer will become our new Post Captain in September with Garry Schneider as her secretary. Sunday the wind had gone around to the west enough for those of us heading east to sail home with sheets started. Not often do we find ourselves sailing downwind on both the outward and homeward bound legs of a cruise! We fear those pointing to the south were hard on it. Next year we hope that more members will try to make Pulpit Harbor's gam their Spring "shakedown cruise".

- Garry Schneider



Harry and Sue Morgan

Jim Binch

New York

Rendezvous in Oyster Bay Wonderfully pulled together by Anne Glenn, with able support from our past Entertainment Chair Susan Kline and current co-chair Port Draper, 14 boats ventured to the lovely western corner of Oyster Bay, New York on Saturday, June 30 for a gathering of young, older and others in between. The weather cooperated beautifully, and we were able to comfortably raft all together for hors d'oeuvres, cocktails and our special rum keg. After several hours of libations and the sharing of stories past and ventures planned for the summer, we broke off into smaller

clusters for dining afloat or back to home moorings for many.

Notables were our intrepid past Rear Commodore Hank Strauss and his evening colleagues, all slightly past 90! And they returned back to Norwalk after the rendezvous in the dark! See also the lovely shot of Woody Glenn's little ship as she sat at anchor aft of the larger yachts assembled, and the shot of Harry Morgan and his wife as they sailed homeward across the bay. Thank-you all who shared your deck space for the masses, and for the contributions to our stomachs! And to Anne and Larry for organizing a great gathering right before your early morning departure for the Marblehead-Halifax Race!

Clambake at Dave Tunick's Waterside Hacienda On a lovely Saturday in early June, Dave hosted a first-ever joint event with the New York Station and the Royal Scandinavian Yacht Clubs' North American Station for a wonderful clambake on his waterfront property on Shippan Point in Stamford. Approximately 35 of our fellow CCA'ers showed up, matched by an equal number of NAS members, for a jolly good gathering and plenty of aqua vite for all, along with our noted CCA rum keg and more than enough lobsters and clams for all. It was a great opportunity for those thinking



Dave Tunick

Clambake at Dave Tunick's

about David's National Summer Cruise in 2008 to the northern coast of Norway to chat about the region, its changeable weather and its breathtaking scenery. Many thanks to David for bringing us all together for a wonderful late afternoon and evening!

Upcoming Events Although Fall is here, the New York Station has much to do before the winds settle, the tides fall and ice approaches. Specifically we have scheduled a shoreside casual evening hosted by our entertainment chair, Port Draper and his wife Kathy, October 13, in Norwalk at his home, followed by a very, very special night in New York, on November 7, with Warren Brown – coming in from Bermuda to address us – during which some very special presentations will be made! Next up of course is the national CCA Annual Meeting and Dinner at the New York Yacht Club November 13.... Followed by preparations for Christmas, New Year's and plans for 2008. Come join us, and visit the NYS web site for details as these events unfold!

- Jim Binch

Pacific Northwest

The PNW enjoyed two fine cruises this season, both extremely



Dave Sinclair, Hank Strauss and guest Syd Zacharias

Jim Binch



PNW Fall Cruise

well organized by Fleet Captain Dave Heaps. The Spring Cruise covered much of south Puget Sound, beginning in Olympia and ending up with a dinner ashore at Tacoma.

The Fall Cruise in British Columbia's Desolation Sound rendezvoused at Gorge Harbor and covered a number of wonderful freshwater lakes at various locations. A highlight was the traditional clam chowder dinner, properly monitored by "Chowder Police" Jackie Minor. The Cruise culminated with a deli-

cious catered dinner at the Mink Island retreat of members Doug & Ti Scheumann and Dick & Gretchen Scheumann. The Cruise was attended by 32 boats and 85 members and guests, including members from SOC, SAF and BOS Stations.

At this writing, PNW member Glenn Wakefield is preparing to depart for a singlehanded west-about nonstop circumnavigation aboard *Kim Chow*, his recently overhauled Phil Rhodes-designed Offshore 40. To follow Glenn's progress, or to send him a message, log on to www.kimchowaroundtheworld.com

PNW members Kaspar & Trish Schibli have wintered *Starfire* in Buenos Aires and are presently preparing for some cruising in South America before crossing the Atlantic next season.

- Doug Cole

San Francisco

With legendary persistence, on their third try, Roger Swanson and Gaynelle Templin on *Cloud Nine* transited the Northwest Passage from east to west this summer. Included in their crew

were Doug Finley and Chris Parkman, who also were on the last, aborted attempt in 2005. The latest report from *Cloud Nine* indicated that it was approaching Nome and heading for Kodiak by the end of September. She will lay up there for the winter and be ready for some Alaskan exploration next year.

Other notable passages this year include Bill Foss's crossing of the Atlantic from Newport, RI to Spain on *Détente*. Bill plans to winter his yacht in Majorca and cruise the Mediterranean next summer.

Jerry Eaton, on *Blue Heron*, is expected to cross from the Canaries to St. Lucia in late November. Jerry has spent this summer cruising from Marmaris, Turkey to the Canaries, where his Atlantic transit will commence. Jim Cornelius joined Jerry for passage from Malaga to the Canaries, and Wyman Harris will be with Jerry for the run across the Atlantic in November. *Blue Heron* is expected to be in St. Lucia well before Christmas.

Stan Honey navigated *Pyewacket* to the coveted Barn Door Trophy in this year's Los Angeles to Honolulu Transpac Race. The race was characterized as "the weirdest Transpac for wind conditions in memory, not the usual pick-the-best-southern-route-under-the Pacific High." This past spring, Tony Carter helped pilot an old 85' Ted Geary designed motor yacht, *Westward*, from Cabo San Lucas to Nuka Hiva in the Marquesas, where he cruised for three and a half weeks. Along the way, Tony said they stopped at lonely Clarion Island. Tony left the ship in Tahiti.

Bob Van Blaricom crewed for a friend on a 21-day passage from Hawaii to Bellingham, WA. Bob was on board *Kohilo*, a Hans Christian



Brian O'Neill and Jackie Minor

Jim Corenman

Jim Corenman



John Sanford

San Francisco Station on Montezuma cruise

33 with a husband and wife - and a beagle. Peter and Melinda Darbee made a rough passage from St. Maartin to Oyster Bay, NY on their *Mystic Pearl*. Just 200 miles east of their position near Bermuda, a Little Harbor 53 disappeared in a storm without a trace.

The Pacific Northwest has lured a number of our station members this year, including Friz Warren, Dewey Hines, David Fullagar and Wyman Harris. In the past two years, Wyman spent 12 months aboard *Safari* in Mexico, and when he returned to U.S. Gulf Islands this summer, a large family of Orcas met them. Wyman planned to join the Pacific Northwest CCA station for their Desolation Sound Cruise. Bill Edinger cruised his trimaran *Defiance* to Southern California and encountered gale force winds on his first attempt to return to the Bay Area. Bob Van Blaricom and Robby Robinson were on that aborted attempt, which ended up where it started - in Santa Barbara.

At the San Francisco Station meeting in April, we heard Ken Neil-Bond talk about the "Call of the Sea" program and its 82' steel schooner *Seaward*. This nonprofit

program is dedicated to connecting students to the sea through the unique hands-on experience of sailing such a traditional vessel. In May, we heard from member Zia Ahari, who gave us a Power Point slide show of his remarkable singlehanded voyage from Sweden to St. Lucia via Plymouth, England and the Canary Islands on his 31' Halberg-Rassy sloop, *Athesa*. The whole voyage took 23 months, including stops. In June, the Station members assembled at the Spaulding Wooden Boat Center in Sausalito, where we toured the facilities and learned about the restoration projects that are underway. One project is to rebuild the gaff rigged sloop *Freda*, the oldest private sailing yacht on the West Coast, having been originally launched in 1885.

Under the capable direction of Bill Edinger, assisted by his charming wife Sandy, the San Francisco Station has experienced three well-

attended cruises: Half Moon Bay in May, Montezuma Slough in the Delta in July and Tomales Bay in September. A highlight of the Half Moon Bay cruise was dinner at historic Duarte's Tavern in Pescadero, which involved the renting of a bus to get us to and from the event. In Montezuma Slough, a steak and chicken barbeque was arranged at the Duck Club, and we were entertained after dinner by one of Jerry Knecht's classic recitations of T.S. Eliot's "The Love Song of J. Alfred Prufrock."

Coming up is our annual election of officers in November, our Christmas dinner with installation of officers and the awarding the San Francisco Station Cruising Award and the New Year's Eve Cruise off Treasure Island.

- John Sanford

Southern California

Spring Cruise The day before the SOC Spring Cruise, Catalina Island caught fire. Catalina is the only island the Station has to sail within 80 miles of the membership. Most of us have loved the Island since childhood, and for it to burn is not unlike our family home afire. The fire started 2½ miles west of Avalon town, and the prevailing



Andy Dossett

Billy Graham, Lou Scott, Jack Cahill, Tod White, Larry Somers, Bill Barsz & Andy Dossett

westerly pushed the flames toward the settlement of 4,000, which is comprised of many wooden frame buildings erected in the 1920s, vulnerable as match boxes. The local fire department, aided by 700 firefighters from the mainland and a wind shift, miraculously turned back the fire at the city limits the second day. Only half a dozen structures in town were lost, but large stands of old oak, numerous ironwood groves and countless chaparral did expire in the 4,700 acre blaze.

The send-off dinner at Newport Harbor Yacht Club was a tenuous affair. The fire had been burning for 24 hours. Should the cruise be rerouted? Cancelled? Saturday morning five sailboats - *Aikane*, *Allegra*, *Bel Ami*, *Bonnie Doon* and *Seascope* - departed for the western end of Catalina. The fire was centered at the eastern end, 12 miles distance from Cherry Cove, our first port of call. A dinner ashore at Reef Restaurant was scrubbed, as power poles had burned, leaving the entire island in darkness, except for Avalon.

Next day we sailed ten miles east to Moonstone Cove, to find the hillsides smoking and the few scattered flames being doused by helicopter drops. Areas within 200

yards of the Balboa YC and Newport Harbor YC outstations were thoroughly singed. The Island (in fact, all of Southern California) had only 2.2 inches of rain in the last 12 months, so the dried grass covering is not dense and in some areas burned so quickly the local chaparral often did not ignite, the effect being a blackened hillside with splotches of green shrubs.

Ashore, 12 christened our new traditional CCA rum keg. Jeri and Bill Barsz, Bev and Jack Cahill, Corky and Andy Dossett, Billy Graham, Larry Somers, and Linda and Tod White toasted Bob Drew, the talented creator of the happy-making container. The inauguration was followed (I think) by a charcoal BBQ, each crew supposedly surpassing the other with their culinary skills. Except for the keg, all made their way aboard.

Next day we steamed two miles east to Avalon and found the harbor fairly well empty except for the locals' craft. By now the fire was completely contained and the



Allegra, Bonnie Doone, Seascope, Bel Ami, Aikane

Andy Dossett

imported firemen debarking for the Los Angeles harbor. One exhilarated orange-jumpsuit gang of 100 were laughing and waving as they marched to a Coast Guard buoy tender, escorted by 10 shotgun bearing sheriffs. This was the best outing these convicts had experienced in years.

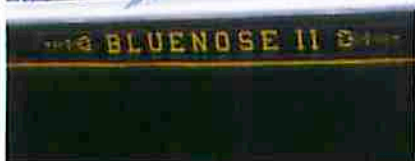
Our final night we enjoyed a splendid dinner at the Channel Restaurant and were most cordially treated as we were the first paying customers the house had catered to in five days.

- Andy Dossett



Fire on Catalina Island

Andy Dossett



ner displacing 258 tons, with a mainmast 125 feet from the deck and carrying 11,139 sq. ft. of sail. She was launched in 1921 as a fishing schooner but designed to win the International Fishermen's Trophy, a competition established in 1920 to promote races between bona fide working ships. And win she did, finishing in first place for 18 consecutive years until the final race in 1938. The great fishing schooners were eventually replaced by steel-hulled trawlers, and *Bluenose* was sold into carrying freight in the West Indies, ultimately sinking off a Haitian reef in 1946.

When the replica of the *Bounty* was built at Smith and Rhuland in 1960, Lunenburgers spoke of a *Bluenose* replica. The Halifax-based firm of Oland and Son Limited agreed to finance the construction of *Bluenose II*. In 1963, *Bluenose II* was launched from the same shipyard, built by many of the men who had worked on the original vessel.

For CCA Cruise participants, after feasting on lobster shoreside at the RNYS, the next day brought fog. The worst fog in the world is on the

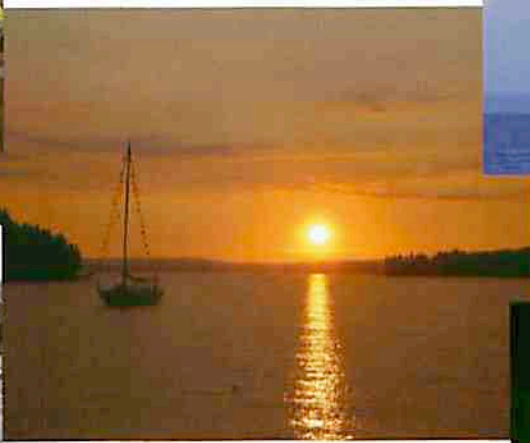
Grand Banks, where the cool Labrador Current meets the warm Gulf Stream. (This was not part of the Cruise notice.) While we were not quite on the Grand Banks, we were close enough to get thick fog that led to some white knuckle navigating through the unforgiving Canadian granite on the way to St. Margaret's Bay and then Mahone Bay.

Our first rendezvous point was at Big Gooseberry Island, the idyllic island retreat owned by members Ted and Liz Brainard. Ron Trossbach put on an overboard recovery demonstration to remind us all how it's done. The fog, having broken midday on Monday, gave way to brilliant sunshine at Gooseberry with signal flags waving in the breeze from the anchored fleet and eventually yielded to a magical orange sunset. The staves on the Rum Barrel withstood the onslaught, some awards were handed out with a few well-chosen words by Commodore Ned Rowland, and Liz and Ted's guests explored Gooseberry including their large boathouse with wooden ways greased to bring in the boats for winter.

Tuesday's morning haze burned off early, providing a wonderful day to sail part way down toward Lunenburg, at the southwest corner of Mahone Bay. Mahone is an archipelago about 20 miles in any direction, dotted with navigation markers and summer homes. The town of Chester, located on the north central part of Mahone, has some quaint shopping and restaurants.

The fleet scattered on Tuesday, finding anchorages in many different spots, and all enjoyed another nice sunset. Wednesday morning brought the fleet to Lunenburg. The sun stayed with us until mid-afternoon, when the clouds rolled in. Lunenburg is a wonderful town, filled with 18th and 19th century homes and working fishing buildings. It is a UNESCO World Heritage Site, with a fisheries museum which is home to the *Bluenose II*, and has excellent shopping and sightseeing.

"From every boat dories were dropping away like bees from a crowded hive; and the clamour of voices, the rattling of ropes and blocks, and the splash of the oars



carried for miles across the heaving water.” Rudyard Kipling, *Captains Courageous*, 1897.

The CCA International Dory Race commenced at 1400 hours along the waterfront. We lost track of the number of heats, but the straight tracking boats seemed to do the best, the dorypersons pulling their oars in response to the crowd’s encouragement from the pier. No hands were lost, and there was new respect for the Oscar-winning role played by Spencer Tracy in 1937 as a dory fisherman aboard a cod fishing schooner in “Captains Courageous.”

Repairing from the afternoon’s activities to the Scotia Trawler Shed, the skippers and crew gathered to hear live music, enjoy libations and a wonderful seafood buffet. Highlights included hearing Clem Hiltz, the last known surviving crewmember of the original *Bluenose*, talk about his experiences, and Nova Scotian author Silver Don Cameron, beginning with an hilarious soliloquy about the joys of bringing sailing rookies aboard a sailboat cruise. That night, the fog began moving in as we walked through town follow-

ing the reception.

Thursday was a lay day, but the VHF weather forecasts were predicting more fog, plus high winds and rain beginning Friday. Most of the fleet left on Thursday to get some sou’westing in down the coast during the best weather window available. The Cruise Committee, recognizing the distance for the following day to get to Shelburne Harbor, some 90 miles from Lunenburg, and in light of the forecast, rescheduled the planned gathering at Carter’s Beach off Mouton Island to Shelburne. This left the skippers free to make the passage all the way to Shelburne or to find an intermediate stop. The skippers made a variety of decisions and then rendezvoused on Friday and Saturday in Shelburne in front of Shelburne Yacht Club.

Shelburne Yacht Club is situated at the head of a seven-mile long harbor with some zigzag navigating to get there. It’s a comfortable club with a marina and moorings out in front. The relocated Carter’s Beach reception, put on by Hans and Dani-Sue Himmelman, was held under a tent at the yacht club, with an ice

filled dory holding refreshments to wash down the many seafood delights set out for skippers and crew.

The final day included guided tours of historic Shelburne, which was founded from scratch in 1783 to house over 15,000 British Loyalists escaping the American Revolution. Tours were followed by the Commodore’s cocktail reception and a traditional salmon dinner cooked fireside on planks, complete with entertainment by The Prince of Wales American Regiment and Killick.

The Bluenose Cruise was superbly planned and executed, right down to making changes on the fly in response to weather conditions. The Royal Nova Scotia Yacht Squadron and Shelburne Harbour Yacht Club and the hospitality of their officers and members was much appreciated.

Our fellow CCA members of the Bras d’Or Station are to be congratulated on a wonderful cruise!

- Chris Otorowski



Welcome New Members

By Evans Wohlforth and Bill Wohlforth



DAVID R. BERG

Station: Boston
Spouse: Mary
Yacht: 45' Van de Stadt sloop
Kismet
Proposer: James D. Phyfe

David Berg has put many thousands of blue water miles under the keel in the course of a lifetime underway. He has concentrated particularly on the Pacific; CCA members report rendezvous in Tonga, New Zealand, Vanuatu and Australia, but he has three trans-Atlantic crossings under his belt. He has traveled the North Pacific, as well. *Kismet* made a passage from Japan to Alaska in 1993. David does frequent duty as master aboard extended yacht deliveries, including a 6,600-mile trip from New Zealand to Port Townsend, Washington. He cut his teeth on the Lehigh University sailing team. Mary and David are known as a highly capable cruising team aboard *Kismet*, always quick to lend a hand in need and pleasant company when the sun dips below the yardarm. A warm welcome to this capable new member.

Memberships: Ocean Cruising Club; Pago Pago Yacht Club; Keri Keri Cruising Club; Seven Seas Cruising Association



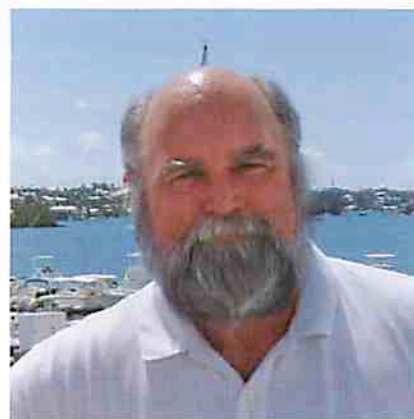
R. BRUCE BERRIMAN

Newport, Rhode Island
Station: Boston
Spouse: Jane
Yacht: Jeanneau 47, *Tiger Moth*
Proposer: George M. Isdale, Jr.

In Bruce Berriman, the Club gains a mariner of vast experience and competence, a "true ship's husband" in the words of one correspondent. There seems to be no task he cannot accomplish, from celestial navigation to engine repair. A native Kiwi of New Zealand, Bruce has spent a lifetime on the water. In the 1970s, Bruce sailed as a professional aboard some of the noted racers of the day. Since, he has accomplished numerous deliveries and sailed many of the classic offshore races. Starting in 1996, Bruce and Jane have concentrated on cruising aboard *Tiger Moth*, their Jeanneau 47, extensively refitted by Bruce himself. They have crossed the Atlantic and explored Spain, the British Islands and the canals of France. *Tiger Moth* competed at Cowes for the America's Cup Jubilee celebration. Most recently, they have been in the Med, including team racing for the New York Yacht Club in Sardinia. In 2004,

Bruce and Jane received the CCA's Rod Stephens Award for the rescue of a boat with an engine failure in danger of being swept with all hands into the turbines of a power station. They will be an asset to the Cruising Club.

Membership: New York Yacht Club



ANDREW ARTHUR BURNETT-HERKES

Mangrove Bay, Bermuda
Station: Bermuda
Spouse: Sara
Proposer: Nicholas Bayard Dill

Andy Burnett-Herkes has long been involved with Bermuda sailing, and he is known as an unflappable skipper and companionable crewmate. He crewed for many years aboard Sir Bayard Dill's *Duchess of Devonshire*, including one Bermuda to Newport delivery in which the owner was evacuated and the crew carried her into port without power. He is a veteran of many races to Bermuda. Sara is a skilled sailor in her own right, and the couple are popular fixtures on the Bermuda sailing scene. Andy

has been a valued component of organized sailing in Bermuda. He is past commodore of the Sandys Bay Boat Club, has served on the Committee of Management of Royal Bermuda Yacht Club and has been RBYC's Honorary Secretary since 2003. He has been president of the Bermuda Yachting Association, when he supervised the development of a formalized junior sailing program. He has served on the Newport Bermuda Race Organizing Committee as RBYC representative and secretary. In all, a great addition to the CCA's ranks.

Membership: Royal Bermuda Yacht Club

J. PATRICK CAREY

Kirkland, Washington
Station: Pacific Northwest
Spouse: Barbara
Proposer: Michael E. O'Byrne, Jr.

It seems that Pat can do everything. He has sailed since his college days. He is a master diver. He can pilot a small airplane. He taught celestial navigation at the University of Washington Experimental College. He most recently owned and campaigned the Cal 40 *Kismet*, previously owned by Chuck and then Charlie Guildner of our Club, and was active in the Roaring 40s, the Cal 40 owners' group in the Puget Sound area. In the 1980s, Pat cruised with his family aboard their Cal 48 *Wings*, logging 15,000 sea miles throughout the Pacific. In days past, Pat was foredeck captain aboard the 105' schooner *Queen Mab*. He has several offshore races to his credit, including three to Hawaii, and he is sought after as both racing and delivery crew. Pat and Barbara have passed the tradition down intact; they have seven children and 14 grandchildren, all

sailors. We welcome them into the CCA family.



JUAN EUGENIO CORRADI

New York, New York
Station: New York
Spouse: Christina Spellman
Yacht: Swan 38 *Pirate*
Proposer: John Eills

Juan Corradi cruises far and he races hard. Juan has completed four trans-Atlantic passages, two Marblehead Halifax races and two Newport Bermuda races as skipper of his own boat. In the 1990 Newport Bermuda, he took first in division. He has cruised the Mediterranean, the Baltic and Caribbean Seas, and the Hebrides and South America. He sails classic yachts, the 89' Fife design *Mariella* in the 2003 Antigua Classic Yacht Regatta and has been refitting a 1938 Frers design in the Rio de la Plata, Argentina. As of this past spring, Juan was preparing *Pirate* for a cruise from Norway to the Lofoten Islands and thence to Sweden. In addition to these many accomplishments, he tells a good story and is a good natured shipmate, two key credentials for an offshore sailor. This widely experienced sailor will be a fine addition to our ranks.

Memberships: New York Yacht

Club; Ocean Cruising Club; The Corinthians



STEVE (SKIP) DASHEW

Tucson, Arizona
Station: New York
Spouse: Linda
Yacht: 83' custom motor yacht
Wind Horse
Proposer: Evans Starzinger

Steve Dashew hardly needs this introduction to our Club; he and his wife Linda are two of the best known sailors in the world today. They have amassed at least 100,000 miles at sea. Together they developed two "benchmark" large cruising sailboat designs, the *Sundeer* and the *Beowulf*. They are authors of eight highly regarded and authoritative books on cruising and seamanship of which four, *Offshore Cruising Encyclopedia*, *Mariner's Weather Handbook*, *Surviving the Storm* and *Practical Seamanship*, are currently in print. Less known is that, before entering the world of big-boat cruising, Steve was a formidable one-design racer. He won five PMA World Multihull championships, and the national championships in the Shark and Wildcat classes. He once held the world record for speed under sail at 31.58 knots-which is still pretty darn

quick! *Wind Horse* marks Steve's foray into power cruising, and this new boat is well suited to long-range passagemaking. We are happy our burgee will accompany the Dashews on their future exploits.

DAVID G. DICKERSON

Waterford, Connecticut
Station: Essex
Spouse: Sue
Yacht: Peterson 38 *Lindy*
Proposer: Ernest R. Messer, Jr.

David Dickerson has transferred the high standards of seamanship he applied in his career as a professional mariner to his sailing exploits. He has kept *Lindy* shipshape and fast over the years he has owned her. Members may have crossed paths at the CCA's Safety at Sea seminars, at which David is a regular participant. He is a keen competitor, having completed all of the classic East Coast offshore races, including seven Newport Bermuda races. David is a graduate of SUNY Maritime and is Chief Engineer of the Cross Sound Ferry system. His sea time even includes submarines. In 2005, David was on board Joe Hoopes' *Palawan* in the Atlantic Challenge Race to Cowes. David has given freely of his time to support our sport. He is an official measurer in the Lightning and Blue Jay classes. He is secretary of the Off Soundings Club board, on the executive board of the Blue Jay class, and past commodore of the Niantic Bay Yacht Club. Our correspondents speak warmly of their rendezvous with David and Sue while cruising, and we will welcome them at CCA rendezvous.

Memberships: Niantic Bay Yacht Club; Off Soundings Club; ECSA
Military Service: Lieutenant, U.S. Navy Reserve 1971-83



MARK PHILIP ELLIS

Oakville, Ontario
Station: Great Lakes
Spouse: Barbara
Yacht: Classic 22
Proposer: J. W. Robert Medland

Mark Ellis is a well known and admired fixture in Great Lakes sailing circles. His sailing career began at the family island in the Thousand Islands, where he still holds forth. Mark has spent a substantial amount of time underway in offshore races, having sailed several SORCs and Bermuda races, as well as most of the classic Great Lakes regattas. Mark is also one of the noted naval architects of our day. Over the years he has worked for the great names of the profession, C. Raymond Hunt Associates, Philip L. Rhodes, Inc., and Ted Hood at Little Harbor Boat Yard. In 1970, he joined C&C Yachts in Ontario and thereafter founded Mark Ellis Design Ltd. Mark's designs are influential and award winning—he is in the Canadian Boating Hall of Fame. Mark designed the Nonsuch wishbone catboats, and his boats serve the Canadian Coast Guard. Four lines of powerboats are presently in production. We are glad to welcome this experienced “drinking-water” and offshore man on board.

Memberships: Royal Canadian Yacht Club; New York Yacht Club



ALTON (AJ) EVANS

Newport, Rhode Island
Station: New York
Proposer: Bjorn R. Johnson

Still under 30 years of age, AJ Evans has achieved in sailing what takes many a lifetime. He has logged some 45,000 miles, mostly as navigator on prestigious ocean races. He has completed five Newport Bermuda races and five return deliveries. He was on the U.S. Naval Academy Varsity Offshore Team. In 2005, he sailed trans-Atlantic with the Storm Trysail Club to Cowes in the Rolex Transatlantic Challenge aboard the clipper *Staad Amsterdam*. He holds a 50-ton Master's license. AJ is known as a willing and friendly shipmate, always ready with a story on watch (most of them clean). AJ has been active in organized sailing. He has served on the race committees for Block Island Race Week, the Farr 40 Worlds and the New York Yacht Club. He has been the youngest member of the Storm Trysail Club since 2004. We look forward with interest to AJ's further exploits under our burgee.

Memberships: Storm Trysail Club; New York Yacht Club; US Sailing



Joel, Fraser, Pam & Colin

FRASER R. FORSYTHE

Saint John, New Brunswick

Station: Bras D'Or

Spouse: Pamela

Yacht: C&C 41

Proposer G. Ernest Hamilton

In the recesses of our collective memory lie foggy mornings and brisk scale-ups on the Bay of Fundy and Grand Manan. Fraser Forsythe hails from that island; his seafaring experience thus came early. In latter days, he has made numerous long distance passages to and from Canada to the States, as well as the Caribbean. With Pamela and family, Fraser has cruised extensively in the Canadian Maritimes and knows these beautiful yet challenging waters intimately. Fraser Forsythe is a stalwart of the Royal Kennebecasis Yacht Club, an institution many CCA member will recall fondly from Club rendezvous there. Fraser has sailed frequently with Ernest Hamilton aboard his *Glooscap II*, including to Sable Island in 1998 with part of the CCA National Cruise. Fraser's expertise as a navigator has been formally recognized. He has 20 years' service as an instructor of boating and navigation courses for the Canadian Power and Sail Squadron, in the roles of Squadron Training Officer, Squadron Commander and Atlantic District Training Officer. It is a pleasure to welcome him into the fold.

Memberships: Royal Kennebecasis Yacht Club; Canadian Power & Sail Squadron



STEPHAN A. FRANK

Darien, Connecticut

Station: New York

Spouse: Hope

Yacht: McCurdy & Rhodes 69

Gracie

Proposer: John C. McCarty

Steve Frank began sailing a Dyer Dhow in the Five Mile River in Darien. He has progressed to some of the largest and most distinguished sailing yachts now afloat. He skippered the 112' Swan *Anemos* in the Rolex Trans-Atlantic Challenge in 2005, crossed the Atlantic aboard the 99' Elliot Design maxi *Maximus* and has skippered the 88' Fife *Sincerity*, to name only a few of his big-boat exploits. In the Centennial Bermuda Race, Steve skippered the Swan 56' *Lolita* to a 1st in class. Just last season, he sailed his own McCurdy & Rhodes 69 to a 1st overall in the Block Island Sleigh Ride. He comes by this background honestly - his entire family has been sailing for generations. In the 1960s, Steve's father, Wally, owned and raced the well known *Salty Goose* and the *Salty Tiger* on which Steve sailed in the SORC and to Bermuda. Steve has spent ten years on the race committee of the New York Yacht Club and four on that of Stamford Yacht Club. We are pleased to have him join our ranks.

Memberships: New York Yacht

Club; Stamford Yacht Club

Military Service: Lieutenant, United States Army



EDWARD G. FREITAG

Annapolis, Maryland

Station: Chesapeake

Spouse: Molly

Yacht: Beneteau 40.7 Down Time; 26' launch *Miss Molly*

Proposer: S. Hoyt Peckham

Ed Freitag is an avid and successful racer, well known, respected and liked in his home waters of Annapolis and wherever else sailors gather. In the Centennial Bermuda Race, *Down Time* took 2d in class, and he has completed numerous Newport to Bermuda, Annapolis to Newport, and Mackinac campaigns. He and Molly are a team; she is on board whenever *Down Time* is out cruising and for all of their races except the Bermuda and Mackinac races. Ed's contributions to organized sailing are extensive and augur well for the CCA. He has been secretary of the IMS of the Chesapeake, involved in Key West and Block Island Race Weeks. Ed volunteers as a coach in the Naval Academy's Offshore Sailing program. He is an active member of Annapolis Yacht Club, and we look forward to his participation in CCA activities.

Membership: Annapolis Yacht Club



LAWRENCE C. HALL

Marion, Massachusetts
 Spouse: Alane
 Station: Boston
 Yacht: Duffy 42 *Gunsmoke*
 Proposer: David W. Johns II

Dinner aboard *Gunsmoke* is as likely to feature fresh fish or game as the onboard comestibles to which most of us are accustomed. Larry Hall is not only an accomplished cruising and racing man, but also an avid fisherman and hunter, activities that can take him far offshore (for tuna) and out into the autumn chill (for waterfowl). Having mastered celestial navigation and a wide variety of other seafaring skills during four years aboard North Atlantic survey ships as an officer in the U.S. Coast and Geodetic Service (now NOAA), Larry went on to compile an impressive career in one-design and offshore racing. He is a veteran of nine Newport Bermuda races (as navigator or watch captain), he won his class in the 1979 Marblehead-Halifax Race, and his enthusiasm for (and skill at) one-design racing remains as keen as ever. In recent years it has been extensive, intensive, and nearly all-season cruising and fishing in smaller motor yachts (before *Gunsmoke's* purchase in 2005, this was aboard the 30' lob-

ster boat *Bumpa*) that have truly marked Larry's time on the water. In addition, Larry has lent his time and expertise to sailing activities as a member of Beverly Yacht Club and of the board of the Community Boating Center of Greater New Bedford. We welcome this talented sailor and energetic organizer. Membership: Beverly Yacht Club
 Military Service: U.S. Coast and Geodetic Service, 1968-72



CHARLES W. (TOTCH) HARTGE

Easton, Maryland
 Spouse: Lisa
 Station: Chesapeake
 Yacht: Bristol 42' trawler *Mother Goose*
 Proposer: Donald H. Patterson, Jr.

Many members of the Chesapeake Station will recognize Totch's surname from the Hartge Yacht Yard in Galesville, Maryland, where Totch's father, Capt. Dick Hartge, designed and built over 200 vessels. Raised in that environment, Totch inevitably forged a life-long relationship with boats, the Chesapeake Bay and the oceans beyond. The relationship started in early boyhood years, in boats small and large, racing and cruising--until it was interrupted by the Vietnam War, in which Totch served as a 1st Lieutenant, earning three Bronze Stars. Return to civilian life brought Totch back to his saltwater element

and to seafaring experiences far too extensive to recount here: cruising, racing and deliveries (over 10,000 miles) on the U.S. East and West coasts, the Caribbean, Central America, the British Isles, Europe, Australia, South Africa, and Brazil. But the globe-girdling voyaging has not diverted Totch from cruising closer to home in familiar waters with friends and family (he and Lisa cruise avidly with their five children, explaining the recent upgrade to the new, larger *Mother Goose*), nor from extensive involvement in the sailing organizations to which he belongs. It is a pleasure to welcome him to the CCA's ranks.

Memberships: Tred Avon Yacht Club; West River Sailing Club
 Military Service: Lieutenant, United States Army, 1966-69.



DAVID W. HITT

Annapolis, Maryland
 Spouse: Amy
 Station: Chesapeake
 Yacht: Nauset 27
 Proposer: Peter Gibbons-Neff

Davit Hitt brings relative youth combined with wide experience to the Chesapeake Station and the CCA. A native of Kentucky, David moved to the coast many decades ago bringing forth an avid interest in sailing which quickly developed into the kind of talent and skill that

helps win races. Combined with cheery good humor and formidable mechanical skills, these seamanlike qualities have resulted in a great many opportunities for in- and off-shore racing and cruising. He has competed in four Newport Bermuda races and four Annapolis Newport races—each time helping deliver the boat home—and in numerous race weeks. He has crewed on many deliveries to the Chesapeake and Maine, and last year he skippered Peter Gibbons-Neff's *Upgrade* home from Bermuda. With their two children, Davis and Henry (now getting their start in Optimists), David and Amy make a young and enthusiastic sailing family—recent reports had them cruising New England in *Upgrade*. Their energy and companionability will be welcome in the CCA.



JAMES H. (SHAM) HUNT

Spouse: Nina
Station: Boston
Yacht: Custom 27' power catamaran
Proposer: James E. McHutchison

The fact that Sham Hunt designed and built his power catamaran with his own hands is at once remarkable, given his five-decades' experience in sailing monohulls, and utterly typical of a sailor who so clearly believes in—and is so obviously

capable of—doing things right. Sham's racing experience includes a gold medal in the 1960 Olympic Games (5.5. Metre), a first in the 1968 North American Men's Sailing Championships, several America's Cup campaigns, some 17 Bermuda races and many other offshore events. His cruising experiences date back to a 1950 family sail to the Bahamas and back via Bermuda (aboard his father C. Raymond Hunt's 54' Ketch *Zara*), include some 40,000 miles with visits to over 30 countries in the 1980s and '90s alone, and have continued most recently (2007) with an Atlantic crossing to the Mediterranean via the Azores. Reports of Sham's endeavors are far too numerous to convey here, but what comes through most clearly is less the nip-and-tuck battles against nature or other competitors (though there are plenty of both) but rather the consummate competence, the combination of an ingrained and a learned sense of boats and the sea that marks a seaman of the first order. His election to the CCA's ranks is as fitting as it is overdue.

Military Service: United States Army, 1958



ANDREW L. JONES

Toronto, Canada
Spouse: Jo
Station: Great Lakes
Yacht: G. Larsen 31 *Inger Ann*
Proposer: J. Michael Hill

Mike Hill's proposal of Andy Jones brings an accomplished Great Lakes and ocean sailing man into the Cruising Club's ranks. As a lad, Andy Jones cut his teeth crewing on the family's custom 54' yawl, and in subsequent years he continued extensive racing and cruising on Lake Ontario and the Thousand Islands on his previous boats, an International Folkboat and a C&C 34. In 1996 he purchased *Inger Ann*, a carvel planked mahogany-over-oak sloop built by G. Larsen of Bygget, Norway in 1955. Notwithstanding her vintage, *Inger Ann* is reported to be a head turner and no slouch rounding buoys in club races. In addition to his Lakes cruising, Andy has compiled some 4,000 blue water miles in recent years as crew aboard Mike Hill's *Baccalieu III*, including passages from Newport to Antigua, Aruba to Panama and Fiji to New Zealand. Andy and Jo are active members of the RCYC, generous with their time and considerable talents in helping to organize the club's annual cruise and other events. Together they form a capable and companionable cruising team and a welcome addition to the Cruising Club.

Membership: Royal Canadian Yacht Club

STEPHEN G. KASNET

Manchester, Massachusetts
Spouse: Missy
Station: Boston
Yacht: Frers Dawn 48 ketch *Skagerrak*
Proposer: Thomas B. Hovey

Steve Kasnet is a lifelong sailor whose excellent judgment is exemplified by his decision to devote a few years after his graduation from the University of Pennsylvania almost exclusively to ocean racing.



He quickly became a most sought-after crewman and eventually skipper, racing on such well known vessels as *Yankee Girl* and *Foolscap*, and, later, *Equation*, *Scaramouche* and *Pleione*, among others. He has excelled at everything that needs doing on a racing yacht, from foredeck to helmsman to captain. Steve is also an avid cruiser, familiar with the waters from Tortola to Canada and across the Atlantic in the British Isles and Scandinavia. Members fortunate enough to have sailed aboard *Skagerrak* on her annual Down East and NYYC cruises report a yacht whose Bristol condition and sound systems inspire confidence. And, as members of the numerous sailing organizations that already count Steve among their ranks already know, Steve and Missy are active participants and jolly company, and we look forward to enjoying CCA events with them.

Memberships: Manchester Yacht Club; Storm Trysail Club; New York Yacht Club; Royal Bermuda Yacht Club

SCOTT HARRIS (SCOTTY) KING

Page, Bermuda
Spouse: Beryl
Station: Bermuda
Proposer: Jonathan P. B. Brewin

Scotty commenced his offshore sailing career while at the United States Merchant Marine Academy at Kings Point, where he participated at all crew levels, including captain, watch leader and navigator. After graduation, he served as first officer and then captain of a series of merchant vessels plying the world's seas, including routes through the ice to Thule in Greenland and MacMurdo in Antarctica. Since the 1970s, Scotty has competed at nearly all crew positions in most of the major offshore racing events the North Atlantic and Great Lakes have to offer, including three Fastnet races (1979 included), three SORCs, two transatlantic races, numerous Newport Bermuda races, and many Great Lakes events. Scotty and Beryl have cruised widely as well, over many of the same waters. Crewmates appreciate not only Scotty's formidable portfolio of sailing skills, but also his quick wit and knack for building team spirit on board. His membership will be an asset to the Bermuda Station and the Cruising Club.



ROGER H.S. LANGSTON, MD

Mentor, Ohio
Spouse: Jennifer
Station: Boston

Yacht: Pape 40 cutter *Calypso*
Proposer: Charles S. Langston, M.D.

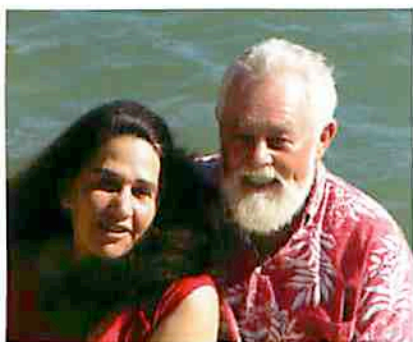
Roger connects the CCA contingents in the Great Lakes region, where he lives and has cruised extensively for decades, and New England, where he keeps and cruises *Calypso*. His purchase of that seaworthy vessel in 2003 sent a strong signal about his cruising intentions, for she is indeed the *Calypso* that CCA member and former "Practical Sailor" editor Nick Nicholson finished and then sailed some 30,000 miles around the world. Members familiar with Nick and his writings about *Calypso* know what she is capable of. Those who know Roger know she's the right boat for this accomplished cruising man. Roger's extensive voyaging--often with Jennifer and their two sons--has taken him to most corners of the North Atlantic, as well as the Mediterranean and Caribbean Seas, and, of course, the Great Lakes. He has also tried his hand at ocean racing, with several races to Bermuda as watch captain under his belt. He has systematically augmented his skills over these years, and is poised to continue *Calypso's* adventures with the CCA burgee at her truck. We are happy to have another member of this nautical family in the CCA.

Memberships: Great Lakes Cruising Club; Royal Northern and Clyde Yacht Club

Military Service: United States Navy, 1966-69

LAWRENCE F. PARDEY

Areata, California
Spouse: Lin
Station: San Francisco
Yacht: 29' Lyle Hess cutter *Taleisin*
Proposer: Robert A. Van Blaricom



To all but those who have not glanced at a cruising-oriented publication for decades, Larry Pardey and his wife and sailing/writing partner Lin need no introduction. In the tradition of the Smeeton and the Hiscocks, the Pardeys have inspired legions of cruising people to make "adventurous use of the sea" without confusing luxury with necessity. They've sailed over 110,000 miles in two circumnavigations in truly small wooden boats unencumbered by engines or electronics. Larry built both *Taleisin* and her predecessor, the 24.5' Hess cutter *Seraffyn*, with his own hands, and both stand as testimony to his superior craftsmanship. In addition to the seaman's skills it takes to build boats and sail them round the world's oceans without modern gear, Larry is also an expert rigger and sailmaker. As one correspondent put it, "If shipwrecked on a distant shore, he would clearly be capable of cutting down trees, making planks and executing a yacht quality repair." And those who've met them in far-flung anchorages confirm the sense conveyed by their writings: the Pardeys are a relaxed, fun, entertaining and thoroughly enjoyable couple. Given how well they represent the values of the Cruising Club of America, Larry's election to membership is cause to celebrate.



RALPH E. RICHARDSON

Warwick, Bermuda
Spouse: Julieann
Station: Bermuda
Proposer: Stephen W. Kempe

Ralph Richardson is a crack navigator and offshore sailor with major contributions to the adventurous and safe use of the sea. He has raced over 15,000 miles of open ocean and won the Navigator's Trophy in the Class A Marion-Bermuda race three times. But his racing exploits are only a small part of his story. He's the author of the popular *Bermuda Boater*, now in its second edition, he teaches navigation at Bermuda College and lectures widely on navigation, piloting and safety at sea. His interest in the sea transcends sailing and encompasses marine science and public education. He serves as director of the Bermuda Underwater Exploration Institute, where he inaugurated several new programs, including an after school program for children in Bermuda's public schools. Ralph is also a corporation member of the Sea Education Association in Woods Hole and serves as a board member on several local nonprofit organizations, including the Bermuda Biological Station, the Bermuda Zoological Society and the Bermuda Sloop Foundation. While woefully incomplete, this précis of his public-spirited activities helps explain why a former RBYC com-

modore called Ralph "a true treasure of Bermuda."

Membership: Royal Bermuda Yacht Club

SYLVAN R. (SY) SHEMITZ *

Woodbridge, Connecticut

Spouse: Paula

Station: Essex

Yacht: Carter 39 *Light Fantastic*

Proposer: A. Rives Potts, Jr.

Sy knows what he wants in a boat, and he clearly found it in *Light Fantastic*, which he has owned since 1973. He has commanded her in 12 Newport Bermuda races (and return deliveries), one Marblehead Halifax Race, and countless annual cruises to Maine and the Canadian Maritimes or down to the Chesapeake. Sy caught the sailing bug at 12, and progressed through Beetle Cats, a Rhodes Tempest, an Irwin 27, and an Irwin 31 before finding the perfect boat. He and Paula know Northeastern coastal waters as well as anyone—they and their three daughters always cruised Down East annually and when not out cruising they were active in local racing in the Off Soundings series or ECYRA races on Long Island Sound. More recently, they've expanded their cruising horizons by chartering in various places, including the South Pacific, Eastern Mediterranean, Caribbean and California. But *Light Fantastic* and the familiar but varied and occasionally challenging home waters of the northeastern seaboard always beckon.

Memberships: Storm Trysail Club; Off Soundings Club; Windjammers Sailing Club.

Military Service: United States Navy, 1973-76

* With deep regret, we report that Sy died on July 5, aboard his boat.

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Deadline for Spring 2008 Issue is February 15

Calendar of Events 2007

Nov. 9 FLA Annual Meeting

Nov. 13 Annual Meeting,
New York YC

Nov. 17 PNW Annual Meet-
ing Dinner, Seattle YC

Nov. 21 BDO Annual Meet-
ing, RNSYS

Dec. 4 ESS Annual Dinner,
Essex Corinthian YC

Dec. 7 Wirth Munroe Me-
morial Race, Ft. Lauderdale
to Palm Beach

2008

January 15 Winter Awards
Dinner, New York YC

February 1 BUZZ Annual

Dinner, Hope Club, Providence,
RI

**March 14-23 Winter Cruise:
Antigua Circumnavigation**

**April 17-19 Spring Meeting:
Florida Station, St. Peters-
burg**

**July 12-24 Summer Cruise
in fjords of western Norway**

2009

**Sept. 11-19 Fall Cruise: The
1000 Islands of the St. Law-
rence River**

Monthly Station Luncheons

BER: Held quarterly; Royal Ber-
muda YC

BOS: "Rats" 3rd Fri. Oct.-May

CHE: 2nd Tues., Annapolis YC,
except July (Gibson Isl. Club),
Aug. (Annie's Rest., Kent Nar-
rows)

ESS: 3rd Thurs. Sept.-June; Pilot's
Point Marina, Westbrook

FLA: Stuart 2nd Tues., Dec.-
Apr., Stuart Y&CC;

St. Pete - 3rd Thurs., every
mo., St. Pete YC

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

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

SOC: tba (see web page)

*Stations & Posts: Please email us your
major event dates for May Nov. '08 so
members visiting your area can join
your rendezvous. (Editor's email: cca-
gam@aol.com)*

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