

The Fjords of Norway

Sun & Fun in Antigua-Barbuda



Susan Kline

Simona Hustling Down Sognefjord

As one approaches from the sea, the Norwegian coast looks folded and creased as if by giants. The earth's mantle has been mounded sharply toward the sub-polar sky. The deepest valleys are flooded a half-mile deep with quiet fingers of the North Atlantic. Turning into the Sognefjord, one catches glimpses of ancient glaciers spread across the high valleys like white frosting. The icy fringes glisten and melt in the summer sun. Cascades pour down granite gorges carved between the expanses of spruce forests and into rivers that feed the verdant pastures and fields of fruits and vegetables around small farmsteads. From a 46-foot sailboat transiting the waterways, the overwhelming landscape throws off a traveler's sense of scale, and the twenty hours of daylight mottled by stratonimbus clouds distort a sense of time. Yet a magic sense of the place will stay with a visitor for a lifetime.

Centuries of time have folded in on each other as well. Dinner conversations between old and new friends would stray from Erik the Red to the Hanseatic League and Kaiser Wilhelm (who summered in the area) without missing a beat. After a few days in the Sognefjord one was not surprised to see a

massive, ultra-modern catamaran ferry cutting a sharp wake at thirty knots. Moments later one might overtake a tiny varnished double-ended fishing boat with a limp squaresail and oarsmen descended from Vikings. The Mundal Hotel had a Victorian parlor complete with Greig sheet music on the upright piano. The welcoming management also offered internet service to visiting yachtsmen. The evidence of the profitability of the North Sea oil industry is evident in the investment in the country's infrastructure. The modern roads, bridges, and tunnels speed transportation and services through difficult terrain. Governmental social services assist the 4.7 million citizens. I was last in Norway about 20 years ago when I ran a Swan 51 for a summer. On this trip, I was struck by the frequency of immigrants and second generation families, who now represent about 9% of Norway's population, both in and around the city of Bergen and in the more remote tourist locations we visited.

Cruise Chairman David Tunick lured 97 of us to this wondrous place. This cruise was a joint affair between the CCA and the North American Station of the Royal Scandinavian Yacht Clubs and Nylandska Jaktklubben (NAS). Several participants were members of

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The sun shone. The trade winds blew briskly. The rum was plentiful. The company – excellent. It's a shame to have to talk about the CCA 2008 Winter Cruise in the past tense!

English Harbour, Antigua, was the site of the opening event, with more than 100 members and their guests gathered on the lawn of the Admiral's Inn. A refreshing breeze was served along with cocktails and hors d'oeuvres. Not surprisingly, the pleasurable sighs of the winter-weary could be heard across the anchorage.

Commodore Ross Sherbrooke welcomed all while Cruise Chairman Brad Willauer (BOS/GMP) and his brother, weather-watcher Peter Willauer (BOS/BUZ), offered an update on the activities planned and the forecast for the week ahead. After a night's rest and some last minute provisioning, the fleet set sail for the west coast of Antigua.

With a substantial ground swell predicted for midway through the 8-day cruise, a number of skippers took advantage of the calmer seas and a favorable angle to beam reach to and from neighboring



Chris Otorowski

Sunset in Antigua

Barbuda before the weekend was out. The long, sandy Eleven Mile Beach made for a dramatic, peaceful anchorage and lent itself to more than one sumptuous swim.

Others in the fleet were anxious to participate in the "Bang and Go Back" race off the west coast of Antigua. After a

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From the Commodore



Barry Pickthall, pplmedia.com

Dear Cruising Club Members:

Cheers, from a lofty perch in Norway the view of our Club and the folks who make it just brings smiles.

The year started out with our wonderful Awards Dinner at the New York Yacht Club to recognize many outstanding sailors and contributors to the CCA and our world of cruising. From there it was off to Antigua and Barbuda for a great cruise headed up by Brad and Peter Willauer. We had a splendid time in English Harbour, Shirley Heights, Jolly Bay, Barbuda and Nonsuch Bay, among others, with over 100 members enjoying the Caribbean weather. We had a fun "Bang and Go Back" race out of Jolly Harbour with Royal Thames Vice Commodore John Stork capturing the Pusser's decanter, from which we are all invited to partake when next in London.

The Spring Meeting of the Club in palmy St. Petersburg, Florida warmed the northerners and all hands with CCA Florida hospitality at the St. Pete Yacht Club. Barbara Watson and her team rolled it out so smoothly that the business meetings, tours, harbor cruise and dinner events sparkled. Many thanks to you all.

The 2008 Bermuda Race was a huge success with 188 yachts finishing that carried about 2800 sailors to the Onion Patch. This was all planned and orchestrated over the last two busy years by Chairman Nick Nicholson, his Committee Chairs and more than 250 CCA members who devote themselves to it for the love of it. The "can do" enthusiasm for the race and camaraderie of the Bermuda Race organizers is infectious and it heats up the competitors as well. Both

at our end in Newport and at the RBYC end in Bermuda everyone worked hard to make the race a success, and the race itself was a hard one to windward as well. Our Vice Commodore finished second in fleet in the St. David's Lighthouse Division. Well done, Sheila and crew. Chairman Bjorn Johnson is shaping plans for the 2010 race already. If you would like to join in give him a call. In any event go to the website, www.bermudarace.com, for John Rousmaniere's story of *Selkie*, stories and stats, a trove of information, and just to get a feel of the race, one of only two scheduled Class I ocean races in the world. Can you name the other one?

On to Norway in July for the joint NAS/CCA cruise in the Sognefjord. What could be more fun than navigating in the "Norwegian mist" to bring us all together, all ninety of us, members of the Royal Norwegian Yacht Club, North American Station of the Scandinavian and Finnish Yacht Clubs, the Irish Cruising Club, the Clyde Cruising Club, the Cruising Club of America, and our guests aboard eighteen vessels.

In the bright sunshine as well, with waterfalls cascading into the Sognefjord, we explored its spectacular scenery, villages, stave churches, and met its people. Ragnar Meyer-Knutsen of the NAS invited us to a delightful reception at the hotel in Myrdal and his cousin who runs it entertained us with the local history, good cheer, and extraordinary strawberries to prepare us for a hike to the glaciers the next day. From our visit to the tower on Fedje where we observed how carefully ship traffic is routed in the North Sea to the final dinner overlooking Bergen, it was all meticulously organized by David Tunick. David and Dave Brown had a project for us on the horizon each day with never less than three waterfalls in the picture. He even set up a post cruise cultural tour of Oslo including luncheon at the KNS and at Hanko hosted by Past Commodore Ragnar Klevaas. Our diverse group from five clubs learned a lot and enjoyed a wonderful time together.

During the first week of February 2009 an intrepid group will gather at the Canyons in Utah for a CCA Ski Gam in the champagne powder. There are a few rooms available at our substantial group discount, and if you prefer golf and tennis or even shopping, it is all nearby. Check the club website and call Bill Polleys. The Club Cruise in the Thousand Islands next September is pretty full, but check with Jim Binch if you would like to be on the wait list. And in 2010 we are planning cruises to Scotland and Belize; stay tuned for details.

Kathleen and I have just returned from an old fashioned CCA Cruise, a three Station BYOB, meaning bring your own boat, beans, and booze, with no fancy stuff, just good sailing, raft up gams, and a chance to catch up with friends from the Stations of New York, Essex, Boston, and even Southern California and the Maine Post.



Allie Blodgett

Commodore Sherbrooke high in the rigging aboard Loyal a 124 ft. Barkentine

This was organized by that master of invisible organization, Sandy Weld, and friends who sent us to Shelter Island, Fishers, and Mystic via Newport and Block.

We hope that your cruising has been great fun wherever you are and that you will check www.cruisingclub.org to see where you may go. Kathleen and I look forward to catching up with you and your stories at the Annual Meeting and dinner November 11.

Ross

Ross Sherbrooke



The CCA GAM

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Coming Up...Cruises and Meetings



Annual Meeting & Dinner

November 11, 2008
NYYC, New York, NY

On Tuesday, November 11th, there will be an afternoon meeting of the Governing Board and Committee heads at the New York YC, preceded by an informal luncheon for those attending meetings. All CCA members (and spouses) are then invited to attend the annual meeting & dinner, which will be held at the New York Yacht Club, 37 West 44th Street, New York, on November 11, 2008.

The report of the Nominating Committee, recommending a slate of officers and Governors, is included in this mailing for your review.

The schedule of events is as follows:

- Morning Committee Meetings
(Chairmen should arrange space with Dod Fraser).
- 1230 hours – Buffet Luncheon in the Commodore's Room.
- 1500-1730 – Governing Board Meeting in the Commodore's Room.
- 1800 – Cocktails in the Model Room.
- 1900 – Dinner & Annual Meeting of the Members. (Note that spouses & guests are WELCOME at this dinner meeting).

Contact Dod Fraser c/o Sackett Partners, 70 W.
Red Oak Lane, White Plains, NY 10604

Winter Meeting & Awards Dinner

January 13, 2009
New York Yacht Club

Please join your fellow CCA members in honoring those who have contributed to the organization and those sailors who have distinguished themselves in cruising activities, seamanship and safety at sea. It is a great opportunity to visit with CCA friends to trade stories from last season and make plans for the coming year. This will be held at the New York Yacht Club and you will be notified about sign up details by mail.

Utah Ski Gam 2009

Park City, Utah
January 31 to February 7, 2009
Stay where you like;
join what you wish!

Everyone is invited now to join the fun in Park City, Utah! You can stay with friends or family, your own time share, on a boat on Salt Lake or at Headquarters (The Grand Summit Hotel at The Canyons Resort). Park City, the picturesque old mining town home of most 2002 Winter Olympic Alpine events, sits a few thousand feet above and thirty minutes away from the Great Salt Lake and the famous shore side city named after it. Opportunities to play golf, see the famous Mormon Tabernacle Choir live or visit the museums and arts of Salt Lake City's unique early American heritage are numerous.

We'll gather Saturday evening, January 31, 2008 in Park City, UT to commence a seven day winter adventure. Each morning the skiers (snowboarders, if we have some) will depart for a ski area of your choice.



The Canyons Resort

A Canyons ski instructor leads her class over immaculate Wasatch groomed powder.

The Canyons gondola, just outside the Grand Summit's door, will whisk some up to the 8,000 foot center of 8 peaks, 17 lifts, 5 restaurants and miles of both groomed and un-groomed terrain. Others may travel no more than ten minutes away to test their mettle on the peaks of Park City Resort or America's number one ranked Deer Valley. If there is an interest, we may also spend a day at the grand old lady, Alta, or the largely treeless Snow Basin both less than an hour away.

During the day others may gather for bridge in our club room, head for one of several cross country skiing sites or exercise in the hotel's gym, heated pool or spa. There will be several optional evening events including a remarkably reasonable (for high season ski resorts) dinner at the Deer Valley Club, likely a trip to SLC for a free Mormon Choir rehearsal or a moonlight sleigh ride. But every evening you will have

the opportunity to gather together for elbow bending and hilarious conversation on who did what to whom today!



Barbara Watson

Chairman Bill Polleys, CCA Florida member Barbara Watson (left) and past Clyde Cruising Club Commodore Katie Christie

Go to www.cruisingclub.org/members and log in. Then click on Winter Gam – Park City – Utah That's where you'll see how to get a copy of the registration form and directions to mail a \$50 check.

But hurry! The deadline is now pushed back to early December. Those of you who wish to stay in the fabulous ski in ski out Grand Summit Hotel will be able to get the CCA approximately 35% room discount only as long as the type of room you want is still available.

Are you one of us still world wide web challenged? Let me make it easy! Email Nancy and I at CCAPOLLEYS@cs.com or call me at 401-261-8060 cell or 435-649-8234.

Bill Polleys, Chair

Spring Meeting

**2009 Spring Meeting
Old Port District, Portland, Maine
April 30-May 3, 2009**

To our fellow members, the Gulf of Maine Post extends to you our invitation to come to Portland for the 2009 Annual Spring Meeting, April 30 though May 3. Portland's downtown, known as the Old Port offers wonderful architecture, deep maritime history visible on the cobbled streets, and a vast array of sights and smells to pique your interest, as well as your taste buds.

The members of the Gulf of Maine Post are opening their homes, extending a welcome to those who want to meet new friends or revisit old shipmates. For others who want to feel the heart of the city, the area hotels offer a wide range of choices from economical to quite posh.

Registration begins Thursday afternoon and there will be lots to see and do in and around Portland over the next 3

days including maritime history and art scavenger hunts, a visit to LL Bean, a cocktail reception at Phin Sprague's Portland Yacht, a Gary Jobson documentary on Maine boatbuilding, a visit to the Gulf of Maine Research Institute and a guided tour of Winslow Homer's Studio at Prout's Neck. And of course there will be lots of CCA business and story telling! Check out the CCA website for more details.

Susi Homer



Timothy P. Byrne

Bay of Quinte and 1000 Islands Cruise

September 10-19, 2009

It seems the allure of drying off without rinsing, and meandering amongst the oldest known rock formations on earth, has piqued the interest of our membership! Effectively, the Cruise is completely "sold out" as of now, with more than 26 members bringing their own yachts from as far as Florida, and another 39 requesting chartered vessels. Regrettably, we will only be able to accommodate 12 to 13 charter requests due to the total absence of charter yachts in this region – and your organizers' desire to limit the fleet to no more than 35- 38 boats due to the size of the anchorages. Our "mothership" has also been sold out, so regrettably there is no more "room at the inn"! The fleet will rendezvous in Belleville, Ontario at the Belleville Yacht Club, home of the second non-British challenge for the America's Cup, and cruise through the Bay of Quinte eastward to the 1000 Island region of the St. Lawrence River. Festive events are planned for Picton, Ontario – the sailing and viticulture hub of Prince Edward County, Clayton, New York – the home of the spectacular Antique Boat Museum, and Kingston, Ontario – home of the renowned

CORK regatta's, Canada's Royal Military College and also of historic importance in the War of 1812. All of who have already communicated with the organizers will be hearing shortly of more detailed itineraries, chartering choices, and cruise-specific options.

Jim Binch

Scotland Cruise

July 2010

During the last two weeks of July, 2010, the CCA will join with the Clyde Cruising Club to help celebrate its Centenary. Mark your calendars for a unique cruising opportunity. The Clyde Cruising Club, consisting of approximately 2,200 members, was formed in 1909 with the object of encouraging cruising, cruising races and the social side of sailing. Since its formation the



Wilderness Scotland

Club has compiled sailing directions for the Scottish coast and islands from the Solway Firth to Buchan Ness. These directions have been completed from information gathered by Club members over the years presented in a manner suitable for yachtsmen. The first sailing directions were published in 1910 and have since run to ten editions. The Sailing Directions were so highly regarded that at the beginning of the war in 1939 all the unsold copies were called in by the Admiralty and issued to auxiliary vessels and coastal forces: copies are known to have been aboard some enemy vessels. The CCC has its mainstation in Glasgow so here is a great opportunity to see some of the wonderful cruising grounds of Scotland. Please contact Sheila McCurdy for details.

Belize Cruise – Spring 2010 Second Largest Barrier Reef in the World!

A cruise to Belize is being planned for the Spring of 2010, dates at deadline undetermined, but details will be available on the website when available. If you have cruised Belize and are interested in helping out, please contact Sheila McCurdy at sheilamccurdy@mac.com.





News from Stations & Posts



Bermuda

The Prince Albert Room at the Royal Bermuda Yacht Club was the venue for luncheon meetings held by the Bermuda Station in February, May and September. Not surprisingly, the May meeting con-



Here Dr. Stephen Sherwin in Nasty Medicine chases Jim Bishop in Gold Digger through Two Rock Passage into Hamilton Harbour.

centrated on preparations for the Newport to Bermuda Race and post-race activities in Bermuda.

Bermuda Station members were well represented in the Newport/Bermuda Race and Bermuda boats as a whole made the best showing ever for their little island home. Dr. Colin Couper's *Babe*, an older Swan 46, placed first in Class 3 and was third overall in the Lighthouse Trophy Division being knocked out of second place by CCA Vice Commodore Sheila McCurdy in *Selkie*. Much to the chagrin of the *Babe* crew *Selkie* also captured the Bermuda Station Trophy for the best corrected time by a CCA or RBYC member. However, *Babe* was awarded the magnificent Swan trophy for the best corrected time finish among the Swan-built boats in the Race. Also of note was Bermuda *Oyster*, skippered by Paul Hubbard coming first in Class 12 and win-

ning the Cruiser Division.

Once again Nick Dill and his gracious bride Bitten welcomed the CCA to their home in Point Shares on Thursday, 26th June for the CCA reception. This event provided a wonderful opportunity for the CCA members, their families and friends to get together to swap stories about the Race and have a glass or two on the Dill's front lawn beside Soncey Bay in Hamilton Harbour.

At one time during the reception Commodore Ross Sherbrooke looked like he was about to give the assembled throng a sermon, but his good judgment prevailed and he asked one and all to raise their glasses in a toast to our hosts, the Dills and to thank the wives of the Bermuda Station for providing the hors d'oeuvres.

The Royal Bermuda Yacht Club Anniversary Regatta was held on Friday the 27th June and this turned out to be one of those sunny sailing days that Bermuda is so famous for. Two races for the Onion Patch trophy took place in the Great Sound followed by the spectacular spinnaker finish of the final race in Hamilton Harbour off the RBYC.


Nick and Bitten Dill went to Norway before the CCA/NAS cruise from Bergen to the Songefjord and back. They picked up Bob and Betsy Baillie in foggy and rainy weather from the Oslo airport, took them up to their hut in the mountains in Eggedal where they gave them a taste of hiking in the open tundra and cooking coffee at 3,000 plus feet.

The cruise started from Helestad, just south of Bergen. Nick said the scenery was spectacular with visits to glaciers, century old stave churches, views of water falls everywhere and a highlight was a train ride from Flam on the fjord up the mountains to Mirdal about 3,000 feet up on the Bergen/Oslo railway.



Commodore Sherbrooke holding forth at the Dill residence

In other Bermuda Station news, Bob and Betsy Baillie continued their passage in their sloop *Belair* along the coast of Brazil this spring, stopping along the way at spots like Salvador and Recife. They also sailed offshore to Fernando de Noronha before keeping well into the Atlantic on their way to Trinidad. *Belair* was hauled out at Chagaramus for the hurricane season and Bob and Betsy plan to continue cruising in the Caribbean later this fall.

– Jim Burnett-Herkes 

Boston

It was a busy year for the Boston Station most recently culminating in the Three Station Cruise. Activities included the Spring Dinner, Memorial Day Gams, the Bermuda Race, fishing and the adventures of *Adelie* in the high latitudes.

The Spring Dinner was actually an inland picnic at David Chandler's Meadowbrook Orchards in Sterling, MA. Timed to coincide with the apple trees in full bloom in early May, the informal event featured the rum keg, a charcoal grill, and desserts provided by the farm's bakery. Wet weather kept the relatively small gathering indoors in the bakery, which provided a magnificent site for a presentation by Rich Wilson. Rich presented slides and a unique discussion of his preparations for the Vendee Globe single-handed race, starting in November, 2008. We hope to repeat this venue and format for the 2009 Spring Dinner.

Chip Jones and Larry Hall organized the Memorial Day gams over the holiday weekend, arriving together aboard Larry's *Gunsmoke*. The first gathering was in Menemsha on Martha's Vineyard where Larry Hall put together an event on the dock with the assistance of the Harbor-master, Dennis Jason, and his assistant,

Editor's Note: Due to the length of the detailed Station Report submissions and the need to edit for length, look for full, unedited versions of Station Reports with more photos on the website.

Ginny Jones. Sam Vineyard brought along the CCA Rum Keg, but it leaked so badly that even some duct tape could not stop the “errant flow.” So, a plastic bucket spruced up with some aluminum foil had to suffice. Meanwhile, Chip Jones made use of a chowder recipe he discovered while cruising in Desolation Sound with Pacific Northwest Station members; simply put, it was sort of a “pot luck” chowder; everyone was asked to bring their favorite chowder and it was all mixed together in a cauldron on the dock, rendering a remarkably delicious result! Among the CCA boats in attendance were: *Gunsmoke* – Larry Hall, *Presto* – Ed Tarlov, *Beagle* – Sam Vineyard, *Hawke* – Gordon Vineyard, *Manukai* – Stan Livingston, *Encore* – Bob Lawrence, *Gen-*



Steve Loutrel

Steve Loutrel's Adelie ashore as crew prepare for a climb in Ryan's Bay Labrador.

eral Knox – Hank Keene, *Windigo* – Sandy Weld, *Twilight* – R/C Rob Kiley, *Onward* – Tim Surgenor, and *Alida* – Henry Keene, and several guest boats.

In 1985 Steve Loutrel designed and launched *Adelie*, a unique 30-foot sailboat created specifically for voyages in the high latitudes. Steve and Liz Loutrel provide the following report of the latest voyage in *Adelie*. “*Adelie*’s most recent expeditions to Labrador were in 2005 and this summer, 2008. In 2005, Steve completed one of his goals – to climb all the peaks over



Larry Hall

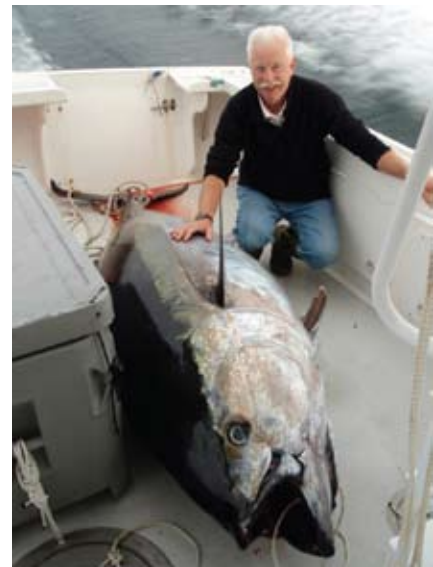
Menemsha dockside gam

5000 feet in Labrador. At least 4 (including two in 2005) were first ascents. Most were multi-day excursions, and we secured *Adelie* by pulling her up on the beach using her wheel system.

This summer at Ryan's Bay where we pulled out for a week of climbing, a polar bear also climbed out on the beach, became curious, and approached us, working his way downwind to get our scent. The northern part of Labrador (Saglek to Cape Chidley) has been made a federal park and we are no longer allowed to carry firearms ashore as a result. We can carry them on board (and do). However, when registering at the park, we were supplied with a DVD video: *Polar Bears: A Guide to Safety*. It is quite informative. We were also given a lecture about how to deal with polar bears. One piece of advice was that if a “curious” bear gets too close he may become a “predatory” bear – which is bad. You should try to scare a curious bear away as early as possible. If attacked by a predatory bear, the advice is to “fight back”. When hiking without the rifle, the obvious question is “fight back with what?” We carried our ice axes – even when we weren't expecting to do any ice climbing. In this case, when the bear was about 100 yards away, I fired a 12 gauge “bear banger” or “scarecrow cartridge” from my 25mm flare gun so that the banger exploded over his head. Fortunately, the bear turned and ran off down the beach and around the point out of sight.” This is adventure cruising to its extreme!”

There was even some tuna landed this summer! As the tuna moved slowly down the coast from Maine to Stellwagen Bank in Mass Bay and, with the approach of fall, shifted further south to the waters off of Chatham, Larry Hall kept watch aboard *Gunsmoke*. Then as September came to a close Larry took *Gunsmoke* 20 to 30 miles out of Chatham to try his luck. His patience and strategy paid off with the catch of two large tuna in less than a week. The first fish went on the scale at 930 pounds! Both were sent to Japan as premium grade sushi form the coveted waters of New England.

Tom and Pat Foley joined Maudy and Ranny Barton aboard their Ellis 36 *Enchanted* in the fall of 2007 for the first half of a voyage down the coast, through the Intracoastal Waterway to Florida, then on to Key West with a side trip to the Dry



Larry Hall

Larry Hall with his 980 lb. tuna

Tortugas and then returned home. By the end *Enchanted* had traveled 4,471 miles over an eight month cruise.

Several Boston Station members competed in the 2008 Newport Bermuda Race including Rear Commodore Rob Kiley aboard *Twilight*, sailing in the Cruiser Division with his son Jim. Garry Fischer also sailed *Diva* in this Cruiser Division which he has worked so hard to grow into a major component of the race. Brad Willauer took a second in his Cruiser Division Class on *Breezing Up*. Howard Eissenberg on *Isola*, Sandy Wakeman on *Pilgrim* and Mike Hudner with *Moonracer* rounded out Boston Station boats in this division. Peter Cassidy sailed his NY20 *Siren* in the St. David's Lighthouse Division as did Raymond Peterson with *Cygne*, Jon Knowles on *Abracadabra*, Rick Burnes in *Cybele*, Jeff Eberle on *Cilista*. Howie Hodgson took second in his class with his J/42 *True*, Neal Finnegan a second in class with *Clover III* and David Millet a third in class aboard *Tango*. Dorsey and Bruce Beard raced *Esmeralde*, their Sabre 386 in the Double-Handed Division while Joe Harris sailed his Open 50, *Gryphon Solo* in the high end Demonstration Division.

All in all a great season for the Boston Station!

– Bill Barton

Buzzards Bay

We are about to kick off our monthly luncheon schedule. We get together at the Beverly Yacht Club in Marion on the last

Friday of each month and have had the good fortune to have had a number of special speakers in the past year. John and Victor Pinheiro spoke about their native Azores and extended a personal invitation for us to visit; Mark Rasmussen of Coalition for Buzzards Bay updated us on his group's efforts in cleaning up the local waters. Bob Wallace, a veteran high latitude skipper who played Shackleton in the IMAX film brought the replica of the James Caird, which he built, for us to inspect before it was shipped to South Georgia to the museum. We will be seeing more of Bob as a new member.

The Spring Gam at Menemsha and Marion was expertly arranged by Larry Hall, Chip Johns and Sam Vineyard. Perfect weather and a great venue at BYC. Sadly, while not yet over the loss of Dan Strohmeyer, we learned of Doug MacLeod's passing in July. Two stalwarts who can never be replaced.

We welcome visiting members to lunch at BYC and at our annual dinner at the Hope Club in February. See the Yearbook for contact information.

– Bob Morris 

Bras d'Or

I think the members of Bras d'Or Station can unanimously agree that "the weather outside was frightful" this year, at least for those cruising in home waters – or even for those making the trip to Bermuda. Strong winds from every point of the compass except the usual South Westerlies, gales, constant rain and lots of fog, were the order of day (or season.)!

Alan Bishop in *First Light IV*, with Peter Watts and Iain Tulloch among members of the crew, sailed in early May to Bermuda where Alan, Iain and other crew were up-happily (!) storm-stayed for 18 days when, according to the Bermuda weather station, the winter gales blew in the spring instead. Peter escaped the weather systems early by plane but the rest waited it out, not getting much sympathy from anyone in Nova Scotia. Dennis Linton had difficulty bringing *Carpe Diem* north from Carolina because of the same weather systems. However, Hans Himmelman with Wilson Fitt and Sandy McMillan among the crew had no such difficulty taking *Delawana* to Bermuda.

The ill wind that headed *First Light IV* and *Carpe Diem* was ideal for a great downwind run and the weather then cooperated by giving them ideal conditions for bringing her back later in May. Phil Wash was also in Bermuda around the same time in *Clover*, Neil Finnegan's (BOS) *Swan*.

Syd Dumaesq did not get to the South Coast of Newfoundland in Amasek. Sam Rogers changed his plans to cruise Newfoundland and Labrador in Medley, spending time instead in Bras d'Or and then going to the Magdalene Islands. Iain Tulloch did not go to the North Shore of Quebec (although the other boat he planned to cruise with did go, the skipper really appreciating the advice Jim Evans gave him when they stopped off in Prince Edward Island to meet him.)

Medley and *Zimaz* shared a number of



Kit McCurdy with rum barrel

coves on the Eastern Shore and Bras d'Or in Nova Scotia, spending time hiking, food gathering, entertaining, and being entertained by Diana Russell (NYS) Harry Anderson and Gilda and Dev, (NYS) and Bill MacLay (CHE) all in Maskell's Harbour, (Boulicet Cove) the cradle of the CCA. Rod Fraser planned to go to Newfoundland, but turned back at Neil's Harbour and spent time in Bras d'Or instead. Fred Voegeli, Rick Salsman and Will Apold continue to cruise/race in warmer climates. Phyllis and John Harries have left on an extended cruise. Peter Watts has sold *Ulidia*, and is currently looking for another boat.

The fall raft-up took place off Neil Finnegan's property in East River in September. It featured torrential rain and very strong winds in the forecast for the next day, but *Christina Grant*, *Kehaar*, *First Light IV*, with the Watts also aboard, *Liberty* (guests from Chester) and *Zimaz* were joined by very damp but enthusiastic shore parties ferried from shore by the Phil Wash, the

Cruise Director. The Rum Barrel arrived in style and was duly set up where it would get the most protection from the rain.

The Fall meeting was held at the new Seafire Restaurant, at Marriott's Cove. The meeting changed this year from a "members only" business event to include spouses, who have previously expressed an interest in hearing the interesting speakers lined up.

Despite the more social aspect of the Fall meeting, we are all still looking forward to the Fall Social which will be held at Kit and Gretchen McCurdy's home.

– Iain Tulloch 

Chesapeake

While the monthly luncheons at the Annapolis Yacht Club are the mainstay of the Chesapeake Station, the camaraderie developed during our special events enhances the spirit of our group. We have pleasant memories of the winter event which was a dinner at the Philadelphia Corinthian Yacht club honoring Newbold Smith, who may have sailed in more Newport to Bermuda races than anyone, eighteen! Peter E. Driscoll, CCA Chesapeake Station and former *Reindeer* crew spoke to 120 assembled members, friends and guests about Newbold's accomplishments, which are many, including graduating from the US Naval Academy in 1948, competing in Fastnet, Marblehead to Halifax, Annapolis to Newport, cruising Newfoundland, Greenland,



Where to get CCA Clothing

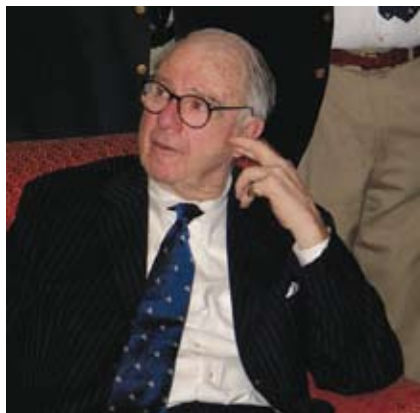
Supplier of *clothing and accessories* with the CCA burgee is **Stars Signatures**. They have a catalog on the CCA web site (www.cruisingclub.org), Members Only section, from which one can place orders. Or call Atle at Stars: 888-627-8277. A large catalog is mailed to all members yearly.

The yearbook also includes these sources. Check the contents page.

Anyone with suggestions or comments concerning these two sources, please contact the Fleet Captain: **Dan Dyer**, fastrabbit1@cox.net.

Labrador, Iceland, Norway, Spitzbergen and inside the Arctic Circle.

While he owned sailing yachts under other names, his *Reindeers* are the most well known. In this room tonight are 70 or more men and women who have raced or cruised or done both with Newbold who



Marsie Hawkinson

Newbold Smith; the consummate skipper.

has taught generations of men and women how to be better sailors. These same crew members, working alongside the CCA and the Chesapeake station, originated and created a trophy which will have the names of all of those who have crewed with you over the years. The inscription reads: THE E. NEWBOLD SMITH – REINDEER TROPHY. PRESENTED FOR RACING AND CRUISING DISTINCTION. GIVEN BY THE CCA CHESAPEAKE STATION AND THE CREW OF *REINDEER* as the first recipient what will hopefully be a long line of distinguished racer/cruisers .

Retired US Navy Captain Ron Trossbach, was named US Sailing's Sailor of the Week for April 30, 2008. For the last 18 years Ron has been editor of the US edition of the ISAF Offshore Special Regulations, and is one of only five Safety at Sea seminar moderators. Everyone who knows Ron knows what a Godsend he is to offshore safety.



Island Lark


John Hawkinson

The Chesapeake Station Spring Cruise opened with a Shore Party at Gibson Island on May 9, and included our famous CCA Rum Keg. On Saturday, May 10, the Commodore's Trophy Race began at Baltimore Light and finished in the Chester River. The trophy went to Fleet Captain, Karl von Schwarz sailing *Huron*. Second was Cary Thomson in *Freedom*, followed by Peter Driscoll and Tony Parker in *Reindeer*. That evening, Lindsay and Bob Mathews hosted a magnificent party and dinner under the tent at their home on the East Fork of the Langford Creek off the Chester River.

In mid-June, a small group gathered for a pleasant evening's lobster dinner at Wally Stone's house on Crab Creek off the South River.

Six Chesapeake Station boats completed the 2008 Bermuda Race while the venerable Owens Cutter, *Prim*, sailed by Henry Gibbons –Neff withdrew because of broken rigging. In ORR Cruiser division 13, Cary Thomson in *Freedom* took second place. *Grey Ghost* sailed by Phil Parrish placed ninth in IRC and tenth in ORR class 2. Henry Morgan in *Dolphin* placed 24th in IRC and fifth in ORR class 3. *Bandana* sailed by Schuyler Benson was 53rd in IRC and ninth in ORR class 3. Peter Driscoll and Tony Parker in *Reindeer* had the shortest elapsed time of 99 hours of all of the Chesapeake Station boats and corrected 84th in IRC and seventh in ORR class 7.

The Chesapeake Bay racing log canoe, *Island Lark*, owned by Tad and Ebby duPont had a fine season. They won the Governor's Cup Race on the Miles River on July 27, and won two consecutive races in the final regatta, taking the log canoe High Point trophy for 2008.

– John Hawkinson 

Essex

Our Spring Rendezvous was held at Westbrook. CT. On Friday, May 30th, fenders went over the side off Duck Island at 1800. Denny and Rolyn Andrews with four dogs, RC Rives and Nancy Potts were on *Carina* and Paul and Carol Connor with their guests Jeb and Dianne Embree were on *Lilly*. The workboat from Pilot's Point delivered Barnaby and Mari Ann Blatch and Fred Brooke and his guest. Mother Nature treated us to a

wonderful thunder and lightning show, but that did not deter the participants from continuing well after midnight. RC Rives Potts had to leave a bit early, as he was giving a talk about *Coronet* at the IYRS, and also attending the launching of Carol Connor's grandfather's boat, the recently restored 6 metre *Madcap*. On Saturday we went into Pilot's Point, where we met up with Paul and Patty Hamilton, who were setting up for our dinner. Stan and Barb White arrived in their Saber 362 *Lark*. Tony and Ann Cooper were at the dock on *Makai*, along with son Chip and his wife Harriet. There were 41 of us for dinner, including our friends from Florida station, Bob and Deb English and Jack and Glory Wills. Past National Commodore Bob Drew and Mindy brought the keg, and a truly great evening was had by all.

This year, instead of our usual Essex Station fall cruise, we joined with the New York and Boston Stations for the Three Station Fall Cruise, which was run by Sandy Weld of BOS. Hurricane Kyle altered the start of the cruise, cancelling the first two days of planned events. Some members of ESS had lunch at Harbour Court and then toured the Museum of Yachting and IRYs. Steve Frank hosted a cocktail party Saturday night on board his 69' *Concordia Gracie* and on Sunday our cruise Chairman Paul Hamilton with his wife Patty invited everyone to their home in Jamestown, providing cocktails to 25 and dinner for 18. They were assisted by the ever faithful Briggs, and had the addition of the Maine post's rum keg, brought by Garry and Leslie Schneider. On Monday, our RC Rives Potts, his wife Nancy, and Jeb Embree, went directly from Westbrook to Block Island. We had an absolutely beautiful run, covering the 40 miles in less than 5 hours. On arrival, we rafted up with Paul and Carol Connor, onboard *Lilly* with their guests Larry Somers of the SoCal station, and his friend, Lisa Laing. Tim and Charlotte Surgenor on *Onward* were part of the fleet. A total of 17 boats made for a very pleasant gathering. On Tuesday we left Block and enjoyed another beautiful sail on our way to Smith Cove on Shelter Island. A visit had been planned to the Nashomack Nature Conservancy, however the caretaker had not been

informed of our plans, and suggested we party elsewhere! Wednesday, October 1, dawned as a clear fall day, so we sailed up Peconic Bay on our way to Dering Harbor. The Dering Harbor Yacht Club was very welcoming, offering launch and shower services, as well as a cocktail party on their porch. Dianne Embree joined the cruise at this point, and after cocktails, we returned to *Carina* for dinner, great conversation and water sports!

On Thursday, your scribe and Dianne, now on board Paul and Patty Hamilton's *Sarabande*, made the 20 mile trip to West Harbor in about 2 1/2 hours. The roiling waters of the Race made us think of 'Victory at Sea', and at one point the steam gauge registered 13 knots! We picked up moorings in West Harbor, and the Fisher's Island Yacht Club opened their doors for our on-shore cocktail party, after which we all repaired to the Pequot Inn for dinner. Susie Homer of BOS was an inspiring waitress for the evening! After dinner, Bill and Nancy Jorch of NYS graciously hosted several members of ESS to watch the Vice Presidential debate aboard *Frolic*. The passage from West Harbor to Mystic on Friday across a wind whipped Fisher's Island Sound, was achieved very quickly. We all enjoyed touring Mystic Seaport, cocktails on the dock (by which time luckily the wind had dropped), and were given a short talk at the Olin Stephens Reading Room by Frank Bohlen, after which 20 of us headed to Bravo restaurant in Mystic for an excellent dinner. On Saturday, October 4, *Carina* and *Sarabande* made an early morning run back to Hamburg Cove, to set up the Fall Dinner at the Cove Landing Marina. Besides the remaining cruise participants, the dinner was to be attended by land-based members of several stations. RC Rives Potts and his 'galley gang' prepared an excellent dinner of barbecued steak and chicken. Steve Frank's guest, John McCarty, NYS, entertained us all at the piano, leading the singing of many of the crowd's favorite songs, ending a really great cruise on a high note.

– Jeb. N. Embree, Historian ESS

Florida

After the Spring CCA Meeting in St. Pete, the perfect weather continued as Station Cruise Chairman Bill Gregg took the fleet north from St. Petersburg. The opening Dinner at Clearwater Yacht Club, kicked off the cruise, complete with a few words of wisdom from RC Skip Barlow. An unobstructed sunset was enjoyed from Krip and Peggy Krippendorf's *First Light* while all dined on perfectly grilled tenderloin.

The fleet anchored off Compass Key in Clearwater Harbor around noon and a few intrepid racers braved the gusting 20 knots in FY15s. Awards and the Rum Keg party followed, with everything held down as the wind freshened! But a good time was had by all. South to Fred and Penny Bickleys home for a knockout cocktail party, *Mango Latitudes* was already at SPYC for the Mexico Race start the next morning. Our finale dinner was a seafood buffet at the Bradenton Yacht Club where we all enjoyed having Billy and Pat Johnson with us. All in all, it was a week of glorious weather and good company.

Harry and Malinda Keith, *Lanikai*, joined an alternative cruise in the Bahamas



Surprise Gam in Puilladobhrain (Pulldoran), Steve and Karyn James just returned from Spitsbergen, Kenneth and Anne Gumley, Gerry Clapp and Barbara Watson

put together by Bud and Tess Hinckley, *Edge*. An impromptu cocktail party was held on board the Hinckley's *Edge* with

George and Nancy Marvin from *Trumpeter* (BOS), Wolfgang Reuter from *Ru'ah* (CHE) and the Keiths. John Bankston's *Watercolors* was in the harbor and *Sea Charm* was also seen.

Florida Cruisers have also been active in the Pacific, Atlantic and Arctic Oceans,



Barbara Watson

Rum Keg Party on Compass Key

L-R: Susan Willis, Dot & Pete Hoffman, Peggy Krippendorf, Jerri Ives, David Knowlton, Len Vincenti, Don Krippendorf, Gerry Clapp, Paul Ives, RC Skip Barlow, Ada & Bill Gregg, Laura Vincente and Barbara Watson

the Bering Sea, and the Med! Watch out for logs in the CCA News.

Scott Piper, *Pipe Dream IX*, was in Phuket, Thailand for The Kings Cup. She left in March for a continuous voyage to Alaska. Charlie and Mimi Munroe joined Scott and Gillette for a couple of weeks cruising the Inland Sea of Japan. David Woolsey joined Scott for the 3 week trans-pacific passage to Dutch Harbor, Alaska.

Steve and Karyn James, on *Threshold* completed their most aggressive cruise so far this year starting in the Canary Islands, to the Azores (where Andy Wall joined them for six weeks), to Scotland, the Outer Hebrides, the Orkneys, the Shetlands, to Norway, the Lofotens and on to Spitsbergen and 80°N. After 7,000 miles since April 22, Steve and Karyn are back in western Scotland where, by chance, they met Kenneth and Anne Gumley(BDO) on *Bandit* with crew Gerry Clapp and Barbara Watson in Puilladobhrain. *Threshold* will be left in Scotland for several months.

Clint and Adair Bush, *Emmanuel*, spent a full six months cruising in New Zealand.

Tanner and Ross Rose, *Witch of Pungo*, spent a second summer in the Baltic, leaving Denmark in late May for Visby on the island of Gotland, then on to the Aaland Archipelago. Michael Stubbs (NYS) was onboard for two weeks and there was a brief

Barbara Watson

sighting of Marty and Paul Rogers (BOS) on *Canty* in Mariehamn. Tanner was able to raft with Lloyd and Thatcher Brown (CHE) on *Seaquill* and Betsy and Rusty Kellogg (BOS/BUZ) on *Blue Magic* at Vedviken on the island of Fjardlang.

Andy and Pam Wall flew back to Lagos in Portugal in mid February. *Kandarik* had spent the winter hauled out at Sopromar, the fantastic boatyard facility in Lagos, Portugal, a first rate place to haul, repair, and store a boat.

The upside-down relationship of the dollar and the euro may have severely limited the number of American yachts cruising in the Mediterranean this summer, but it didn't stop Milt and Judy Baker from having a fine summer cruising there aboard *Bluewater* in the French Riviera, Corsica, Sardinia, Italy's offshore islands and mainland, Sicily, Montenegro, and Croatia. By fall Milt and Judy were headed back to Palma, Mallorca, to place *Bluewater* aboard a Dockwise Yacht Transport ship for passage home to Fort Lauderdale.

This writer also enjoyed two gloriously sunny weeks cruising the Ionian, Greece, with Malcolm Phillips (CCC) on *Bon Jovi*. Then a week on *Bandit* with the Gumleys enjoying the inner Hebrides of Scotland before returning to the Clyde by way of the Crinan Canal.

As this goes to press, Jim Stoll, *Argo*, is departing Australia and will sail to Bali plus some ports in Indonesia plus Borneo then to Singapore, Malaysia. Finally on to Phuket Thailand to race in the Kings Cup the first week of December.

Now the Florida sailing season is about to start. There is the Station Annual Dinner meeting at Lauderdale YC Friday, November 14th to look forward to. Also the 52nd Annual Wirth Munroe Memorial Race December 5th. And locally the monthly lunches, contact Jack Wills and George Bahen for East coast and Gerry Clapp for West Coast.

— Barbara Watson 

Great Lakes

As usual the 20 plus members of the Great Lakes Station have been active this past year on many of the world's major bodies of water and far from their home waters of the Great Lakes. A number of our

vessels have been long absent from their home waters and are as far away from the Lakes as is geographically possible. We did manage a small gathering at the Campia's in Lake Forest, Illinois to host a prospective candidate who is being sponsored by Craig Sandahl, currently our only member from Iowa who has sailed over 35,000 ocean miles over the last 17 years, has sailed to both poles, and enthusiastically races inland scows in the summer. This diverse set of experiences is a characteristic of our membership and is what makes the CCA such a special organization.

Starting close to home, Andy and Bob Knight spent the summer getting to know their new power boat in the familiar waters of Lake Michigan and the North Channel. Ken Campia and his 17 year old daughter Tegan did the Vintage Boat regatta in Brooklyn Maine with fellow CCA member Knight Coolidge in August.

Bob Medland, our membership chair from Toronto, reports that he and Sally just returned from Australia. We were fortunate to be sailing with Mike and Donna Hill (GLS) on their Oyster 56, *Baccalieu III* from Darwin to Bali

Rob Lansing and Skip Novak have not been idle. Rob reports that he and Skip are beginning their fifth season with *Pelagic Australis* voyaging to the Falklands, South Georgia, the Antarctic Peninsula, and Tierra del Fuego/Cape Horn/the Beagle Channel. Skip resides happily in Capetown with his family and is very much part of the waterfront sailing scene there. Rob and Kitty spent much of July aboard Thatcher



Bob Medland and Andy Jones with Capt. James Cook, in Cooktown, Australia



Jim Foley

Onora at Skye, Scotland

and Lloyd Brown's *Seaquill* (CHE) in the Baltic, cruising in company along the Swedish coast and out to Gotland with Rusty and Betsy Kellogg aboard BLUE MAGIC (BOS).

Jim Foley and his wife Jean have been sailing their 62' Chuck Paine/Kelly Archer aluminum cutter, *Onora*, from New Zealand where they had her built several years ago. They returned to Crosshaven Ireland in May and prepared *Onora* for a summer cruise of the west coast of Ireland and the Scottish islands. With its tides and currents generated by the North Sea washing into the Atlantic, they found Scotland to be more challenging but well worth it. They will leave *Onora* in Oban for the winter and return to Chicago.

Bob Vanderlinde has had a relatively active sailing year, as well helping Phin



Bob Medland

Mags Crane and Bob & Sally Medland on board Les Crane's Monterey leaving Capri

Sprague sail his beautiful schooner *Lions Whelp* from Portland Maine to Antigua via Bermuda, and then doing the CCA Antigua Cruise with Nick Brown, my wife, Barb, and Bob and Andy Knight on *Cream* a Gunboat cat. He sailed the French Riviera and Corsica area for 10 days on a friend's 43 foot Swan and is now in the BVIs at the Sunsail base in Road Town.

Those of us from the Great Lakes hope this give our brethren from other stations a better idea of our activities and look forward

to seeing you all in some quiet anchorage soon. Good Sailing to all.

– Kenneth Campia 

Gulf of Maine

The GMP gather to “convert the winter into a season of sport, wherein those who have been afloat swap their experiences with each other, sharing them with their unfortunate shorebound clubfellows.”

Doug and Dale Bruce told of their adventures in Newfoundland at our December 3rd meeting in Damariscotta. Dale’s account of the mail order bride they met in the North, told in dialect no less, had us all in stitches. They are the new editors for the CCA Newfoundland Cruising Guide.

The Post’s first gathering for 2008 was appropriately held at former Commodore Jim Harvie’s home in Brunswick, where



Brad Willauer in Breezing Up

Jim and Ruthie hosted the annual winter pot-luck in January.

Malcolm & Luli MacNaught (BOS) hosted the annual GMP ski weekend Gam in February. Brad Willauer served as head ski coordinator and brewer of keg cocktails. Weather forced a few cancellations, but the GMP was well represented and it was good to see Boston’s RC Rob Kiley, John Winder, and Roger Langston in northern waters. A good ski at Sugarloaf was reported, and all enjoyed dinner at the Double Diamond hotel.

February also brought ship simulator training sessions at Maine Maritime Academy. After a fine lunch we were then given

a chance to use their three new simulators, maneuvering tugs, tankers and high speed vessels into Halifax. Peter and Jen Haddock maneuvered a tug in one room, while the Dick and Susi Homer crew maneuvered the tanker that the tug was to eventually assist in docking in another. Nancy McKelvy was the fastest CCA member with her 50 knot vessel.

The highlight was the presentation by Capt. John Worth and Capt. Rick Miller regarding the *Bowdoin’s* history and plans for her upcoming voyage. The *Bowdoin* sailed in early spring to the coast of Greenland – with stops in Nuuk, Sisimuit, and Jakobshavn. The *Bowdoin* is scheduled to sail a circumnavigation of Newfoundland in 2009. The Bonnell Cove Foundation donated a generous grant that provided a new safety/rescue rib for the Greenland expedition. (See photos)

The Safety at Sea Seminar in Newport met with great favor thanks to Susannah Homer, Chuck Hawley of West Marine and Stan Honey of Team Oracle. Over 450 sailors were certified. Fleet Surgeon Dr. Garry Fischer led his medical seminar and Leslie and Garry Schneider held a CPR review for forty.

Phin Sprague showed us how to enjoy Maine during “mud season” showcasing the very best of its boats and boat builders, its islands, and its people. This year members of the CCA joined members of the OCC and together joined Maine Island Trail Association staff, board members and leaders to celebrate together MITA’s 20th year.

May found many members enjoying a tour and luncheon at the well respected Landing School in Kennebunk. See photos. Brad Willauer, Peter Worrell and Ross Santy expend significant time on behalf of this institution.

We miss Danny Strohmeier! More than eighty of Dan’s and Cheryl’s friends came



Cheryl Strohmeier aboard Malay

together on a sunny Saturday early in June at the new home of *Malay* to celebrate Dan’s long and eventful life. Their home is truly a museum reflecting Dan’s active sailing and racing life. We gathered around the venerable Concordia in her handsome



Phin Sprague guarding the rum barrel

home. Various friends and fellow members of Dan’s stood on the Mezzanine that surrounds *Malay* and told tales of their remembrances of Dan. Commodore Ross began by recalling Dan’s 1954 win of the Bermuda Race. Ross is the last surviving member of that illustrious crew.

On the last Saturday in June thirty stalwart members braved the promised showers and gathered at the Billing’s Cove home of Bob and Joan Roy on Deer Isle. This most successful gam kicked off the Summer sailing season in style and included several welcome guests. Your secretary had the good fortune to meet Rob Beebe a few nights before the meeting when he picked up a CCA guest mooring in the Benjamin River. Rob is a new member of the club from Michigan.

An impromptu gathering at the Homer’s in Southwest Harbor found many CCA members in the area July 20th. August 5th saw another fine gam hosted by our Post Captain, Susannah, and her parents, Dick and Rocky at their home in Southwest Harbor. Attendance was at a summer time high with past rear commodore Brad Willauer and wife Ann present aboard *Breezing Up* and former commodore Stan and Martie Livingston on *Manukai*. Doug and Dale Bruce sailed into the harbor on *Bluewater*; Greg & Debbie Gebow on *Ondine* and Garry and Leslie Schneider on *Rising Wind*. Many more of our members came by land, including Bob and Joan Roy, Merle and

Barbara Hallett, David Elliott with wife Elaine and son Edward, George and Nancy Marvin, Bob Hinckley, and proposed member Jim Modisette with his wife Ruth. The Post's rum keg was tapped early and lasted most of the way through the evening.

Greenland Cove in Muscongus Sound made a good location for a fenders over the side gam. The seas calmed down, the sun peeked out and twenty-seven members and guests came by sea and land to gather on our host boat, *Sea Shanty*, skippered by Jim and Sue Chambers.

— *Susi Homer and Garry Schneider* 🚩

New York

Once again, in June we were privileged to have David Tunick, before his departure to the Norway Summer National Cruise, host the Station and the area members of the Royal Scandinavian Yacht Clubs for a marvelous clam bake at his home



Clambake at David Tunick's house

overlooking Stamford Harbor. We also used the occasion to welcome, informally, our newest station members. Some 30 of our members joined along with an equal number from the Royal Scandinavian Yacht Clubs, making for a festive occasion on a lovely June afternoon.

From whence we scatted to the Newport Bermuda race, cruising, or for some, joining the spectacular Norwegian cruise organized by Dave Tunick. As summer turned to fall, our very own Secretary, Steve Frank, served as our Station coordinator for the "first in many years" New England Fall Cruise, ably led by Sandy Weld (Boston Station) and supported equally by Paul Hamilton from the Essex Station. Although the weather proved a little troublesome at the outset (30 knot easterlies roaring down from Maine through Long Island), an intrepid group of 14 to 18 members from the three stations visited Block Island, Shelter Island, Deering Harbor, Fisher's Island and finally Mystic, Ct., resulting in a memorable event for our attendees – Larry and Ann Glenn,

Port Draper, Steve Frank, your Rear Commodore for the last three days, Jonathan and Dorothy Goldweitz aboard their gorgeous *Concordia* and a few others I am sure I missed due to my late arrival! Elsewhere in the GAM you will see a more complete write-up of this great cruise – thanks to all organizers, including Steve!

As we welcome (?) the frosty mornings coming our way, our Entertainment Committee under Port Draper's able leadership is working on a mid-November Annual Meeting gala, and a full slate of dinners and guest speakers for the cold winter months. Station members – stay tuned to the website in late October for all the details. Also, we welcome anyone from other stations to join us for any of our events – simply let Port Draper know you're in the area and would

love to come along!

Hats off to our own Sheila McCurdy for her stellar second place overall finish in this year's "thrash to the patch" – well done!

— *Jim Binch* 🚩

Pacific Northwest

It was an active year for the PNW Station including a great "Land Gam" at Astoria with the Coast Guard and two cruises; one in Puget Sound and the other hundreds of miles north in the Broughtons in British Columbia.

The PNW station Spring Cruise was held in May. The Opening festivities started under the tent at the beautiful resort and marina at Port Ludlow followed by a cruise down the Hood Canal to Bill and Lu Whitney's home located off Hazel Point on the Hood Canal. The Rum Barrel was under the Stewart of Baird Tewksbury, III.

Everyone had a chance to practice their golf swing and horse shoes. Monday, the



Baird Tewksbury guarding the rum barrel

fleet cruised to Rear Commodore Tad and Joyce Lhamon's waterfront retreat and then on to historic Port Townsend. We toured museums and some of the wooden boat craftsmen businesses in Port Townsend.

We then sailed to Sequim Bay State Park with 35 knots on the nose. Thank goodness these were hardy CCA members who have all experienced much worse weather. Once inside Sequim Bay, it was flat calm and everyone enjoyed the pleasant anchorage. Hot clam chowder and the Rum Barrel warms the soul on these cool afternoons. Everyone provided a pot luck dish. Thursday everyone departed for home or points north for a summer of cruising the beautiful Pacific Northwest.

The Fall Cruise took place in September in the Broughtons. When the Pacific Northwest Station planned its Fall Cruise little did they know that they'd be in the company of the US Navy!

The nineteen boats from the Station were joined by six Midshipmen and Officer Candidates from the NROTC Unit at the University of Washington along with two of their officer/instructors.



Sing along with Mids in the Broughtons

The NROTC group was invited on the trip by Mike O'Byrne who volunteers as a civilian coach with their sailing team (along with station members Gerry Maurer, Ken Kellogg, Boyd Sharp, and Brian O'Neill.)

Michael O'Byrne

Bob Medland

The Navy team sailed on their new (for them) Navy 44 sloop, *Lively*. *Lively* was obtained earlier this year from the Naval Academy for the University of Washington NROTC Unit as the Academy is replacing their fleet of Navy 44's. The sail, seamanship, and leadership training program at the



Michael O'Byrne

Lively sailing in the Broughtons

NROTC Unit is closely patterned after the same program at the Naval Academy.

The crew of *Lively* were extremely well received by the CCA members and added a significant element to the cruise for all of us

The Navy joined the fleet at Pierre's Marina at Echo Bay on Gerry Maurer on *Dirigo* which provided crab and prawn traps along with a little instruction to the Mids while Barbara Maurer offered cooking lessons for the catch. Tom White took two of the midshipmen with him fishing and they caught two beautiful silver salmon which they had to release (or at least, so they thought until the current regulations were checked – sounds a bit like a fisherman's tale to me).

The remainder of the cruise included Claydon Bay, Jennis Bay, a life sling practice, Kwatsi Bay and Lagoon Cover with a final potluck dinner and story telling. It was a wonderful cruise with good attendance.

PNW sailors continue to travel the globe. PNW station member Glenn Wakefield set out from Victoria in September 2007 on a west-about solo circumnavigation aboard *Kim Chow*, an Offshore 40, in hopes of being the first from North America

to do so. It would mean beating into the 'roaring forties' for more than a hundred days and rounding Cape Horn at the very end of the possible weather window. On April 24, 215 days out of Victoria and about 300 miles northeast of the Falklands, *Kim Chow* – which means "Sword Through the Water" – lay ahull under bare poles in over 50 knots of wind. With Glenn asleep below, the boat appeared to roll, throwing Glenn about the cabin. Both Glenn and *Kim Chow* suffered enough damage that after several days Glenn decided to abandon the boat and the voyage. Glenn was taken off by an Argentine Naval vessel and *Kim Chow* was left to defend for herself. Glenn returned to Victoria a week later to a welcoming family and sailing community. At this writing there have been no sightings of *Kim Chow*.

Far ranging PNW sailors Trish and Kaspar Schibli on *Starfire* started the season in Buenos Aires, cruised up the coast of Brazil, called on friends in Bermuda, then headed to the Chesapeake. Summer took them as far down east as New Brunswick before heading back to a winter mooring in Maryland, joining the NYS/ESS/BOS fall cruise in Newport and Block Island enroute. Chris and Shawn Otorowski cruised Mallorca, Sardinia and Sicily with members Lee and Karen Hedge aboard *Aphrodite* their Swan 46 which is now on the hard in Malta.

– Bary Coard, Michael O'Byrne,
Doug Cole

San Francisco

This summer, making "adventurous use of the sea," members of the San Francisco Station cruised and raced in the far corners of the globe. Bob Van Blaricom took his Aries 32 *Misty*, to Prince William Sound in Alaska. Jane Van Blaricom joined Bob for cruising in Prince William Sound where they enjoyed spectacular scenery (when the sun came out).

Roger and Gaynelle Swanson joined *Cloud Nine* at her winter quarters in Kodiak, Alaska in mid-May. They explored the Kenai Peninsula and also Prince William Sound and met Bob Van Blaricom on *Misty* near Cordova as they cruised south to Seattle.

Dave and Betsy Fullagar cruised in the Pacific Northwest on their powerboat *Mystic* for six weeks. Rear Commodore Steve

Hunt and wife Marilyn joined the Fullagars for cruising to Princess Royal Island. Fritz Warren was also cruising in the Pacific North West on his Bayliner *Truly Fair*.

Wyman and Gay Harris on *Safari* made a clockwise circumnavigation of Vancouver Island and included some fine cruising in the Broughton Islands.

Jim and Mimi Cornelius traveled to Spain where they joined Bill and Karen Foss on *Détente* in Majorca. The Foss' plan to end their summer with a stop in Malta and on to Bodrum in Turkey where they plan to lay up *Détente* for the winter.

Bill and Angela Chapman on *Bones VIII* transited the Atlantic via Panama, Florida and Bermuda to Terceira Island in the Azores. Future plans include a passage to Lisbon and then on to Spain where they will put up the boat for the winter.

Bill and Paula LeRoy chartered a 46 foot sloop for the CCA cruise in Norway and reported that despite the rainy weather, the event was well organized and well attended. Earlier in May they cruised in Croatia for month with new member Bruce Munro. Sally Honey crewed on her first Chicago-Mackinaw race on a Beneteau named *Indecision*. Stan Honey was navigator on



Bob Vespa's Scorpio

the 99 foot super maxi, *Speedboat*, which was the first to finish in the Bermuda Race in June.

Liz Baylis skippered the San Francisco Women's Match Racing Team at the Mayor's Cup hosted by the Long Beach Yacht Club Sailing Foundation. Liz is now the first undefeated and the first two-time winner of the Mayor's Cup.

The Pacific Cup race from San Francisco to Hawaii attracted several members of our station. Jim Quanci's *Green Buffalo* came in second in Division A despite a collision with a sperm whale that caused his rudder to temporarily jam about 400 miles from Hawaii. Todd Hedin sailed *ET* to a third



Bob Van Blaricom's Misty

place in Division D and Jim Gregory's *Morpheus* came in fourth in Division E. Chris Parkman crewed on the Valiant 42 *Acacia* and had to dive overboard in the night to free a crab pot from the prop. Chris was scheduled to continue on to Tahiti but that leg was cancelled due to a cracked engine mount flange.

Bill Edinger and his family made an idyllic cruise to and around the Hawaiian Islands on Bill's 45' trimaran *Defiance*. The trip back to San Francisco with Robby Robinson and Doug Finley went well until about 200 miles off the coast when *Defiance* got hit with a gale. The port hull suffered damage from a wave and filled with water. For 58 hours the crew struggled with the wounded trimaran. In a harrowing encounter, a diverted freighter passed along survival suits. Later the U.S. Coast Guard cutter *Midgett* provided an escort for several hours. As the winds dropped, *Defiance* limped home to San Francisco Bay and received a warm welcome from wives and family.

Skip Allan on *Wildflower* was first overall on corrected time in the Singlehanded Transpac fleet from San Francisco to Hanalei Bay. Skip's solo return trip was his sixth on *Wildflower*. About halfway home, the trip turned into a nightmare with gale

force winds. Skip reported seas in the vicinity of 25 to 35 feet and as big as any he had seen since the 1979 Fastnet Race storm. He suffered 70 degree knockdowns and with the prospect of three more days of gales, Skip made the hard decision to abandon his beloved *Wildflower*. It was a wrenching decision to leave a ship that he had built 34 years ago and had been his magic carpet for racing and cruising all over the Pacific. With Coast Guard assistance, one of the world's largest container ships, the 1,000 foot long freighter MSC Toronto, was diverted to pick him up. In order for *Wildflower* not be a dangerous floating derelict, Skip detached the salt water intake from the thru-hull before he abandoned ship. Skip's last view of *Wildflower* was as she banged and scraped along the hull of the container ship and then disappeared under Toronto's stern.

This spring our station held meetings in the Corps of Engineers Bay Model in May and at the Spaulding Wooden Boat Center in June. Under the capable leadership of cruise chairman, Bill Edinger, cruises to Half Moon Bay in May, to Montezuma Slough in July and to Tomales Bay in September were all well attended. Coming up, we will have the election of officers in November, our annual Christmas dinner December 10 at the San Francisco Yacht Club and our New Year's Eve Cruise at Clipper Cove on December 31.

— John Sanford 

Southern California

In the past few months the Southern California Station has had some outstanding meetings under the leadership of our then Rear Commodore Andrew Dossett. Recently we were wine and dined at the Newport Harbor Nautical Museum. David Miller, executive director of the museum entertained us with a slide show and tell of some of the unique happenings in the early stages of the development of our local harbor.



Robin and Dick Lawrence and their SS Dauntless

Prior to that we met at the Balboa Yacht Club to hear an account of the 2007 Transpac form participant Brad Avery. Brad has been very much involved in this international event for many years. At the same meeting Dick Lawrence, our Historian, steamed up to the dock in his newly refurbished 15 foot steam boat and summoned the group to take a look with a powerful whistle. Dick also presented a slide show detailing the year's work it took to completely restore what was once a 1931 British Columbia lap strake life boat. It now contains a 1952 two cylinder Blackstaff steam engine, complete with boiler. He had it up to six knots and it doesn't leak a drop, according to Dick.

We had an excellent Spring Cruise. On Thursday, May 15, four of the seven boats that ultimately joined the cruise rendez-



Rear Commodore Burt Zillgitt, Dick Blatterman, Mickey Beland, Bill Barsz

voused in Avalon, Catalina Island. They were — *Festival* — with Rick and Elaine Williams and guests Dick and Sandy Blatterman plus Burt and Bonnie Zillgitt, *Georgetown* — with Len and Paula Baker and their guest Larry Somers and Lisa Laing, *Bel Ami* — with Bill and Jeri Barsz, *Aikane* — with Mickey and Eleanor Beland

We all started the festivities with cocktails aboard *Festival* that evening — and then went ashore for dinner at a great little Mexican restaurant — the Buffalo Nickel. Friday, we all hopped on a bus that took us on a tour of the Island as far as the airport. We had a chance to see some of last years great fire damage but the flora seems to be recovering quickly.

Saturday, we all dropped our moorings and headed for Howlands landing, up toward the west end of the Island. L.A. Yacht club has a station there. They had graciously given us permission to come ashore and use their facility. Upon arrival, we found *Seascope* with Tod and Linda White and

Larry Somers

Chez Nous with Al and Jolinda Garnier aboard waiting for us. Not long thereafter in sailed *Bonnie Doone* with Andrew and Corky Dossett.

Sunday, most of us left the comfort of Howlands and headed back to Moonstone Cove, the home of Newport Harbor YC's station. The weather was about as close to perfect as we ever see. Warm, flat water, and blue sky. It was that way the whole 4 days. We all picked up moorings and prepared for the festivities that would follow that evening. And sure enough they did. The NHYC caretaker had every thing ready for us. Mesquite fires going in the BBQ's and plenty of ice. How good does it get?

We want to thank again Rick and Elaine for not only their wonderful hospitality but for putting the whole thing together. Rick is our cruise chairman and did a great job.

Moving ahead, our summer passed rapidly with members cruising our California off-shore islands and spending quality time in the Sea of Cortez and the Pacific Northwest.

Now it's time for our Fall Cruise which according to Burt and Rick will include the following: Kickoff is Saturday night, September 27th with a pre cruise dinner at Balboa Yacht Club. We have 7 boats (I believe) signed up. We depart Sunday morning for the anchorage in the lee of Pt. Dume in Paradise Cove. I guess we should put in a "weather permitting" comment here.

Then it's on to Ventura Harbor for a gathering at the home of Rick and Carol Hambleton for cocktails and dinner. They have done this for our station many times in the past. Always a highlight of the cruises we do to the north. They are a terrific couple and there is no way we can express our appreciation, adequately, for what they do. From there we head for Santa Barbara. We will spend 2 days there with a trip to a couple of wineries in the area, dinner one night at one of Barbara's great restaurants and the other one at Santa Barbara Yacht Club's Wednesday night BBQ.

Now we start to get a tad adventurous. Next stop is Coho anchorage which is in the lee (we hope) and a 23 mile run to Cuyler Harbor on San Miguel Island. Powerboats that do not have stabilizers will probably wish they had left from Santa Barbara. For those that are not familiar with West Coast weather patterns, from any where near

GAM with PNW and the Coast Guard **Guardians of the Pacific Northwest**

The USCG crews stationed near the mouth of the Columbia River average a mind-boggling one search and rescue call each day. They are part of the USCG's 13th District that covers the Washington and Oregon coasts, and includes 14 search and rescue units and three air stations. The 13th District crews save on average, 260 lives each year, and provide assistance for 7,000 people, according to the USCG website. The 13th District also responds to 3,000 search and rescue calls and saves an estimated \$15 million in property each year.

About 40 members, spouses and guests of CCA's Pacific Northwest Station had the unique opportunity to visit with the Coast Guard crews stationed at Astoria,

Ore., and Cape Disappointment, just across the border near Ilwaco, Wash. The remarkable Feb. 27-29 visit was arranged by CCA members Roger Barnhart and Tom O'Brien.



Baird Tewksbury

Coast Guard Helo showing rescue technique

For the full and fascinating account of this GAM, please read all about it in the upcoming issue of CCA News.

Pt. Conception to the Bearing Sea, is "be careful country" The northwesterly, more often than not, are vigorous – to say the least. If the WX gods are with us we will arrive in, perhaps, the prettiest coves on the West Coast – Cuyler Harbor.

After San Miguel we head south for a couple of good anchorages at Santa Cruz Island. A Keg party will happen at one of

them. After this it will be further south to Howlands Landing at Catalina Island and then home.

Our next events – to close out 2008 – will be a station meeting at San Diego Y.C. on Oct. 9th and then our annual dinner meeting at Newport Y.C. in December.

– Dick Lawrence, SOC Historian



Chart Loaning Service

The chart loaning service was established in 1991 to collect, store and distribute charts of northern European waters to be used by Cruising Club members who intend on sailing in those waters. In 2000 the service was expanded to include the Mediterranean and both coasts of Canada. Currently the collection contains over 1000 charts.

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

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



The 2008 Bermuda Race Fleet starts in front of "Horsehead/Marbella", the summer house built in 1882 by Joseph Wharton.



Cygnette, a Swan 441 skippered by William Mayer

The second century of racing to Bermuda

kicked off on June 20, when 196 boats crossed the starting line off Newport's Castle Hill, headed 635 miles southeast towards the finish off St. David's Lighthouse, Bermuda. Aboard the U.S. Coast Guard cutter *Juniper*, starting line chairman Tinker Myles led

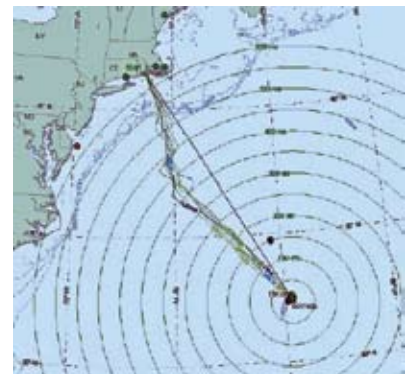
his New York Yacht Club race committee team through a flawless sequence of 16 starts to get the boats away on a sparkling summer afternoon in a building sea breeze.

While last-minute attrition kept the fleet to just below 200 starters, it was still the second-largest fleet in the history of the race, second only to the 263-boat fleet that competed in the 2006 centennial race.

On the race course, wildly variable weather conditions played a major factor in determining the winners of major trophies. The largest

boats got away in a solid reaching breeze, which petered out after 24 hours, leaving them in drifting conditions while slower boats sailed up to them. The big boats continued to sail in light, pleasant breezes for the rest of the race.

Up the course, a slow-moving front overhauled the smaller boats, giving many of



Slug trails of the 6 top finishing yachts in the St. David's Lighthouse Division are remarkably similar!



Westray, a Concordia Yawl skippered by John Melvin



Bermuda Race 2008



The crew of Carina the McCurdy & Rhodes 48 owned by Rives Potts



The crew of Chippewa



All Photos here are courtesy of Daniel Forster, Talbot Wilson, and Barry Pickthall of PPL pplmedia.com



Selkie, under the steady hand of Sheila McCurdy, sailing to second overall in the Lighthouse Div.

them a long, hard upwind slog to Bermuda. The hard work paid off for some, however, as well-sailed smaller boats took the biggest prizes in virtually every class and division.

The race-signature St. David's Lighthouse Division of amateur-crewed boats featured 122 starters in nine classes. The big winner was Peter Rebovich's vintage Cal 40 *Sinn Fein*, which reprised her winning performance of the 2006



race. Second overall went to CCA Vice Commodore Sheila McCurdy's *Selkie*. In the professionally-crewed Gibb's Hill Lighthouse Division, Julien Dougherty's *First 36.7* handily defeated the larger boats to take the big prize.

The Cruiser Division continued its solid growth, with 43 boats starting. Paul Hubbard's Oyster 435 *Bermuda Oyster* set the pace,



Gibbs Hill Trophy, North Rock Beacon Trophy and St. David's Lighthouse Trophy

winning the Carleton Mitchell/Finisterre Trophy.

CCA-crewed boats dominated the Double-Handed Division, taking five of the top six places. Rich duMoulin's *Lora Ann*

continued her winning ways, edging out Hewitt Gaynors' J/120 *Mireille* by 17 minutes on corrected time. The newly-named Open Division featured four canting-keel boats. Corrected time winner

was Ron O'Hanley's *Privateer*. Ken Read's newly-launched Volvo Open 70 *Il Mostro* made her offshore debut in the 2008 Newport Bermuda Race's Open Division. At his time, Read and *Il Mostro* are competing in the grueling Volvo Ocean Race around the world.

Despite the tough going, there were 187 finishers in the 2008 race. All were rewarded with a classic Bermuda welcome at the Royal Bermuda Yacht Club in Hamilton.

The Newport Bermuda Race is organized and run by dedicated volunteer members of the CCA and the RBYC. Dozens of CCA members contribute thousands of hours of hard work to provide what many sailors consider to be the best offshore race

in the world. Our club should be proud of the monumental efforts of the Bermuda Race Organizing Committee.

2010 Race Chairman Bjorn Johnson is already hard at work making preparations for the next race. Put the start date of Friday, June 18, 2010 on your calendar now. It's never too early to start getting ready to race to Bermuda.



Getting a Gosling's Tattoo

– Nick Nicholson 



Upgrade, a Farr 395 skippered by Peter Gibbons-Neff, and Flying Jenny VI, a J 122 crossing tacks



Balestrand Norway

both clubs including Bob and Mindy Drew, Nick Brown, David Tunick – who skippered their own boats – my husband Dave Brown who served as cruise treasurer, and me. Dave and I sailed with Nick Brown on his J-46 *Swing* which was properly outfitted for fjord cruising with a full rain bimini, easily stowed sails, a reliable engine and effective heaters.

We had a mixed fleet. CCA members chartered nine boats in Hjellevstad, a bustling sailing center south of Bergen. The Irish Cruising Club members Andrew and Helen Curtain on *Pilgrim's Soul* and John and Ann Clementson on *Faustina II* joined up with us. NAS members Ragnar Meyer-Knutsen

sailed with his Norwegian family and Thorrun Wathne sailed with her Icelandic sisters. Our fleet was led by the 124-foot, brigantine *Loyal* built in 1877. Fourteen CCA members and family including Commodore Sherbrooke and Kathleen and Past Commodore Rowland and Susie contributed to the spirited atmosphere on *Loyal* donning pirate hats for one occasion and being serenaded by a hitchhiking music group on another.

The “mothership” saw its share of visitors from lesser vessels at the end of each day's squadron run.

The distances between ports often were great. First sailing north inside the windswept coastal islands to Fedje and then along the 120-miles of the Sognefjord and its various arms. We had at least three runs of 50 to 90 miles, mostly in calm conditions which gave ample time for reading and conversation. David Tunick had decided to keep the fleet together most nights because of the



David Tunick helping Past Commodore Bill Whitney to some sustenance

paucity of anchorages, and he produced an exquisite cruise book recommending intriguing attraction that built enthusiasm.

On the first night, we dined at the Cornelius Restaurant on Holmen, a small island off of which the owner dove that day for 150 kilos of scallops to prepare for our dinner along with mussels, sea urchin, and hake. After a fine bustery sail up the coast and a long motor along the fjord, we rendezvoused in Fjærland for a bus trip to Jostedalbreen the largest glacier in continental Europe and the newly built Glacier Museum.

Our group in their foul weather gear looked like a flock of red and yellow penguins slipping and sliding in on the icy outwash below the crumbling face of the glacier. In Balestrand we dined together at the Kviknes Hotel, the largest wooden structure in Norway, built in the heyday of the nineteenth-century tourist boom that even attracted Kaiser Wilhelm and his entourage on the royal yacht. He came year after year until the declaration of the First World War when



Grethe Mong-Hansen and Jeanne Moore



John Winder and Cornelia Brewer



The “A” Team (Allie and Cornelia) Hoisting the Jib

he was invited to leave Norway within 24 hours. The following day, we trekked a short distance on a glorious sunny day to visit the stave church in Urnes built in the eleventh century, and we savored huge fresh strawberries and raspberries while waiting for the ferry back to the anchorage at Solvern, where Bjorn Johnson persuaded Jeff Wisch to take a dip in the "warmest water in the fjord." Granted the water looked like the Caribbean, but Jeff's

face registered a decidedly different thermal response. More often than not, fleece jackets and foul weather gear were kept within arm's reach whether for an impromptu picnic by a glacier or cocktails and akavit punch aboard David Tunick's *Night Watch*.

At the head of the Aurlandfjord, we boarded the popular Flåm railway that hugs cliffs and waterfalls as it rumbled and screeched up almost 3000 feet in about 7 miles. This side trip may have set a record for the highest altitude for a CCA cruise event. On board the train Bitten Dill, Norwegian by birth, recounted the popular explanation for why Norway has so many rocks. She says that if a troll is caught outside his cave by the rising sun, he explodes into said rocks. There must have been many tardy trolls in Norway. The fleet retraced its steps back down the coast and celebrated a final dinner in Bergen, where the group rode a funicular and enjoyed another sunny evening high above the harbor at Floien.

With the fleet kept together each night, most boats were often rafted or moored near by. Dave and I had the opportunity to visit with the crews of different boats to renew old friendships and meet new friends. I am happy to report that nine or ten CCA stations were well represented. By all accounts, the Norwegian Fjord Cruise lived up to the highest of expectations. David Tunick brought together his own exploration of the coast, much research and a flexible development plan to allow for inevitable

changes. The CCA is fortunate to have such a member.

– Sheila McCurdy



Katherine Sherbrooke, Allie Blodgett, Susie Rowland and Cornelia Brewer Serving Lunch on Loyal



David Tunick calling to the heavens for more sun!



David Tunick's Night Watch



Jeff Wisch taking a dip

Sheila McCurdy

All Photos courtesy of Susan Kline



Relaxing aboard Loyal



Crew of the Loyal

Have you ever told a sea story or described a cruise you took?

Of course you have, and the CC News needs your stories, both old and new!

Please send your submissions no later than October 15, 2009 to TL and Harriet Linskey at CCNews@HandsAcrossTheSea.net and HarrietLinskey@GMail.com.

For photo and text specs, see the 2008 edition of the CC News.

Our new mailing address is: 411 Walnut Street, #4218, Green Cove Springs, FL 32043. Phone: 617.320.3601

The Three Station Cruise – Boston, Essex and NY



Larry Somers

Three Station Cruise

Almost a year ago, Sandy Weld, past editor of the CCA Cruising Guides to Nova Scotia and Newfoundland, proposed an early Fall cruise to a somewhat less remote area: Newport to Block Island to Eastern Long Island Sound. As Fall in New England is a potentially stormy time of year, the gatherings were kept informal (no rented tents or catered affairs) and the locations around Shelter Island, where there are no deep water all weather anchorages, were kept flexible until the very end. The concept was for each boat to bring their own drinks and pot luck hors d'oeuvres to the gatherings. Dinner/supper was back on various boats or people went to whatever restaurant they wanted on their own. Consequently the only cruise costs for participants were any rental moorings or dockage and the cruise organizers were not very concerned with predetermining the number of people attending.

This fine plan was immediately seconded by Rear Commodores Rob Kiley of Boston,

his wife Trisha, won the prize for the boat who sailed the farthest to join the cruise. They left from British Columbia and came round the Cape!

The driving Nor' East wind on Thursday morning brought driving rain that night. Hurricane Kyle, no relation to Rob, also threatened to join the cruise on Sunday. A number of participants, including Fleet Captain Sandy and Commodore Ross, cleverly decided to stay closer to their home ports until the situation resolved. Sandy asked Rob Kiley to see what he could arrange for activities for those of us who were already in the area. Friday night saw a planning session with Rob and Gulf of Maine Post Captain Susannah Homer and secretary, Garry Schneider and wife Leslie, aboard *Rising Wind*. As most of you know, Rob is the right sort of person to task with planning a party.

Saturday night found us well hidden from the rain and wind on Steve Franks' elegant yacht *Gracie* (formerly *Arcadia*) at the Newport Shipyard. For a beautifully maintained racing boat, she has a most commodious salon. There was room for the Gulf of Maine Post rum keg, plates of hors d'oeuvres and twenty-seven damp but happy members and wives. We are all grateful to Steve and his crew for their hospitality under adverse

Larry Somers



Gamming aboard Rob Kiley's *Twilight* and Sandy Weld's *Windigo*

Members Garry Fischer, Kin Howland, John Cunningham and others who were unable to join the cruise came to bid the group good cheer. Some who would join us later, such as Jeb and Diane Embree drove a distance to attend.

Sunday offered more of the same dampness and Patti Young and Paul Hamilton kindly offered to host an even larger group at their lovely new home overlooking the bay from the "Beavertail" in Jamestown. Around five thirty, the sun made its first appearance in four days and moods brightened perceptibly. The GMP keg and the two cases of wine provided by our hosts may have had a little bit to do with the greater cheer. Paul cooked up a fine dinner of chicken breast on the grill with salad and veggies. Others had brought along dishes to compliment the main offerings. Briggs entertained us by retrieving his dog toys endlessly. Bob Morris and Jack Towle joined in the feast but were not to join the fleet. By the time the cookies and ice cream were devoured, Rob felt that it was safe to announce that we would continue on to Block Island in the morning.

The gathering at Block made us all feel happy that we had abandoned the mainland and the weather seemed to be on the mend. Several boats did reach Block Island Sunday; where they were joined on Monday by 14 other boats. At 1700 the participants joined the raft of Commodore Ross and Kathleen Sherbrooke's *Dulcinea*, Rob and Linda Kiley's *Twilight*, and Sandy Weld's *Windigo*. Paul and Carol Conner's *Lilly*, Patti and Paul Hamilton's *Sarabande*, and Rives and Nancy Potts' *Carina* joined from Essex Station. Aboard *Twilight* were Roger and Lee Bresnahan and Rick Merullo; Tim O'Keeffe was on *Windigo*; Jeb and Diane Embree joined *Carina*. Other boats from Boston Station included Stan and Martie Livingston's *Manukai* with Russ Field and Cheryl Strohmeier aboard, and Ed Kane's *Airborne*, which had Maine's Post Captain Susannah Homer aboard, and Tim and Charlotte Surgenor's *Onward*. The fleet grew along the way with the addition of Jon and Dorothy Goldweitz's *Abaco* (NYS), Dick Holliday's *Everbreeze* (ESS), Steve Corsano's *Greenfly* (NYS), Anne and Larry Glenn's *Rumaway* (NYS) and Jess Bontecou's *Harrier* (NYS) among others. From the Florida station, Bill and Holley Purcell joined old northern friends; from Southern California Larry and Carol Somers joined *Lilly*. Rob Kiley's special, and secret mix, in the Boston Station Keg was a "smashing" success. After a peaceful evening in Block a pleasant sail was enjoyed to Shelter Island with more wind for those leaving after noon.

Plans for a gathering on the beach at

circumstances.

The Three Station Cruise – Boston, Essex and NY

Smith Cove, Shelter Island were aborted when the Nature Conservancy caretakers indicated the beach could not be utilized. Unfortunately Bill Kellett who had made the arrangements was not present, and the orders had not percolated down the ranks. For some of us who had grown up along Long Island Sound, being busted for drinking on the beach brought back memories of days and dates gone by. This time we were able to keep our beer and, so far, no one has called any parents. The raft of *Dulcinea*, *Twilight* and *Windigo* became hosts yet again, with a second raft of *Lilly*, *Sarabande*, *Carina* and *Runaway* serving as an additional platform for another group. Each raft had its own keg for refreshment. Most of the fleet continued on around Shelter Island on Wednesday to Dering Harbor, where arrangements had been made to



Paul and Patti Hamilton at their Jamestown home

made for particularly large, short, steep seas. The only boat to carry full sail this day was *Manukai*, with Stan and Martie Livingston celebrating their 65th wedding anniversary! The Somers (SOC) aboard *Lilly* joined *Airborne* for the excitement. There were moorings to be had through arrangements by Susannah Homer, as well as a dinner ashore in the West Harbor area. The local yacht club provided a place to gather for cocktails in the evening. While the winds abated somewhat in the evening, they came up to half-a-gale in the morning.

We enjoyed watching *Manukai* under full main enter Mystic Harbor, only furling her sail before the railroad bridge. Joining us at Mystic were New York station members RC Jim Binch on *Kallua* and Walt and Evelyn Paul on *Nefertari*; Essex members Rob and Stephanie Moore and Yves Parent came by land along with others from the area. In all, 12 boats finished the cruise to Mystic. After a few cocktails on the docks the group was treated to an hour's tour of the Olin Stephen's room (dedicated at the Spring meeting held in Mystic in 2004, which the CCA has supported). Frank Bohlen introduced the group to the history of the CCA library room, and turned the presentation over to the library director, who shared a video of Olin Stephens and his creations. Many members later followed cocktails with dinner at *Bravo*, *Bravo*, which Paul Connor had kindly suggested as a gathering spot. Morning found the Seaport's docks largely vacant as boats heading east had departed early to utilize the tide to advantage. Between Block Island and Fishers Island the fleet averaged 17 boats per night and collectively 24 boats participated with perhaps 60 people involved. Combining the three stations into a cruise in somewhat local waters at this time of year seemed to meet with general approval.

A few vessels headed west to join the Essex Station's fall dinner gathering in

Hamburg Cove. There we were guests of the boat yard and enjoyed a very fine dinner of steak, chicken and bratwursts prepared by the skilled crew of Commodore Rives and Nancy Potts, Cruise Chair Paul Hamilton and Patti Young, and Historian Jeb and Diane Embree. Rives also kindly offered ferry service to those of us who had anchored in the pool. The channel up to the yard is said to require some serious local knowledge for those drawing more than six feet. With close to a hundred



Ross Sherbrooke judges the wild flower arrangements under the careful guide of Fleet Captain Sandy Weld at Block Island

sailors present, cocktails and conversation were lively as old friends and new friends discussed their sailing ventures, past, present and future. This was the most Southerly



Seashell collection, winner of "Scientific" category

allow the group to gather at the Shelter Island Yacht Club. Many detoured along the way to poke into unfamiliar bays or to see old sailing territory. However at the appointed hour the group came into the club to enjoy a fine gathering ashore, and the club even opened up its kitchen later in the evening so members could dine ashore.

By now the weather pattern had changed, from light easterly winds and warm temperatures to strong westerly winds with colder temperatures. During the 20 mile passage across to Fishers Island the wind was between 20 and 30 knots. This wind and the strong currents in Plum Gut and The Race



Abaco, Starfire aside the Charles W. Morgan at Mystic Seaport



The Three Station Cruise gang

expedition for the GMP keg which felt right at home on the bar opposite the Mount Gay filled keg of the Essex Station. The night was cool and dessert was served inside before a roaring fire. Fortunately opposite the fireplace was a piano which evoked the talents of John McCarty, a friend of Steve Frank, who led us in songs, some old and some not entirely for the politically correct. The final tune, God Bless America, was sung with good cheer and strength and seemed a very fine cruise of seven days and nights.

– Susi Homer and Garry Schneider

U.S. Sailing Sailors of the Week 2008

John Rousmaniere

John Rousmaniere began sailing as a kid, racing Blue Jays every summer on Long Island Sound in the late 1950s. As he grew up, so did the size of boats he liked to sail, so he began sailing offshore. Aspiring to be a writer when he finished college, John followed the advice that you



should write about what you know and got a job at Yachting Magazine. Now a freelance writer living in New York City, he doesn't own a boat but frequently crews, these days particularly enjoying racing classic yachts. John is also

known as a sailing safety expert, serving as an advisor to US SAILING's Safety at Sea Committee. Although, John says he prefers the term 'seamanship' over 'safety.' "Safety means being told to eat your spinach," he says. Whether it is safety or seamanship, you can trust John to know about the topic, he survived the deadly 1979 Fastnet race. According to John, safety should simply be part of being a good sailor. He always packs his sea bag with whistles and flashlights in addition to his PFD, safety harness and foul weather gear.

Richie Schulman

When asked about his passion for sailing, Richard Shulman will tell anyone: "total and complete—for both the natural beauty of sailing and the challenge of competition!" Richard was already an adult when he experienced his first sail onboard a friend's Flying Scot in the Chesapeake Bay on the East Coast. He was so captivated by the "magic of sailing" that he relocated to New England in 1975 to pursue his new-found passion. The purchase of several progressively larger sailboats followed as did his growing desire to learn and compete at higher levels. As a relative beginner with a brand new boat, he recalls a few "learning experiences" involving wrong-way mark roundings and an upside down chute set, but nothing deterred him in his quest for improvement. In 2006, he was ultimately rewarded for his perseverance when, in what he describes as "one of the greatest moments my life" he won the Gibbs Hill Lighthouse Division of the Newport to Bermuda Race. Richard shares his love of

sailing with his family on cruises throughout New England and the Caribbean, giving his children the early exposure to the sport that he is somewhat wistful about missing. He also feels strongly about "giving back" to the sailing community and considers himself fortunate to be involved with recent initiatives



of the Cruising Club of America, the development and support of the science of Velocity Prediction Programs and his current service as a board member for the Offshore Racing Association. With eight consecutive Newport to Bermuda Races under his belt and 12 years of service on the race's organizing committee, Richard will bring boatloads of experience and enthusiasm to his service as Chairman for the 2010 Newport to Bermuda Race. Way to go, Richard!

Ron Trossbach

"I come ashore because I have to," says retired U.S. Navy Captain Ron Trossbach, who didn't know how to sail when he attended the U.S. Naval Academy 55 years ago. A lot has changed since then. This summer, Ron will spend his 19th summer aboard his boat in Maine. His sailing companions are his wife Kathy and their dog Uncle Sam (born on July 4). He and his wife have sailed 80,000 miles under sail



and, most recently, on their powerboat. "That will keep me on water for 15 more years," he says. "But I'm ready to buy back my sailboat. I can't afford fuel for the powerboat." While Ron spends a lot of time on the water, one reason he comes ashore is because US SAILING has relied on him for the past 18 years to edit the U.S. edition of the ISAF Offshore Special Regulations book. He recently assembled and proofed the 2008-2009 edition, combining the U.S. Prescriptions with the ISAF Regulations, so they would be available for the 2008 Newport Bermuda Race. As one of only five moderators for the US SAILING Safety at Sea Seminars, the next seminar he's moderating will be in June in Newport,

RI, for late comers to the Newport Bermuda Race. To sailors, he is a godsend to offshore safety, but to Ron, he's just doing his part. "I consider myself a silent supporter (to US SAILING). I give my time to keep things going. (Safety is) not everybody's favorite subject. People don't want someone telling them what to do. It's a hard path to go." At sea or ashore, Ron practices what he preaches. "I keep my boat outfitted to the racing level because it's a very sensible equipment list to use on any boat. The thing I carry with me: I never talk about anything I haven't done myself in terms of complying with the safety rules. I'm telling you to do something because it's a rule I've tried and it works. I feel good about that."

Sally Honey

Sally Honey can't remember being bitten by the sailing bug, because she can't recall a time when she didn't sail! Her father was an avid sailor and as a family they raced their 8-metre on the Chesapeake Bay. At first she says that she was

"just along to enjoy the ride", but soon she learned to sail on her own in a borrowed Firefly. In her long and accomplished sailing career, Sally has participated in practically every level and discipline of sailing from world-class dinghy competition to long-distance racing and cruising, both fully-crewed and short-handed. She recently served as a watch captain onboard *Indecision*, the US SAILING Team entry in the Chicago Yacht Club's 100th Anniversary Race to Mackinac. The experience was terrific she says, because although the crew had a diverse mix of skill levels, by the second day we had figured out our communication and really started to "gel" as a team. During her lifetime, Sally has contributed much to the sport of sailing, both on and off of the race course. On the water, she has competed in and won too many National, North American and World Championships to list here and was twice named US SAILING's Rolex Yachtswoman of the Year. Off the water, she has donated numerous hours of volunteer work including serving on several Boards and teaching women's sailing and Safety at Sea seminars. She finds that both sharing her knowledge and learning from others are



U.S. Sailing Sailors of the Week 2008

some of the most stimulating and gratifying aspects of the sport for her. Conversely, she also loves long passages alone at sea. She and her husband, Stan Honey (also a world-class sailor), look forward to more long-distance cruising in the near future.

Sheila McCurdy

Sheila McCurdy, the only female skipper in the 2008 Newport to Bermuda Race recently lead *Selkie* (a McCurdy-Rhodes designed by her father Jim McCurdy), to a second place overall finish in the St. David's Lighthouse division. A thoroughly accomplished sailor, she has raced in a total of fifteen Newport to Bermuda Races, six times as skipper. Offshore sailing runs deep in the McCurdy family. In addition to being a successful yacht designer, Jim McCurdy was Commodore of the CCA in the mid-1980's. During his term, he recommended that women be admitted to the Club. When Sheila skippered *Selkie* to a second place finish overall in the 1994 Newport to Bermuda Race, his recommendation was adopted. In 2009, Sheila will be installed as the first female Commodore of the prestigious Cruising Club of America (CCA). In addition to her ground-breaking accomplishments, McCurdy has given much back to the sport of sailing including countless of hours of volunteer work. She serves as Vice Chair of the US SAILING's Training Committee and

head of US SAILING's National Faculty, a volunteer body of experts tasked with the responsibility of updating, revising and developing training programs, testing materials and publications. Additionally, she serves as a safety officer instructing scores of service academy mid-shipmen on offshore crossings. Sheila was recently quoted: "I race offshore because of the challenge. It's like a triathlon. The first part is getting the boat ready and that goes concurrently with getting the crew organized. You feel as if two-thirds of the job is done by the time you get to the start, and then you have a four-day sprint through changing conditions and a lot of unknowns. It's not just about steering 160 degrees. It's about sailing 160 degrees for a reason." Annie Becker, who crewed on *Selkie* in the recent Newport to Bermuda Race explained, "The entire trip was a phenomenal learning experience, every facet of the race from



crew organization to boat handling to navigation was a lesson in the absolute correct approach and implementation of that aspect of sailing. Sheila's passion for sailing is demonstrated not only by her remarkable skill and accomplishment, but also by her willingness and ability to share her knowledge with others." As the Commodore of the Cruising Club of America, McCurdy anticipates a busy 2009 working with the joint Newport Bermuda Race committees to improve logistics and operations and provide good customer service. "After all, she says, we do this race for the sailors."

US Sailing has honored several CCA members this past year as "Sailors of the Week" for their contributions to sailing. If you know of other CCA members who have also had this honor, please let the editor know at ccagam@mac.com so they may also be included. Thanks to US Sailing for the writeups of our distinguished members.
— Editor

In Memoriam

Daniel Camejo, FLA, August 30, 2008
 Warren K. Colby, BOS/GMP, July 14, 2008
 David E. Cuckler, PNW, March 22, 2008
 Anthony P. Halsey, ESS, June 6, 2008
 Robert C. Hood, FLA, March 31, 2007
 N. Douglas MacLeod, Jr., BOS/BUZ, July 6, 2008
 Donald H. Patterson, Jr., CHE, July 26, 2008
 David F. Putnam, BOS, March 1, 2006
 Warren C. Smith, SAF, October 7, 2008
 Olin J. Stephens, II, BOS, September 13, 2008
 Francis Stokes, BOS/GMP, August 3, 2008
 Andrew Wall, FLA, October 1, 2008
 Allan H. Willard, NYS, February 17, 2008

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



**"I was lucky: I had a goal.
 As far back as I can remember I wanted to
 design fast boats."**

Olin J. Stephens II, BOS. 1908-2008 CCA member since 1929.

2008 Spring Meeting in St. Petersburg



St. Petersburg Yacht Club

Joyce Lhamon

This year it was not April in Paris but April in St Petersburg, Florida. The glorious blue jacaranda trees were in full bloom. Statistically the driest month of the year in west Florida and thankfully Mother Nature was true to form. Glorious 80° days were enjoyed by attendees and all returned to northern climes with a sunny glow. Also many managed to turn the Meeting into a mini vacation to kayak and visit old friends and college room mates.

Thursday April 17th the Renaissance Vinoy Resort and Golf Club hosted the Opening Reception and Registration. Florida Station RC Skip Barlow along with Charlie and Maurine Morgan welcomed all. Dot Hoffman and Jerri Ives checked all in as they did throughout the event and Bill Jorch handed out the Goodie Bags. Cocktails, delicious hors d'oeuvres were passed out and good company was enjoyed on the mezzanine terrace overlooking the sparkling Vinoy Basin. Old friendships were renewed and new ones made. Stars Signatures, Atle Moe and Kristina Thyre, were there



Bruce and Dorsey Beard with Steve Taylor

Joyce Lhamon

to meet their customers and to show off their new range of foul weather gear and designer crew wear. Many then walked down the waterfront to the St. Petersburg Yacht Club for dinner and dancing.

Friday, the membership meeting started early with breakfast at SPYC. While a narrated bus tour took attendees around St. Petersburg and ended with a docent tour of the unique Salvadore Dali Museum. A convivial buffet lunch in the SPYC Regatta room brought everyone together again. After which the Governors meeting took place in the Quarterdeck room at SPYC. Others took the bus to the International Museum for the Vatican Splendors exhibit, including many artifacts never before seen outside the Vatican.

Tito & Renee Vargas welcomed all aboard the *Calypso Queen*, a truly Floridian fun vessel but as many commented "I am not going to Bermuda in this craft"! Although she was ideal for a tour of Tampa bay. Renee gave a narrated tour with anecdotes and pointed out the buildings of interest, amidst the general chatter.

Sailors have always coped with rapid changes, appearing dry and smart off boats after racing, thus all arrived, well dressed, in time for aperitifs! Cocktails, handed hors d'oeuvres and dinner was hosted by SPYC PC Fred and Penny Bickley in the SPYC ballroom where Bob and Susan Dockery checked everyone in. SPYC Commodore Fred and Mary Lou Deuel attended along with Dr. Mark Luther and his daughter Ilsa.

During the dinner meeting, Commodore Ross Sherbrooke welcomed all, introduced, thanked and made a presentation to SPYC Commodore Fred and Mary Lou Deuel and Spring meeting chairman, Barbara Watson. There followed the officers reports and upcoming event information.

Tables were hosted by the Commodore, Vice Commodore Sheila McCurdy and Rear Commodores, past and present, and labeled with photos of their yachts. All places were named with as many different station members at each table. A surf and turf, tenderloin and lobster, was served to appeal to all, as had been done so well in Annapolis last year and thanks to Tom Closs and John Melchner for all their tips last April. The evening concluded with dancing in the bar.

Saturday, the Rear Commodore's meeting was held at the Vinoy. After which everyone was bused to the University of South Florida's College of Marine Science. There Bob and Sally Smyth had organized a lunch buffet with a strong Turkish flavor in the Knight



Commodore Ross Sherbrooke and Bob Smyth

Sally Smyth



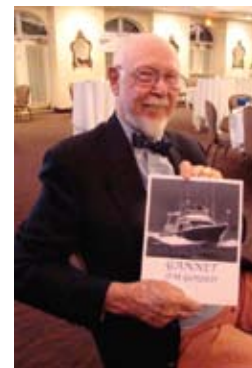
RC Tad Lhamon, Wally Stone and RC Rob Kiley

Jack Towle



Vice Commodore Sheila McCurdy and Dave Brown

Joyce Lhamon



Jim Gourd with 'Gannet'

Sally Smyth

2008 Spring Meeting in St. Petersburg

Oceanographic Research Center building overlooking Bayboro harbor and the US Coast Guard station.

SPYC member Dr. Mark Luther is the director of the Ocean Monitoring and Prediction Lab in the University of South Florida College of Marine Science, where he directs the Coastal Ocean Monitoring and Prediction System. He is Chairman of the US Global Ocean Observing System Steering Committee (USGSC) that is assisting the federal government on development and implementation of the Integrated Ocean Observing System (IOOS). He is Chairman of the Marine Technology Society Florida Section and is Chairman of the Board of Directors of the Alliance for Coastal Technologies, a NOAA-funded partnership of research institutions, resource managers, and private sector companies dedicated to fostering the development and adoption of effective and reliable sensors and platforms.

Dr. Luther addressed the group and gave a slide show. AIS was of interest to the Bermuda racers, along with sources of actual information and they had many questions

of him. After which we toured the facility and as it happened to be Marine Quest day there was more to inspect, a local pilot vessel, several of the Colleges research vessels and further examples of the graduates research. And seeing the effect of water pressure at depth on new research instruments along with wear and tear on their marine equipment at sea! Many thanks are due to Mark who also likes to cruise when he has time.

The group then scattered to the four winds, many to enjoy more time in Florida but all invigorated by the rendezvous of members and the business accomplished. And to look forward to Portland, Maine next year.

Many thanks are due to the committee and their spouses without whom this meeting would not have happened; Florida Station Rear Commodore Skip Barlow, Paul Ives – Treasurer and Spread sheet, Pete Hoffman – Secretary, Fred Bickley – SPYC Dinner, Jim Chambers – Ombudsman, Gerry Clapp – SPYC Liason, Don Krippendorf – SPYC & Vinoy Dockage, Charlie Morgan – Vinoy Reception, Bob Smyth – USF College of Marine Science luncheon and Tour, Tito Vargas – Boat Trip. Thanks too to Sally Smyth, Joyce Lhamon and Dorsey Beard for their photographs.

– Barbara Watson



Commodore Ross Sherbrooke making an award to Bob Van Blaricom

Joyce Lhamon



Nick & Maryann Nicolson with Steve Taylor

Sally Smyth



David Tunick and Susan Modena

Jack Towle



Jerri Ives and Dot Hoffman continue to check all in – this time for lunch at SPYC

Sally Smyth



Boarding the Calypso Queen for a harbor tour

Chris Otorowski



L-R: Linda Kiley, Pam Barker, Martha Thomson, Debbie Gibbons-Neff, Susan Madona, Elisabeth Bohlen, Shawn Otorowski, Tanner & Ross Rose, Charles & Jeanne Moore, Kathleen Sherbrooke, Gail Willauer, Barbara Watson, Penny Oryne and Rob Kiley



The Lhamons, Chambers and Santys take a Segway tour of St Pete.

Joyce Lhamon



Sunset as seen from Shirley Heights overlooking English Harbor

night of grog and nibbles in Jolly Harbour, a contingent of CCA and Royal Thames Yacht Club boats set out for the right to hold the Royal Thames Decanter, a trophy gifted by the RTYC in 2000 to be awarded to the winner of a winter cruise race between the clubs.

Lions Whelp, a beautiful schooner sailed by brand new CCA member J. Abbott Sprague (BOS), served as the race committee boat and race officer Nancy McKelvy (BOS/BUZ/GMP) did her best to keep everyone honest. Alas, it was RTYC Vice Commodore John Stork who



Larry Somers and PC Bill Whitney aboard *Arabella*



EOS in Falmouth Harbor

took honors with a chartered catamaran in the light air race.

Despite the defeat at the hands of the Brits, crews kept a stiff upper lip and sailed on. A second contingent made its way to Barbuda. In addition to enjoying the beach, many opted for local guided tours of the Caribbean's largest rookery of frigate birds. *Fregata magnificens* have been described as

aerial daredevils. Watching them in action – especially as they steal food from their slower-moving brethren – is a fascinating way to spend a few hours.

Another contingent sought protection behind beautiful Bird Island in North Sound. Here, the long fetch of the Atlantic is broken by sunken reefs and a small cluster of islands. Excellent snorkeling and a peaceful night's sleep were guaranteed.

Green Island in Nonsuch Bay was the perfect setting for the commodore's cocktail party. All hands gathered on the deck of *Arabella*, a 160-foot sailing yacht chartered for the cruise, to enjoy one another's company as well as a little rum punch. Members of the Royal Thames enhanced the festivities by singing a little ditty about the Bang and Go Back Race as VC Stork and his crew took possession of the decanter.

Among the 20 cruise participant boats anchored near *Arabella* were several members of the CCA fleet. *Hands Across the Sea*, a recently commissioned catamaran was sailed to the cruise by Harriet (BOS/BUZ) and T.L. Linskey (BOS/BUZ) from Brazil via Trinidad. Michael Brown (PNW) and his wife, Lee, were aboard *Wings* along with fellow PNW members Jim and

Sue Corenman. Chris and Shawn Otorowski sailed over from St. Maarten on *Aphrodite*, their Swan 46, with fellow PNW member Rick Meslang and his wife Maureen. Carol and Peter Willauer sailed the shortest distance to the cruise from their new winter home in Nevis aboard *Eight Bells*. The Willaurs, who have won the decanter every winter cruise since 2001, look forward to winning it back – as soon as possible!

Before departing beautiful Nonsuch Bay, Norman Angus (ESS) had a last minute inspiration and organized the use of a brand new fleet of seven Dragon class boats from the Harmony Hall Yacht Club for another contest with the Brits. With a lively breeze to move these boats, first raced in 1928, the Willauer brothers (Brad, Chip and Peter)



Lee Brown and Glory Wills

won the first contest. Carol Connor, wife of member Paul Connor (ESS), skippered the second place boat, then took honors in the next race with the Willauer team taking second.

The final event of the week was not to be missed. Perched high above English Harbour, with Falmouth Harbour in the background, the club gathered at Shirley Heights in time to witness a beautiful sunset. Dinner was delicious. Reggae music and dancing concluded the spectacular evening.

Commodore Sherbrooke thanked Brad, Ann, Peter and Carol Willauer for all their hard work in organizing such a memorable cruise. Brad also offered thanks to his committee and others who helped




Motoring from Jolly Harbour



*Dani Sue and Hans
Himmelman;
it's a kevlar kinda night!*

make the cruise run smoothly: Max Fletcher (BOS/GMP), Peter Stoops (BOS/GMP), Susannah Homer (BOS/GMP), Edward C. Tarlov, M.D. (BOS), Leslie and Garry Schneider (BOS/GMP), David Pratt (BOS/GMP), Steve Taylor (BOS/BUZ) and wife, M.E., as well as pre-cruise advisors Sibley Reppert (BOS/BUZ) and Phineas Sprague (BOS/GMP).

The one piece of unfinished business at the close of the cruise was a plan for winning back the decanter! Meantime, all CCA members are cordially invited to drink brandy from it when visiting the Royal Thames in London.

– M.E. Malone 



Dinghy jam up at Arabella



*Rick and Maureen Meslang
aboard Aphrodite*



The Essex Station boarding party



Cream – Nick Brown's fast charter!

*Photos by
Chris Otorowski*



*Janet Witter, Ross Sherbrooke, Bob
Witter at Shirley Heights*



*Nick Brown, PC Bill Whitney and
Brad Willauer*



*Mike Brown and
VC John Stork from RTYC*



English Harbor from Shirley Heights



Welcome New Members



ELIZABETH F. (“LIZ”) BAYLIS

San Rafael, California
Station: San Francisco
Spouse: Tom Hedin
Yacht: Antrim 27 E.T.
Proposer: Sally Lindsay Honey



Our new member Liz Baylis has made important contributions to women’s sailing as well as making an impressive mark in her own offshore and match racing career. She is the Executive Director of the Women’s International Match Racing Association. She has run numerous Women’s Match Racing clinics in California and Texas. She has raced from California to Hawaii no less than seven times, in the Transpac and Pacific Cup races, taking four class firsts in the Pacific Cup, and participated in an impressive list of match racing events. She has been recognized for her sailing prowess, for example as Rolex Yachtswoman of the Year and San Francisco Yacht Club Yachtswoman of the Year and she is the ISAF 10th ranked women’s match racer. She was a team member and Logistics Coordinator of the America True Syndicate for the 2000 Americas Cup. In fact,

Liz is a legend in Bay area sailing and in the sailing world generally, a respected and well-liked shipmate of many of our West Coast members. We are proud to count this accomplished sailor as a member of the CCA.

Memberships: San Francisco Yacht Club; Richmond Yacht Club; Richmond Yacht Found.; USSA

ROBERT A. (“ROB”) BEEBE

Birmingham, Michigan
Station: Great Lakes
Spouse: Katherine
Yacht: Bermuda 40 Lightning
Proposer: Thomas C. Post



Rob Beebe is a Great Lakes man by residence and station, but has focused his cruising and racing activities on the Northeast Coast, particularly Maine and the Canadian Maritimes. He has sailed in *Lightning* and his previous Bermuda 40 *Acorn* throughout these waters for many years, and on several Marion Bermuda races. In 1987, *Acorn* won second in class, celestially navigating and with an all-family crew. Indeed, Katherine is known as a strong sailor as well. Rob is a long-time member of the U.S. Power Squadron and has contributed many articles to that organizations publications. He holds a 50-ton master’s license. He is well respected as a hands-on owner and his boats are always kept in impeccable shape. We are told that Rob is always

ready to slip the mooring pennant and head out to new adventures. We are glad he will be doing so as a CCA member and thank Tom Post for his proposal.

SUSAN J. CORENMAN

Friday Harbor, Washington
Station: Pacific Northwest
Spouse: Jim
Yacht: Custom 50’ sloop Heart of Gold
Proposer: Joyce Lhamon



Sue’s sailing career started in 1980, and, in 1982 she did her first ocean crossing. A year later, she married the skipper, CCA member Jim Corenman. Together they fitted out a Nordic 40 and raced it from San Francisco to Hawaii, returning home double-handed. In 1988, they commissioned the beautiful and impressive *Heart of Gold* from Carl Schumacher and Concordia. Sue was skipper on *Gold* for three more Hawaii races and the LA Transpac. In 1993, the two of them set out on what became a nine-year circumnavigation. Along the way, the Corenmans have been an important part of the Sailmail Association, which Susan serves as director and administrator providing SSB-based email service to cruisers. She is much esteemed among many knowledgeable Pacific Northwest CCA members as a fast sailboat driver. Present days find Susan exploring the many anchorages of the Pacific Northwest in *Heart of Gold* and their 25’ power boat

Wonka and active in the Pacific Cup Yacht Club. We are happy to complete our set of this respected and accomplished team and welcome Susan to the Club.

CHRISTOPHER CULVER

New York, New York
Station: New York
Yacht: Hinckley SW 59 *Cetacea II*
Proposer: Louis Meyer



Chris Culver and his *Cetacea II* are well-known and well-respected in Atlantic offshore racing and cruising circles. His boat is kept at a level to which others aspire and he is regarded as capable of fixing anything on board. He has raced to Bermuda several times. In 2007, Chris received the Robert N. Bavier Seamanship Trophy of Merit in the Marion-Bermuda race for assistance rendered in mid-ocean to a disabled yacht. *Cetacea II* transferred her starting battery to the boat in trouble, got her going and on her way, recovered the battery and resumed the race. He has cruised for many years from Florida to Southern New England, as well as the Great Lakes, the California Coast and Caribbean. Chris is active in organized yachting, having served on the Board of the New York Yacht Club, and as a founder and former Commodore of the Stonington Cruising Club. Thanks to Louis Meyer for bringing this respected and accomplished sailor on board.

Memberships: New York Yacht Club, Stonington Cruising Club, US Sailing

ANDREW BURGESS DICKINSON

Middletown, Rhode Island
Station: Boston
Spouse: Molly
Proposer: Richard Casner



Andy Burgess has been sailing big boats with CCA members since he was a small lad. He learned his ropes from his father, Constant, and godfather, Oivind Lorentzen, both members, in Riverside, Connecticut. He had the sea time and skills to earn a 100-ton masters license at the age of 24. In 1992, he went trans-Atlantic on an S&S 71. Andy has competed in all the major East Coast offshore races, including the Bermuda and Halifax races, and too many substantial offshore passages to list. Well known to many members, Andy exhibits a professional's competence and an amateur's passion for our sport. He is passing both on to his young sons, Peter and Ben, on their *Widgeon*. No doubt we will be welcoming them to the Club with the passage of time. In the meantime, hats off to Richard Casner for Andy's proposal.

DANIELLE DIGNAN

San Francisco, California
Station: San Francisco
Spouse: Dan Zuiches
Yacht: Farr 44 *Confetti*
Proposer: William S. Foss



Danielle was introduced to sailing as an infant by her father. Since then she has returned the favor to uncounted sailors – for more than ten years, she taught coastal and bluewater sailing in Canada and Mexico and on passages across the Pacific for the National Outdoor Leadership School and the Orange Coast College of Sailing and Seamanship. She holds a 100-ton master's license. Also a freelance writer, Danielle's work has appeared in *Sail*, *Sailing Ocean Navigator*, *WoodenBoat* and *Pacific Yachting*, even appearing herself on the cover of *Sail*. In 2007, she and husband Dan completed a 12,000-mile circuit of the Pacific. These days Danielle and Dan race around San Francisco Bay on their *Etchells* and *Folkboat*. She is active in the St. Francis Yacht Club. Thanks to William Foss for bringing this life long sailor on board.

Memberships: St. Francis Yacht Club; Kennebunkport River Club



Where to get CCA Burgees



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

There is a separate page for them on the CCA web site:

CCA Burgees – sailbaglady.com;

or call Bettina (the sailbag lady herself) at 203-245-8238.

WILLIAM EWING III

New Canaan, Connecticut
Station: New York
Spouse: Susan
Yacht: J-42 Althea
Proposer: Owen C. Smith



Bill Ewing epitomizes the successful and skilled family racer and cruiser so many of us model ourselves upon. He learned to sail aboard a wooden family sloop. He has cruised extensively, particularly on the East Coast. He has completed four Newport-Bermuda races as skipper on his own boat. He is continuing the tradition; each of these races were a family affair, with brothers, children, nephews and nieces. When the rest of the family is elsewhere, Bill sails *Althea* double-handed with Sue, an accomplished sailor in her own right. Bill is a valued contributor in many of this chosen walks of life. He served for years with the New Canaan Volunteer Ambulance Corp. In organized sailing, he has served on the Board and Executive Committee of the Noroton Yacht Club and he is presently Commodore of the New Canaan Yacht Club. *Althea* is kept in peak condition and the Ewings are heading out for a winter in the Caribbean, returning to the East Coast in the summer of 2009. We are glad they will do so under the CCA burgee.

Armed Service: U.S. Army, 1st Lieutenant, 1970-71

Memberships: Noroton Yacht Club; New Canaan Yacht Club.

CAROLE HELLER

Fairfield, Connecticut
Station: New York
Spouse: Dr. Warren Heller
Yacht: Pearson 323 Sublime
Proposer: Ginny Vought

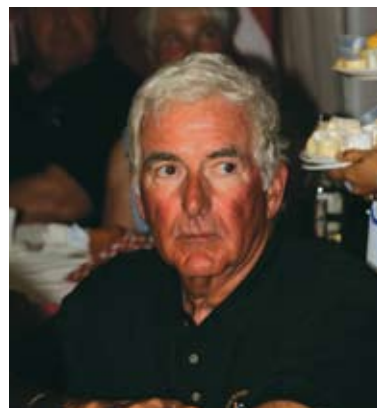


We are very pleased and proud to have someone with Carole Heller's nautical and personal qualities as a new member. She has sailed her Pearson 323 for thirty years, offshore and coastal, and, more lately, become a staunch sailing buddy of our own Ginny Vought. In *Sublime* and other vessels, Carole has made several trans-Atlantic passages, Caribbean to East Coast runs and trips to Bermuda. She has done a number of Marion-Bermuda races as navigator. Carole is recognized for her skill with a sextant and has taught celestial navigation for the U.S. Power Squadron. She holds a 100-ton master's license. In 2004, Carole joined Ginny aboard *Ginny* for a passage to the Azores. The two then double-handed cruising the Azores, then moved to Portugal where they wintered. The spring of 2005, they sailed to the Balearics, thence to the Canary Islands. Then, with a few more on board, they returned to the Caribbean and then back to Connecticut. In addition to her activities with the Power Squadron, Carole is a regular Wednesday night racer at the Cedar Point Yacht Club in Westport, Connecticut, aboard the C&C 41 *Endless Summer*. Ginny has done the Club a true service in proposing this respected and well-liked sailor.

Memberships: U.S. Power Squadron; Cedar Point Yacht Club.

THOMAS A. KENNEY

Sebastian, Florida
Station: Florida
Spouse: Rini
Yacht: Westsail 42 Cherie
Proposer: William G. ("Greg") Gebow



Tom Kenney has been skippering cruising sailboats since the 1960's from the Panama Canal to Nova Scotia, and he has completed more passages and anchored in more gunkholes than many other sailors have had oatmeal for breakfast. A number of these adventures have been single-handed, although he claims his dog and cat are crew. He has also had a distinguished career as a one-design racer, on E-Scows, Lasers, y-Flyers and Stars. He was the Star fleet captain at the Tred Avon Yacht Club. CCA members may have met Tom on this summer's CCA Nova Scotia Blue Nose cruise, which he joined in his Westsail 42. When they are not on board, Tom and Rini split their time between their residences in Florida and Lunenburg, Nova Scotia where *Cherie* can be seen at her moorings, waiting for the next of Tom's exploits. Tom had a distinguished career as a Navy pilot, serving on 12 difference aircraft carriers and with over 100 carrier landings to his credit. Kudos to Greg Gebow for bringing Tom into the fold.

Memberships: Ocean Cruising Club
Armed Services: U.S. Navy, Lt. Commander

MARK WILLIAM LINDLOW

Petaluma, California
Station: San Francisco
Spouse: Jean
Yacht: Catalina 380
Proposer: Bill Edinger



Bill Edinger brings a life long sailor, a racer and family cruiser, to our Club. Mark began sailing with his father, Bill Lindlow, a much respected yachtsman himself, aboard the family's 50' sloop *Marionette*. Now Mark's own family share his passion for our sport and they regularly sail together. He has completed two Transpacs, on *Marionette* and Bill Lyman's *Blue Streak*. He has been a well-known regular in the classic offshore Pacific racing series – and is a repeat player in Danforth, MORC and MORA series. Mark has appeared at a number of West Coast CCA rendezvous, frequently arriving on his own bottom, and is much admired on and off the racing circuit. Thanks to Bill Edinger for this proposal.

JOHN (“JOCK”) MACRAE

Oakville, Ohio
Station: Great Lakes
Spouse: Valerie (“Val”)
Yacht: Whitby 42 *Duchess*
Proposer: Arthur English

In Jock Macrae we gain a very experienced and trusted ocean sailor, as adept on deck as he is in a boatyard. He has raced

in 3 Newport/Bermuda races, throughout the Great Lakes and made numerous off-shore deliveries. He has cruised on both sides of the Atlantic, the Caribbean, and, of course, the Great Lakes. For a time he lived aboard a 68-foot ketch in the British Virgin Islands. With his sons, Jock restored his Whitby 42 *Duchess*, and she has emerged as a proud yacht. Jock was introduced to sailing aboard his grandfather's 1926 schooner *Anitra*, a fixture in Great Lakes cruising circles for decades. Jock's family is still involved and have several small boats. It is obvious that his love of ships and the sea are infectious; his son has taken up boat maintenance as a profession. Jock's work of many years in the management of the youth training brigantine *Pathfinder* is still remembered and admired. Arthur English is sharing an old friend and capable shipmate with us in Jock Macrae and we are duly grateful.

Memberships: The Oakville Club

JOHN K. McVAE

Bellingham, Washington
Station: Pacific Northwest
Spouse: Donna
Yacht: Hans Christian 33 *Kohilo*
Proposer: Brian O'Neill



John McVae is both an amateur, in the finest sense, of offshore sailing, and a professional mariner. He has put some 40,000 miles under the keel under sail, including a circumnavigation from 1995 to '97. Donna and John recently completed a two-year grand circle of the Pacific – Seattle, to Mexico to French Polynesia, to Hawaii and home. John also has several years of sea time in the Bering Sea, as an

equipment specialist and deckhand on factory trawlers. He served as a liaison aboard Korean factory trawler and a biologist for the National Marine Fisheries Service aboard Russian and Japanese ships. John has a 100-ton masters license with both sailing and towing endorsements. John and Donna took off for their Pacific Ocean cruise with little fanfare, combining competence and a low-key approach to this extraordinary adventure. We are glad that their further exploits will be under the CCA burgee.

BRECHIN L. (“BREC”) MORGAN

Milford, CT
Station: New York
Spouse: Sandy
Yacht: Pacific Seacraft Orion 27 *Otter*
Proposer: Scott Kuhner



Brec Morgan's solo circumnavigation in *Otter* says it all – at least, concerning seamanship. That voyage, which began some ten years ago and included a passage of over 3,000 miles, went off with a smoothness brought by a lifetime of experience aboard boats. Brec got his start at the tender age of eight, tending the jib sheets on his father's *Lightning*. From there, it was on to a *Blue Jay* (purchased with revenue from a newspaper route) and then the broader horizons of cruising the waters from the Caribbean to Maine in everything from a 110' trawler to the tall

ship *Half Moon*. Before purchasing *Otter* in 1997, Brec owned a Person 30 and a 30' wooden double-ended Swedish sloop. But the passage-making tells you only part of Brec Morgan's story, for he's won friends in nearly every port, spreading thumbs-up good cheer all the way round. He's the kind of guy who sets anchor in harbor he last visited in the 1960s, only to be welcomed enthusiastically by friends made during that youthful cruise. His positive attitude and skill under sail will be welcomed in the CCA.

Memberships: Seven Seas Cruising Association; Slocum Society

BRUCE MUNRO

San Francisco, CA
Station: San Francisco
Spouse: Lynne
Yacht: Sabre 402 Princess
Proposer: William M. LeRoy



Having sailed fast, demanding vessels in most of the West Coast's most rigorous races, Bruce Munro has caught the cruising bug. He's a veteran of numerous TransPac and Cabo San Lucas races and compiled an enviable record in 30 years of local round-the-buoy events in San Francisco Bay. As Commodore of the St. Francis Yacht Club when the club challenged for the America's Cup, Bruce put in untold hours behind the scenes seeking ways to reduce the contentiousness and litigiousness that seem always to dog that event. In recent years, Bruce and Lynne have increasingly devoted themselves to cruising *Princess*, with recent voyages

north to British Columbia and south to Mexico, and many plans in the works for voyages to come. By all accounts, Bruce and Lynne are a superb sailing duo and avid volunteers. It is a pleasure to welcome them to the CCA.

Memberships: St. Francis Yacht Club
Military Service: Lt., United States Navy, 1960-63.

HIROSHI ("HIRO") NAKAJIMA

Stamford, CT
Station: New York
Spouse: Yuko
Yacht: S&S Swan 43 Hiro Maru
Proposer: Jonathan C. Goldweitz



Hiro Nakajima comes to the Cruising Club with over four decades of extensive racing and cruising under his belt and a commendable record of service to the sport and community. He first took to the water as a teen growing up on Long Island Sound, and by his early twenties he had become sought-after as crew for racing in local regattas and more far flung venues, such as the SORC. By the time he purchased *Hiro Maru* in 1998, he had raced in dozens of offshore and distance events and cruised extensively between New York and Maine. By all accounts, one would be hard pressed to find a better kept 1969 Swan 43, and, to judge by racing results, few are more expertly sailed. Hiro has skippered *Hiro Maru* in three Bermuda Races, as well as numer-

ous Block Island and round Long Island races, while continuing to cruise along the northeastern seaboard annually. Examples of Hiro's contributions to the sport and the local community include serving in all flag officer positions of the SYC, including Commodore, and working as an active board member of the Stamford Sailing Foundation, which teaches sailing and life skills to at-risk local youth. Our Club is fortunate to be able to count Hiro Nakajima among its membership.

Membership: Stamford Yacht Club

MALCOLM POOLE

Scarborough, ME
Station: Boston
Spouse: Patti
Proposer: Stuart MacDonald



Hailing from a family with deep Portland roots and a storied nautical tradition, Malcolm Poole spent a good part of his youth on the water in Casco Bay and along the Maine coast – often in the family's lovingly restored retired commercial tug. There's precious little of the water between the Caribbean and Newfoundland with which Malcolm is unfamiliar. By the time he entered the Coast Guard in 1973, he already had several Bermuda Races and a transatlantic passage under his belt, not to mention scores of local races. (When you meet Malcolm, you might want to ask him about his contratemps with the Mayor of

New York during Op Sail '76, during his service as a USCG Safety Officer for the Port of New York). In recent years, he's raced frequently to Bermuda and Halifax, often as watch officer aboard Gus MacDonald's Hinckley Pilot *Panacea*. He's often a linchpin member of the crew with Phin and Abbott Sprague aboard schooner *Lion's Whelp* on her frequent voyages from mid-coast Maine south to the Caribbean and north-east to Nova Scotia and Newfoundland. With advanced training in weather and diesel engine repair and a USCG OUPV ("six-pack") license to complement all that experience, there's nothing on a boat that Malcom cannot do well, from celestial navigation to diesel repair and first-class cooking. Kudos to Gus MacDonald for proposing this thoroughgoing New England sailor for membership.

Membership: Harraseeket Yacht Club

Military service: United States Coast Guard Reserve Officer (1973-76)

HAROLD W. ROBINSON

Port St. Lucia, FLA
Station: Florida
Spouse: Joan
Yacht: Passport 41 Eclipse
Proposer: Palmer Y. Epler



Harry Robinson has a long history of involvement in racing and cruising, both as a participant and as an organizer. His background encompasses not only Buzzard's Bay-based New England coastal cruising and racing, but also a spell as key figure in the racing scene on New Hampshire's Lake Winnepesaukee back in the 1970s. Throughout the 1980s,

Harry raced actively in New England regattas as a member of the New Bedford Yacht Club, managing and leading club sponsored activities ranging from the 3/4 ton North American competition to numerous Down East and Nova Scotia cruises. The purchase of *Eclipse* in the mid-1990s afforded Harry and Joan the opportunity for more far flung cruising, to which they took with such relish that they elected to retire early and live aboard. Thence ensued nearly non-stop voyaging (with breaks for skiing in Maine) from New England to and around the Caribbean basin, encompassing some 15,000 miles over eight years. Thanks to Pim Epler's welcome proposal, henceforth *Eclipse* will venture forth under the CCA burgee.

Membership: Seven Seas Cruising Association

Military service: United States Navy, 1958-60; 1960-68 (res.).

DAVID ROBLIN, MD

Hamilton, Bermuda
Station: Bermuda
Spouse: Susan
Yacht: Starrett & Jenks 45 Lullaby
Proposer: Francis J. Carter



David Roblin's experience run the gamut from local races to a transatlantic passage and everything in between – especially Bermuda Races. He's done the race ten times, evenly divided between the Newport and Marion events and between captaining his own *Lullaby* and crewing on others' boats. His seamanship

has earned the admiration of many of our members. To those who know him it as no surprise to learn that he has been awarded the Robert N. Bavieer Seamanship Trophy in the 2003 Marion Race for exceptional seamanship demonstrated by completing the race safely after a serious shipboard fire. His interests run to cruising as well, having crewed on Derek Rattray's Alden 50 Alida on cruises to the Virgin Islands and Tortola. Thanks to Francis Carter's proposal, he will be able to lend his experience and companionship to the activities of the Bermuda Station and the national club.

THOMAS T. SCHOCK

Newport Beach, CA
Station: Southern California
Spouse: Jane
Proposer: Peter C. Palette



A third generation boat builder, Tom Schock is an active yachtsman who can be found out on the water nearly every weekend of the year. His racing experience dates back at least to 1967, when he served as trimmer on Columbia in the America's Cup trials. He is a veteran of some 25 Ensenada races in boats ranging from 25' to 55', two Transpacs, two Bermuda Races, and has won one-design championships in eight classes from Thistle to Schock 35. These days, when not manning the helm at W. D. Schock Co. or racing offshore, Tom continues to cruise both locally and farther afield on chartered boats. He recently designed, built, and captured a fleet championship in the Harbor-20, with Jane and/or one of his children or grandchildren as crew. He and Jane are well known locally as people

who are as enthusiastic in lending a helping hand ashore as they are about sailing boats far and fast afloat. The Club will be strengthened by having Tom Schock as a member.

Membership: Newport Harbor Yacht Club

J. ABBOTT SPRAGUE

Station: Boston

Spouse: Leslie

Yacht: 65' Alden schooner *Lion's Whelp*

Proposer: W. Bradford Willauer



They say that Abbott Sprague grew up in the bilge of the launch at the Prouts Neck Yacht Club, and he's maintained his close connection to the (generally cleaner) water in the years since. By the mid-1970's he, brother (and CCA member) Phin and their family were embarked on worldwide cruise about the Spragues' 72' Schooner *Mariah*. That voyage (Abbott was aboard for the Eastern Mediterranean-to-Caribbean leg) clearly contributed to a lifelong love affair with classic wooden schooners, consummated in his current command. *Lion's Whelp* was rescued as a nearly rotted, unfinished hull in a California yard and finished to perfection by brother Phin in Portland. She now ranges widely in the waters between Maine and the Caribbean with either Abbott or Phin as captain. Members who have shipped out under Abbott's command tell of a thoroughgoing seaman

and careful skipper who knows how keep the classic (and comparatively physically demanding) schooner moving fast and safely while keeping the crew happy and as comfortable as conditions permit. It is only fitting that *Lion's Whelp* can fly our burgee at her truck no matter which Sprague brother is in command.

GEORGE M. UZNIS

Ft. Lauderdale, FLA

Station: Florida

Spouse: Mary Ann

Yacht: 42' East Bay

Proposer: Peter W. Grimm



George Uznis is one of this country's most accomplished offshore sailors who also happens to love cruising and has a strong track record of public spirited contributions to our sport. He is as familiar with the Great Lakes racing scene as he is with southern ocean and Bermuda events. In the four decades since he got started in the sport, he has owned four offshore racing yachts and has sailed in 11 Bermuda Races, 21 consecutive SORC events, 28 consecutive Ft. Lauderdale to Key West Races, 44 Port Huron-Mackinac Races and 40 Chicago-Mackinac Races. George grew up in a family committed to cruising under power, and he maintains the tradition today, with annual cruises from Fort Lauderdale to Detroit and on up to the Northern Lakes and back. Shipmates report a consummate helmsman and tac-

tician who maintains keen enthusiasm not only in rough weather but also in light airs, which can present the greatest challenge to a crew's morale. He is said to have a stock of one-liners that can get even the most hard pressed night-time watch belly-laughing. Unfortunately, none of these is printable here, but, fortunately, George's membership in the club now affords more opportunities for him to share these gems with the rest of us.

Memberships: New York Yacht Club; Bayview Yacht Club

ALEXANDER L. ("SANDY") WAKEMAN

Camden, ME.

Station: Boston

Spouse: Polly

Yacht: Paine/Able 58' Pilgrim

Proposer: Thomas Kiley



Olin Stephens once noted that balance is as important in life as it is in boats, and by all accounts Sandy Wakeman is a case in point. He and his family winter in Wyoming and summer in Maine, while *Pilgrim*, like her predecessors, is employed in coastal cruising, offshore voyaging and racing. Sandy cut his teeth racing Beetlecats, Bluejays and Comets in Weekapaug, RI. His teens and twenties found him racing as a helmsman, foredeck trimmer and crew on numerous

Evans and Bill Wohlford have done an extraordinary job over the years writing the new members profiles based on information contained in membership folders but they are looking for volunteers to help pull the oars. If you are interested in getting involved in this part of the GAM, please contact Chris Otorowski, ccagam@mac.com.

IOR and one design boats throughout New England. A rough reckoning puts his coastal and offshore sailing at 60,000 miles and counting, with a transatlantic passage, three Bermuda Races and returns, and cruising from the Canadian Maritimes to the southern Caribbean and Bahamas and all the waters in between. Sandy and Polly are known at the Camden Yacht Club as enthusiastic participants, and, with their children Hannah and Hans, they make a supremely capable cruising team. Their energy and companionability will be welcome in the CCA.

Memberships: Camden Yacht Club; Eastern Point Yacht Club; Ocean Cruising Club

ROBERT W. WALLACE

Station: Boston

Spouse: Joyce

Yacht: 55' L. F. Herreshoff

Marco Polo schooner

Proposer: James E. McHutchison

Bob not only is an offshore adventurer, he actually played one (Ernest Shackleton) in a movie (the IMAX film *Endurance*). It was a fitting role for a man who so obviously loves the sea and knows its wilder parts. Holding a 200 ton Master of Oceans license from the U.S. Coast Guard, Bob's "day" job is captain of a NOAA research vessel and he has numerous voyages from New Bedford to the Falkland Islands and Antarctica under his belt. He's a admirer, builder and sailor of classic yachts as well. Before his current three-masted Herreshoff schooner (purchased in Seattle and sailed double-handed to Hawaii and back), he owned a Herreshoff Rozinante (self-built), a Concordia yawl (which he rebuilt to Class "A" specs) and the 105 year old Crosby gaff yawl *The Fat One*. His small boat cruising experience runs the gamut from transatlantic and transpacific voyages to coastal passages between the Caribbean

and Newfoundland. Space constraints forbid any but a glancing tour of Bob's remarkable experiences (he's an ex submariner who can tune your nuclear power plant, he's also a commercial pilot...), but suffice to say that when Bob lectures on Shackleton, he knows of what he speaks. We are fortunate to be able to count him as a member.

Military Service: United States Navy, 1965-72

NICHOLAS WEARE

Pembroke, Bermuda

Station: Bermuda

Spouse: Susan

Yacht: Oyster 53 Magic

Proposer: P. Leslie Crane



Steve and Karyn James, on board Threshold, enjoying the scenery and the sun in Spitsbergen – 2008

Les Crane's proposal brings a respected ocean sailor to the CCA. A lifelong sailor and a an owner of offshore capable yachts for over 20 years, Nick Weare exemplifies the CCA's commitment to cruising and its long association with Bermuda and the Bermuda Race. He crewed in the Newport Race on Geronimo in the 2004 and 2006 runnings, and campaigned Magic's predecessor Zephyr (an Oyster 45) in the Marion Race in 2003. In Magic, he and Susan have cruised widely in the Caribbean, participating in the Oyster Antigua Regatta. Last season, Nick and Susan had the yacht sailed to the Mediterranean, where they cruised from Palma, Sardinia, Corsica, and the southwest coast of Italy and to Malta. Plans involve further Med



Andy Devereaux at the helm of his Hood 51, Mantra, on the way to line honors and first in class in the Route Halifax St. Pierre race.

Check out the Website: www.cruisingclub.org

The CCA website is remarkable for its clarity, ease of navigation and the wealth of information it contains. Dorsey Beard has done a truly amazing job in putting together a website that functions so well. You can find out almost anything you need to know about the CCA, its cruises, officers, committees and members on the site and download important cruising information.

Downloadable pdf versions of the GAM will be contained on the site in the future.

The GAM exists to inform all CCA members about the activities of each Station and Post, describe the Cruises, past and future, and to post news items or stories relevant to the membership. If you have an article, photo, announcement or item of committee business that you wish to share, please do so by emailing Chris Otorowski, ccagam@mac.com. The deadline for the Spring issue is March 1.



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Deadline for Spring 2009 Issue is March 1

Calendar of Events

2008 November 11 – Annual Meeting, New York

2009 January 13 – Annual Awards Dinner, New York

April 30-May 3 – Spring Meeting, Portland, Maine

Sept. 10-19 – Fall Cruise: The 1000 Islands of the St. Lawrence River

November 10 – Annual Meeting, New York

2010 Spring- Cruise in Belize

July – Scotland, Clyde Cruising Club Centenary

*Stations & Posts: Please email us your
 major event dates so members visiting
 your area can be aware.
 (Editor's email: ccagam@mac.com)*

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

Monthly Station Luncheons

Bermuda: Held quarterly; Royal Bermuda YC

Boston: “Rats” 3rd Fri. Oct.-May

Chesapeake: 2nd Tues., Annapolis YC, except July (Gibson Isl. Club), Aug. (Annie’s Rest., Kent Narrows)

Essex: 3rd Thurs. Sept.-June; Pilot’s Point Marina, Westbrook

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

St. Pete: – 3rd Thurs., every mo., St. Pete YC

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

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

Southern California: tba (see web page)

