

Turkey: A Cruise Into History



Sunset at Sicak

The CCA return to Turkey from October 20th to November 3rd was a resounding success as over 130 members and guests were treated to the spectacular surroundings, history, hospitality, and coastline of one of the world's most interesting countries. John and Tania Chandler in Turkey and Peter and Liza Chandler Stateside, along with everyone's best friend Kazim Uzunoglu of Baltac Tours, produced a seamless event which will be remembered for years to come.



Securing Stern Mooring Line Katie Hinckley and friend at Karaloz

The highlight of both parts of the trip was, as always in that part of the world, the antiquities and the history both past and present. Turkey is at a crossroads in contemporary history and is itself a crossroad of continents and cultures. Not only did Republic Day (commemorating the formation of the modern Turkish Republic on October 29, 1923) occur mid-trip, but also the PKK was acting up along the Iraq border at the time.

Participants had several options of activities before a weeklong cruise along the Mediterranean coast in 22 boats. Group 1 arrived a week early, toured Istanbul and then headed south to Cappadoccia and its fascinating, otherworldly topography. Group 2 arrived three days early, in time for a tour of Istanbul. Group 3 arrived in time to join the fleet in Gocek.

Upon arrival at the Istanbul airport Groups 1 and 2 were in the capable hands of Kazim Uzunoglu, who deposited them with military precision at the 4-star

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CCA Presents Annual Awards

At the CCA Winter meeting and Dinner in New York, held at the New York Yacht Club on January 15, the following Awards were presented and described by Bob Van Blaricom:

Blue Water Medal

To reward an example of meritorious seamanship and adventure upon the sea, displayed by an amateur selected from all nationalities, that might otherwise go unrecognized.

The Blue Water Medal for 2007 was awarded to Peter M. Passano, builder and skipper of his self-built 39' steel cutter, *Sea Bear*, which during the past 17 years has taken him on ocean voyages which span the length and breadth of the Pacific



Peter Passano

and Atlantic Oceans. Taken together with his previous boats, he has sailed over 125,000 miles at sea.

Peter's serious offshore sailing began in 1966 when he and his wife sailed a 35' steel sloop from Holland to San Francisco via the Mediterranean, Atlantic and the Panama Canal. Following a

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From the Commodore



Dear Cruising Club Members:

This is my first column in the GAM as your Commodore. I would like to particularly thank my able predecessor, Ned Rowland and his lovely wife Susie, for all that they have done for the CCA. It will be a big job to follow in Ned's footsteps but here we go. With lots of help from my wife Kathleen, we will do the best we can to carry on the great traditions of the CCA, and maybe start some new ones. I would also like to congratulate Sheila McCurdy on her election as your Vice Commodore, and all the brave souls who make this Club run so well. I look forward to working with Sheila over the next two years, along with all the hardworking CCA members involved in the different and active committees.

My memories from the Cruise in Turkey are still vivid with the rich history that surrounded the many CCA members who partook in that great event last Fall thanks to John Chandler, Chairman on scene, with Tania the hostess of bazaar and home, and Kazim the facilitator, and their able volunteers here and there. We are now headed to Antigua for another week of great cruising, thanks to Brad Willauer, Max Fletcher and company and their able work in putting together the event. It is gratifying to see so many members enthusiastically joining each other on the water in these great venues. Its just about the best way to see the world and you, the members of the CCA, make all this possible for all of us. We will have

some great cruises coming up, including the Norwegian Fjord Cruise in July and then in 2009, the 1000 Islands Cruise.

I would like to welcome the new members who are profiled in this issue of the GAM. It is an honor to have these distinguished yachtsmen as new CCA members. It has been 41 years since I was elected and I still remember the thrill of joining this fabled group of yachtsmen who have squeezed more salt water out of their socks than I have sailed over. That thrill remains with me today every time I step aboard another member's boat to hear their blue water stories that so capture our spirit.

Your club without a clubhouse functions very well indeed, and it is due to the tremendous volunteer spirit that envelops our membership. Our website is truly professional and without peer thanks to Dorsey Beard. The GAM, through the intense efforts of Dan and Mimi Dyer and Bob and Mindy Drew over the past years is a model of excellence. Our new GAM editors, Chris and Shawn Otorowski, are just the folks to take the helm and keep the course. Thank you Chris and Shawn. Like the CCA News, which frankly rivals the National Geographic in content and execution, the GAM is first rate and brings us up to date.

The Bermuda Race, headed by Nick Nicholson, is an ocean race without equal and the tremendous efforts that go into the Bermuda Race are difficult to describe. The Safety at Sea Seminar in Newport run by Ron Trossbach with assistance from Susi Homer and John Winder and featuring Nick, Richie Schulman, Stan Honey, Chuck Hawley, Garry Fischer, and a big crew of expert members from the Club attracted over five hundred participants. It was a huge success, and at this point their efforts make it look like we are on track to have more than two hundred yachts on the start line come 20 June.

I look forward to serving you. Please let me know what is on your mind.

Cheers,

Ross Sherbrooke



The CCA GAM

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Editors: Chris and Shawn Otorowski

New Members Editors: Evans Wohlforth,
Bill Wohlforth

West Coast Correspondent: John Sanford

Photographer: Dan Nerney

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Great Lakes Kenneth M. Campia
Gulf of Maine Susannah W. Homer

Please email CCA news, photos
and items of interest to editor Chris
Otorowski, ccagam@mac.com.
Chris Otorowski, 14979 Euclid Ave.,
NE, Bainbridge Island, WA 98110:
206-842-1000.

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Coming Up ... Cruises and Meetings



Spring Meeting '08

Florida Station

Host Club: St. Petersburg YC

Renaissance Vinoy Resort

April 17-19

While it's still chilly up north, take a few days to enjoy the subtropical west coast of Florida. The historic waterfront Renaissance Vinoy Resort and Golf Club will host the welcome reception Thursday evening. The Vinoy docks have been rebuilt – so come by boat as the Florida Station Spring Cruise will kick off immediately after the Spring Meeting. Friday morning there will be a tour of St. Petersburg and the unique Dali Museum for those not attending meetings. Lunch at St. Petersburg YC, followed by croquet at the Vinoy – so bring your whites, for those not at the Board meeting. An evening boat ride along the waterfront, then a cocktail reception and dinner at SPYC; do not forget your dancing shoes – there is a band in the bar! On Saturday, following the RCs meeting, the group will be bussed to the University of South Florida for lunch and a tour of their maritime

eighteen boats and about 80 people signed up. With an unofficial limit of 20 vessels, we will take three or four more maximum. We also have a mothership.



It is a handsome, brilliantly kept 1877 Norwegian brigantine, which carries fourteen in passenger/crew.

We are starting about 15 nm south of Bergen, cruising two days north through inside passages to the Sognefjord, the longest, deepest fjord in the world, exploring its narrow, glaciated side fjords, punctuated by waterfalls and snow-capped mountains, and returning to Bergen. The plan, possibly a first for the CCA, is to keep the fleet together for the entire twelve-day period, though

of course skippers are free to do as they please.

In addition to three gourmet dinner stops at the beginning, middle and end of the cruise, other highlights include a visit on the island of Fedje to the control tower that monitors the tanker traffic to and from the North Sea oil platforms, visits to two of the eight remaining thousand-year-old stave churches, a ride up the steep, world-famous Flam Railway, and a visit to the Jostedalbreen, the largest glacier in Europe.

A high-powered, twelve-passenger inflatable will accompany the fleet as a chase/lead boat. A mechanic will be aboard, and it will also serve as a means of evacuation in the event of medical emergency as well as for ferrying crew among vessels and to shore.


After the cruise we are offering two side trips: 1.) Bergen to the Nordkapp and Kirkenes on the Russian border on the Hurtigruta, a small luxury liner, formerly the old mail boat, over the period of about a week; 2.) A long weekend in Oslo, with tours in museums including the Munch Museum, the Kon-Tiki Museum, and the Resistance Museum, lunch at the Royal Norwegian Yacht Club, and lodging with traditional large Norwegian breakfast at the Grand Hotel, one of the finest hotels in Scandinavia.

This is a joint cruise with the North American Station of the Royal Scandinavian Yacht Clubs.

To ship your boat directly to Norway, as one member is doing, contact Global Yacht Transport, uta@globalyachttransport.com. If you wish to charter a new or nearly new Beneteau, Jeanneau, or Bavaria, contact Nautic Sailing, orjan@nautic-sailing.no.

For further information, contact Cruise Chairman David Tunick, dtunick@tunickart.com, 212-570-0090.



facilities, returning to the host hotel around 4 pm. Contact: Barbara Watson: 727-345-3933 (H) or watknots@earthlink.net 

Norwegian Fjord Cruise

July 12-24, 2008

The Norwegian Fjord Cruise, the CCA 2008 summer cruise, is nearly topped out. As of this writing there are



Bay of Quinte & 1000 Islands Cruise

September 10-19, 2009

Behind the scenes, your Cruise committee has been scouring the shores of Lake Ontario looking for floating objects with vertical sticks amidships, paddle astern, pieces of cream-colored canvas to hang on the stick, and perhaps a flat space or two below for homosapiens to rest weary bones! In the meantime, our intrepid membership has once again demonstrated their unrequited thirst for adventure by letting us know just how many of you would like to try out this fresh water bash!

As of this GAM update, we know of fifteen to sixteen members who plan on sailing their own boats to the Cruise, from as far away as Florida, the Chesapeake, New York, Boston, the Maine coast, Nova Scotia and of course Lakes Michigan and Ontario. This is indeed wonderful news, and we are confident your memories will be long and favorable after the last rum is tossed.

We are still at work on the charter portion of the endeavor. It is anticipated that as many as ten yachts will be made available for charter by members of the Royal Canadian Yacht Club, as well as several other prominent Toronto-based clubs. The Cruise Committee will act as clearing agent for all these, and will provide a standard, but Cruise-specific, charter agreement. Rates will be made known to all CCA interested parties once the owners have made their commitments. In addition, we are still hoping to enlist the use of several Beneteau, Jeanneau and Hanse demonstrators to add to the charter flotilla.

The big question is how we keep the total number of yachts participating to no more than 30, since more will not be able to be accommodated in single locations and many of the anchorages could get more crowded than we would like. Don't panic yet though! We will let all interested persons know once we have the charter/loan fleet settled!

As to the Cruise itself, the outline remains much the same. Our welcoming

dinner will be held in the ballroom of the main island clubhouse of the Royal Canadian Yacht Club in Toronto on the evening of the 10th of September. For those interested, we will arrange tours of notable downtown Toronto attractions during the afternoon of the 10th. Next day our venue shifts when we journey eastward by ViaRail the 120 miles to

Belleville, our starting point for the the Cruise and where all owner-sailed boats need to be prior to the 11th. We will wend our way through the Bay of Quinte, with a stop in Picton for vineyard tours and an afternoon on spectacular fresh water sand dunes, followed by a festive shore side dinner, before continuing eastward

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Gearing Up for Newport Bermuda 2008

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

In recognition of the growing importance of electronic communications, CCA and Bermuda Race webmaster Dorsey Beard and her crew have overseen the development of a spectacular new website - bermudarace.com - as the internet presence of the Newport Bermuda Race. Bermudarace.com is the most sophisticated website of any big-fleet ocean race, and will serve as the contact point for potential entries, the source for regular race news before the start, provide an online electronic entry system, and give regular updates during

the race and at the finish.

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

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

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

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



Chris Otorowski

Docks at the Royal Bermuda Yacht Club after the 2006 Centennial Bermuda Race



Richard Shulman and Princess Anne at the Governor's House Prizegiving 2006

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

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

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

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

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

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

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

The Newport Bermuda Race has always included a large number of CCA boats, and the club can rightly be proud not only of the large number of entries it produces, but their unequalled record as class and division winners. If there is any race that

incorporates a prime objective of the Cruising Club outlined in our constitution—"... to stimulate interest in seamanship, navigation, and the handling of small vessels..."—it is the Newport Bermuda Race.

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

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

- Nick Nicholson

Chairman, BROC 2008



SAILING YACHT RESEARCH FOUNDATION

The ORR ratings used for the Newport to Bermuda Race are calculated by a velocity prediction program (VPP). The VPP is a set of formulas that represent the actual physics of a sailboat: the balance of sail aerodynamics and hull hydrodynamics. Those formulas represent all we know about the science of sailboats, a distillation of years of tow tank tests of boat designs and wind tunnel evaluations of sails. This research has been ongoing for some 30 years, starting with US SAILING's MIT Pratt Project to develop the MHS rule. US sailors have provided, far and away, the bulk of funds for VPP development. We now have a unique opportunity to guarantee funding for an ongoing program of R&D for VPP development. The Sailing Yacht Research Foundation (SYRF), a 501.c.3 non-profit organization, has been established by leading US sailors to:

- Develop and execute research programs that expand our knowledge of sailboat performance,
- Incorporate the results of that research into offshore handicapping,
- Present the results to the sailing public for general improvement of the sport, symposia papers being one method.

A private grant of \$500,000 has been provided to establish an endowment for SYRF. A second \$500k has been offered as a matching grant if SYRF can raise \$500k from other individuals or clubs. With a total endowment of \$1.5 million, there will be sufficient yearly income sufficient to conduct at least one major research program per year, to analyze race results, and to incorporate yearly changes into the ORR. For CCA members with questions please contact Bill Langan at blangan@langandesign.com

In Memoriam

Robert J. Alderson, MD, SAF, November 8, 2007
 George R. Atterbury, CHE, February 10, 2008
 A. William Barkan, SAF, February 10, 2008
 Donald W. Barber, SOC, September 14, 2007
 Orlin W. Donaldson, NYC, February 6, 2008
 Morton Gibbons-Neff, Jr., CHE, January 17, 2008
 Frederick B. Hard, NYS, November 9, 2007
 Lincoln B. Katter, PNW, November 27, 2007
 Priscilla Smith Kehm, ESS, December 22, 2007
 Evan McLean, SOC, October 14, 2007
 Alexander K. Murphy, ESS, February 9, 2008
 Frederic S. O'Brien, BDO, January 11, 2008
 Donald M. Salisbury, SOC, February 21, 2008
 John A. Stewart, Jr., CHE, October 10, 2007
 Daniel D. Strohmeier, BOS/BUZ, March 16, 2008

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



News from Stations & Posts



Boston and Buzzards Bay

The Boston Station and it's Posts, Buzzards Bay and Gulf of Maine enjoyed an active fall schedule with great attendance and much fun. We sailed in the September Boston Harbor Island Cruise that included our Annual Meeting, shared stories, welcomed new members, worked toward mutual goals and honored those who have set the bar and given their service and friendship to the club for over 50 years.

When cruising, one thing is known of the CCA, we come well prepared, or at least make the valiant attempt. AB Homer, a long time ago once counseled a wee child with, "know your tools and when to use them". To that end, all manner of vessel participated in the Boston Harbor Island Cruise this past September 14th weekend.

Thursday night utilized the classic launch layout of *Beach Plum*, a Mar-scott 20' to ferry the shore-bound to the informal GAM in the protected cove of World's End of Hingham. *Twilight*, BOS Rear Commodore Rob Kiley's OC 51 had plenty of deck to accommodate the keg and guests.



Rob Kiley

Friday, Tom Walker's *Robinhood* 33' made for a terrific race management platform for the fun Bang and Go Back race. All competitors finished within 10 minutes of each other off the Boston Fish Pier. Commodore Ross Sherbrooke's Tartan 34', *Dulcinea* was first in class in the cruising division. The Burnes/

Millet's Aerodyne 43, *Tango* made 1st overall and 1st in class in the racing division while Greg Carroll's blue Swan 51, *Alpheratz* sliced into second. Special prizes were presented to Steve Corsano



Rising Wind w/Garry & Leslie Schneider/
Charlie & Gale Willauer

in *Greenfly*, 1963 Nicholson 36' for the "I want to be alone" class – singlehanded and to Ed Tarlov on his Swan 37G *Presto* for great enthusiasm even though he did not finish. *Deneb*, Co Cruise Chairman, Roger Merrill's Swan 43, clinched second in the cruising class.

Constitution Wharf afforded a safe haven and under the marquis tent at Tudor Wharf, Rear Commodore Nancy McKelvy executed her last acts, awarding the prizes and graciously passing the baton onto Rob Kiley. After the formalities, the assembled group removed to the fleet for a little after hours story telling.

Weather did not permit anchoring off of Peddocks Saturday, however not to be undone, folks took the initiative to explore the city and the sun made an appearance in time for cocktails. A dockside potluck was beautifully coordinated by Garry and Leslie Schneider.

One was permitted to serve themselves only if they agreed to eat aboard a different boat than the one they were cruising abroad. Five boats served as dining platforms -*Twilight* and Bill Cook's

Bristol 56', *Resolution*, the Schneider's Mason 43', *Rising Wind* and Stan Livingston's Oyster 46', *Manukai*. The concerted efforts of all souls to test the waterline of *Tango* over dessert were for

naught, although she sat a little squat astern. Neil Finnegan's deluxe Swan 56 was an elegant space to wrap the day.

Sunday brought the group out early making for Spectacle Island's marina. *Heron*, Sennett Duttunhofer's Dyer 29' was cozy, dry and seaworthy for the short passage to Thompson Island. The breeze into Thompson Island was crisp and lively and our

tour and lunch ashore was invigorating. Charlie Willauer's center console, *Wistlar* made for a perfect launch and a truly fast ride back to Hingham. The right tools for the right job!

Shared stories, well told, capture our imagination and inspire all of us to rethink and re-evaluate the right tools. Doug and Dale Bruce and Bill Cook have them for making passages in the higher latitudes.

Doug and Dale told of their adventures around Newfoundland aboard their Tayana 55', *Bluewater* at the Gulf of Maine Post meeting of Dec 3rd in Damariscotta. Sailing to the Northern reaches offers challenges to which many of us aspire, but bringing back great tales of the people who live along the remarkable shores and telling them with such enthusiasm took the telling to a much higher level. Dale's account, in dialect no less, of the mail order bride is not to be missed, it had us all in stitches. It is with pleasure that we add that they are now the new editors for the CCA Newfoundland Cruising Guide.

Bill Cook's presented his latest adventure aboard *Resolution* around Labrador at the Buzzards Bay Post Annual

Dinner at the Hope Club in Providence on February 1st. His photos of the vast and changeable coast left at least one with trepidation in one hand and envy in the other.

Our thanks to both for honoring the Club tenant that “we convert the winter into a season of sport, wherein those who

nual Dinner at the Hope Club. Although long overdue, it in no way diminishes his contributions over the years. We extend our true thanks to him for affording the Club his friendship, camaraderie and his tools, all the right ones.

The Gulf of Maine Post gathered for the Mid Winter Potluck at Past Commo-

last Friday of each month at Beverly YC, Except, when they congregate in November and December at the Kinsale Inn in Mattapoisett. www.kinsaleinn.com/. Bob Morris may be contacted for locations and sign up rbtjmorris@aol.com.

- Susi Homer

Bras d’Or

Looking back over previous winter issues of GAM, it appears that this station always mentions the weather – its snowy, its cold, its unseasonably warm, whatever – but the station knows what to expect, and this year had to acknowledge that summer sailing conditions can sometimes be difficult too.

Perhaps this encouraged some crewmembers to have training in what to do when all hell breaks loose, so, in December, a number of members and spouses enrolled in a Safety at Sea course, presented by Survival Systems Ltd. In addition to the usual classroom lectures, it gave us all the opportunity to practice putting out fires, and more to the point, gave us a taste of what it’s really like to be suddenly in the water – not fun, let me tell you, and this in a training theatre.

Survival Systems offers training for oilrig workers and helicopter pilots who require certification before they can go to work, as well as courses for sailors who want to be prepared for the worst during a storm at sea or to be certified, as required, for offshore races. The pool has a wave maker, wind machines and rain simulator – appropriate storm noises included, – rescue divers and very attendant staff. They lower a harness to



Outward Bound wannabees at the climbing tower on Thompson Island

have been afloat swap their experiences with each other, and share them with their unfortunate shore-bound clubfellows.”

Hardly shore-bound is the list of new members that we were pleased to welcome at the New Members dinner at the October 18th meeting held at Henderson House, Weston, MA.

Peter Worrell – Portsmouth, NH – involved with the Landing School; Roger Langston – brother of Charlie and just as wonderful; James “Sham” Hunt – live aboard with family, Olympic Gold Medalist – Pres. of O’Day Yachts; Larry Hall – 100 ton license, many Bermuda races, very accomplished and humble; Brian Harris – introduced by Jesse Dupree; Bruce Berriman – Kiwi, 9 summers in the Med; Dick Waterman – great guy to have on board. Arthur Milot, David Berg, Stephen Kasnet, Neal Finnegan, Alexandra Thorne where also welcomed, however unable to attend.

Most importantly, it is with the highest honor that we presented Paul Nicholson with the 50-year medal at the BBP An-

dore Harvie’s in Brunswick on January 12th. This informal setting acts as the Post’s Annual Dinner, allowing the sharing of all the news that’s fit to print.

Although, we sail, the winter months allow for other fun activities. Skiing is one that some excel at and others don’t. In order to practice or learn, the GMP group gathered at Connie & DeeDee Conover’s and Malcolm & Luli MacNaught’s over the February 8th weekend. The snow was ideal and the gang was great.

Tom Hovey was introduced as the newly appointed Entertainment Chair for the Boston Station. thovey@appletonpartners.com

Boston Station “Rats” Luncheons meet on the 3rd Friday of the month at 5 Boylston Place off the Common in Boston. Please email John Cunningham, jcarchinc@aol.com

Buzzards Bay Post Luncheons meet on the



Grey Power, the Station huddles to keep warm

simulate rescue by helicopter: provide scramble nets, like those that would be lowered from a ship; they inflate a life raft and show you how to get into it – lights turned off for this one – and also demonstrate how to huddle in groups to conserve energy and keep warm – warm being a relative term.

We wore regular wet weather sailing gear, including life jackets and boots, and jumped into the (very) wavy water. We learned that it is essential to have a



Blomidon Inn Dinner and the rum barrel

life jacket which supports your head, and keeps you properly afloat; buoyant jackets or PFDs don't do the job: they require too much effort to keep your body in the right attitude which wastes energy and heat. Boots, jackets and pants cinched at the wrists and ankles quickly filled with water and made it very difficult to climb up the net, or even out of the pool. After an hour it was very cold even though the pool temperature was 20 deg. Celsius. In spring and fall the water can often be 10 degrees (celsius) or less – we could not imagine being in water that cold. In fact, if nothing else, this course seriously taught us at all costs not to go in the water – stay attached to the boat! However, we also learned that there is nothing like getting in rough water in your normal gear and finding out what works and what doesn't. Classroom theory has its place, but practicing survival exercises in simulated rough conditions really brings the lesson home. We highly recommend it.

It seems that hiking is a popular off-season activity for several members – it keeps us in shape, and the hiking routes do keep us close to the water, if not on it. We can't go to warmer climes when the

water gets hard around here. In late fall, Iain and Lesley Tulloch met John Harries and Phyllis Nickel (BDA & BDO) with Evans and Rebecca Hoyt (NYS) on Gaff Point, near Lunenburg. On the day of the mid-winter social in Wolfville, Wilson Fitt, Thelma Costello, Iain and Lesley Tulloch and Sam Rogers and Suezan Aikins took advantage of the bright, icy day to hike to Cape Split, where the Blomidon peninsula divides the waters of Chedabucto Bay from those of the Bay of Fundy – a spectacular place of high cliffs, tidal rips and the birthplace of the mythical Glooscap.

On a less rigorous topic, the Station gathered for the mid-winter Social at the Blomidon Inn in Wolfville, NS. At intervals throughout the excellent meal, spouses entertained us with "salty dips" – humorous anecdotes from their cruising experiences with Station members. There were some good ones!

I write this in a snowstorm, but several members have plans afoot for the coming year. Rick and Bonnie Salsman will return to Spain in early summer to resume their cruise in Aisling Fred and Nancy Voegeli will also return to Spain where Frisco has spent the winter. Al Bishop, in *First Light IV* together with fellow Station member, Iain Tulloch, and other crew plan to sail to Bermuda in May. Later in the season, Iain and Lesley are hoping to reach the north shore of the St. Lawrence and invite similar minded cruisers to think of going there, too. Sam Rogers and Suezan Aikens are taking Medley to Labrador this summer, quite a change from their previous undertaking, the voyage around the Atlantic. Syd and Sandy Dumaresq in Amasek hope to organize an international raft-up on the south coast of Newfoundland. Contact Syd if you are interested in joining him.

Route St. Pierre Ocean Race 2008, founded by Rear Commodore Hal Davies, begins from Halifax on July 13th, for non-Spinnaker class, and on July 14th there is a second start

for boats with spinnakers. Expected arrival in St. Pierre and Miquelon is July 16th for first finishers. This is an excellent opportunity to visit France in company without "crossing the pond". French hospitality is overwhelming at this event.

Spring Business Meeting, April 2nd
Spring Raft Up June, June 21st, Fall
Raft Up September 6th

Fall Business meeting, October 1st
Fall Social, October 18th
Annual Meeting, November 19th

- Iain Tulloch 

Chesapeake

The Chesapeake Station Fall Cruise: What a weekend... August weather in October!!!! Many thanks to all that helped out and made our cruise successful. To Bill and Judi Kardash who hosted our party in Annapolis on Friday night, without the usual CCA rain. It was a beautiful night set in a wonderful location. To our Cruise Chairman Peter Driscoll, who single-handedly and sometimes belatedly, because of Rte. 50 traffic, took care of all the details (unless you have run a cruise you don't how difficult this is). To our Race Committee, Dick and Barbara Neville, who ran Saturday's exciting race to windward of 8 miles that finished off Poplar Island. *Upgrade* shined and *Huron* was second for the Sunny Gibbons-Neff Trophy – it was a test of sailing proficiency as well as crew and yacht inner strength to win. The rendezvous entertainment was provided by certain people running aground...



John Hawkinson

*Rendezvous at Dunn Cove off Choptank River;
Jeff Gibbons-Neff*

Gibbons-Neff, Driscoll and Gantt... it seems that Dun Cove has shoaled up even more since the last time we visited. Now that *Reindeer* (have you heard?) is back in our fleet, we may have to anchor farther out in the main channel! The defrosted shrimp was delicious and keg of rum was even better the second night than the first.

On a tragic note, we lost John Stewart to heart failure on the Friday night of the cruise.

Such a shock to lose a shipmate who always had a smile to offer as well as a constant willingness to help others. Our condolences to Carol and their boys. We will miss you John!

The Tred Avon Yacht Club in Oxford gave us a home for our annual meeting. Vicky Van Loo and TAYC staff did another great job serving nearly 80 hungry sailors after the meeting, during which we exhaustively resolved the issues of our time. Thank you all for participating. To those were not able to attend, we missed you.

Kirk and Gisela Hall joined station members at the October luncheon, home after spending much of the last 14 years on a circumnavigation. Kirk writes, "Where are we?? We WERE in Havre de Grace for two weeks off-loading 14 years of accumulated memorabilia (also affectionately referred to as "our stuff") and putting it in one of those garage type storage places... 48 boxes so far and going strong! But at the moment we're in Annapolis – actually Weems Creek – cleaning, fixing and generally getting *Serenade* to look spiffy (a highly technical nautical term employed when getting your heretofore unspiffy boat ready for sale). Yes, dear old *Serenade* is looking for a new home or at least a new owner, and the present owners are also looking for a new home. Actually

we're looking for a quaint little cottage away from traffic. Does such a thing exist anymore??"

Maryland Governor Martin O'Malley

has bestowed on Rear Admiral Henry S. Morgan the title of Chesapeake Bay Ambassador in recognition and appreciation of his contributions to Maryland's maritime community. Henry is a long time member and recent Chairman of the US Naval Academy Fales



Charles "Sunny" Smith (on behalf of Maryland Governor, Martin O'Malley) presents award of Ambassador of the Chesapeake to Henry Morgan

John Hawkinson

Committee. This group of volunteers helps oversee the USNA sailing program. Henry has also served as a volunteer coach for Navy sailing for many years. In addition, the award honors Henry's first in class and first in fleet in the 2007 Annapolis to Newport Race.

We had a fine large group of members and spouses on a bright December day for our annual holiday buffet at the Annapolis Yacht Club. Good cheer and fine food were enjoyed by all.

Peter Gibbons-Neff

R/C Chesapeake Station

John Hawkinson, Historian

Essex

On October 5 and 6, 2007 the Essex Station held its fall cruise. On Friday night we rafted up in West Harbor, Fishers Island. RC Rives Potts with his wife Nancy were on *Carina*, with Cruise Chairman Paul Hamilton and his wife Patty, and their ever-faithful Briggs. Paul and Carol Connor were on *Lily*, with their friend Bill Hodges, Dave and Sue Dickerson were on their cold-molded Peterson 38' *Lindy*, John and Wendy

Richards came on *Windermere*, Frank and Elizabeth Bohlen were on *Tatler*, Fred Allardyce and friends joined the gam in his new East Bay 49', and Jeb and Dianne Embree were there on *Meridian*. Fenders went over the side at 5 o'clock, and a grand evening was enjoyed by all.

The next morning, after some repositioning (as requested by the Harbormaster), we went ashore. Cruise Chairman Paul Hamilton led us up island to visit the Henry L. Ferguson Museum, where we were warmly welcomed by its Director, Pierce Rafferty, and were treated to an exhibition of artifacts relating to the history of the Island. Most interesting were photographs of the '30s and '40s, where some of our band saw their parents and old friends as children enjoying the summer life on the shores of Fishers.

Later that day we cruised all the way to Noank! We tied up at Ram Island YC and wended our way uphill to Paul and Carol Connor's house for cocktails, where we were joined by many friends who had arrived via their land-cruisers. Paul and Carol were great to host this event, considering that they had just received a call telling them that their son and his wife had had their first child that morning, and they were anxious to get on the road to see their grandson. We waved them on their way, and strolled down the hill to Abbott's for a fine 'lob-stah' dinner. The next morning the fleet set off early, and enjoyed fair winds for the sail home.

On December 4, Essex Station had its annual meeting at the Essex Corinthian




The fleet rafted off Fisher's Island

Carol Connor

YC. After the usual formalities, the 35 participants had the pleasure of seeing the slide show presented by Tom and Dottie Wadlow of their cruise in the high latitudes of Norway. Frank Bohlen and Tom Winder had joined Tom and Dottie on *Joyant* in the summer of 2007 for this spectacular cruise. We were enthralled by the quality of the slides, which included some fine polar bear and walrus shots, and by Tom's informative commentary.

On February 5, 2008, we had our Pot Luck dinner at the Boom restaurant at Pilot's Point Marina in Westbrook, arranged by RC Rives Potts. Before dinner, Past Commodore Bob Drew, and his wife Mindy, presented the Station with our very own Essex Station rum keg! This will be well used! Thanks Bob and Mindy! We capped off this fine evening with a video of the square-rigged vessel *Parma*. The video was narrated in 1980 by Stuart Hotchkiss who sailed on her from England around the Horn to Australia in 1934. It was great to have Stuart's daughter, Sue, and her husband Bob Connell, with us in the audience.

Please don't forget our third Thursday of the month lunches which are arranged by RC Rives Potts at the Clubhouse at Pilots Point Marina. These lunches are usually well attended, and all are welcome.

- Jeb N. Embree, Historian 

Florida

Social

RC Skip Barlow welcomed members and guests to the Coral Ridge Yacht Club in Fort Lauderdale for the station's Annual Meeting and Dinner on November 9th. The writer reminisced on Turkey and Milt Baker gave an entertaining slide show of his Transatlantic crossing.

January 25th the Midwinter Rendezvous Dinner took place at the Biscayne Bay Yacht Club in Coconut Grove with 32 attending. This is the senior club in the Miami area, now in its 121st year, they are already planning their 125th celebration. Next morning it was a short hop across the bay for the 9 boats to anchor in Hurricane Harbor for a Pig Roast and Rum Keg at the home of Sen-

nett Duttonhoffer and Ann Devereux on Key Biscayne. A warm convivial evening amidst tropical flowers and good chat for 54 members and guests. Many thanks to Bill and Irene Munroe for organizing the weekend along with Cruise Chairman Paul and Jerri Ives.

Do not forget that visitors are always welcome to join the second Tuesday of the month Stuart lunch (last one in April) or the third Thursday of the month St Petersburg lunch.

Racing

51st Wirth Munroe Race. This year, Buck Gillette's *Witch* served as the committee boat with Peter Bowker, Mimi Gillette and Carl DeHart as the committee. Sennett Duttonhofer, Ron Schaper and Scott Piper represented the Club in the Race. The Cruising Club Prize for best on corrected time went to Ron Schaper on a chartered boat *E-Ticket*.

Cruising

Late in 2006 Jim Stoll finished a new *Argo* in Thailand and spent Christmas with family and friends on board. They cruised off Phuket island in Thailand where they participated in the Super Yacht Regatta Invitational. A couple of weeks earlier, they got second overall in the week long Kings Cup Classic class division. Jim skippered her for 5 weeks in the Mediterranean during last summer. Christmas 2007 was spent on board with the family in the BVIs.

Jim owns *Argo* outright but she is used for www.seamester.com. Students get about 12 college credits in Marine Science and Oceanography plus Seamanship and Student Leadership classes aboard while voyaging in sections around the world. Jim also has a summer program that has nearly 500 teenagers every year learning sailing and other water sports called www.actionquest.com. Also they have community service programs for teens www.lifeworksinternational.com in Galapagos, Costa Rica, China, Australia,

and the slums of Bangkok.

Clint and Adair Bush on board *Emmanuel* are now in New Zealand. Where they plan to enjoying cruising and exploring ashore for the next couple of months.

Steve and Karyn James aboard *Threshold* spent their cruising season last year exploring the harbors along Portugal's Algarve coast, Spain's Andalusian coast and the north coast of Africa visiting the culturally-diverse port of Ceuta, Spain on the coast of Morocco. They did some inland travel in Spain visiting the medieval 'pueblos blancos' or white villages nestled in the mountains along the south coast which were quite a contrast to the highly-developed areas around Sotogrande and Marbella where one sees many mega-yachts and golf courses. The most interesting areas, however, were in Morocco. While berthed in the "modern" marina of Port Smir, they traveled by local bus inland to Tetuan, Tangiers, Chefchaouen in the Rif mountains, Fez, and then sailed down the Atlantic coast to the centuries-old fishing village of Essaouira. The ancient medinas (walled cities), souks



Steve & Karyn James with hosts Ann Devereux and Sennett Duttonhofer

Barbara Watson

(artisans shops) and the exotic food and handicrafts were quite an adventure into a very foreign and Muslim culture. They are now berthed in Lanzarote in the Canary Islands with plans to return north to Scandinavian waters in the spring.

Milt and Judy Baker plan to return to Spain in April and begin moving *Bluewater* eastward across the Mediterranean: France, Corsica, Sardinia, Italy, Sicily, Montenegro, Croatia, and prob-

ably Greece and Turkey by fall.

Gareth and Annie King are presently at home in England enjoying some time on land. They will return to *Merlin* in Oriental, NC in the spring to head north for Canadian waters for the summer. Longer term they plan to come south next winter to renew their contacts with their Florida station friends.

Tanner Rose, with family and friends, plans to spend another summer cruising on *Witch of Pungo* in the Baltic. The preliminary plan is to sail from the Walsted's Yard in Svendborg, Denmark to Helsinki with a layday at Visby. From Helsinki, the plan is to spend some quality time in the Alond and Stockholm Archipelagos, with perhaps an excursion further



The Florida Station '08 Park City Mini GAM

Barbara Watson

to linger in Japan cruising till mid July. Then they will cross the Pacific going north along the Aleutians to Alaska. In September they plan to move south to Vancouver to winter the boat. Charlie and Mimi Munroe add that they will join *Pipe Dream IX* in Osaka to cruise the Inland Sea of Japan for about two weeks. Also that Dave Woolsey will be on board for the crossing of the Bering Sea to Anchorage.

Peter Brown will be cruising *Ariel* in the Bahamas till mid March. Bob and Susan Dockery are looking forward to a cruise in *Zoom* to the Exumas in May. They are looking for another boat to go along!

If your cruising plans include St Lucia, Frank Capers would be delighted

to get together with CCA members. He would also like to extend an invitation for members to visit the *St. Lucia Yacht Club* which is on Reduit Beach in Rodney Bay. He is the only Capers in the phone book!

Paul Ives and Bill Gregg are busy planning the Station's Spring Cruise on the Florida west coast. Racing is planned, anchoring off undeveloped State Park barrier islands, along with a sprinkling of organized parties and time for impromptu games. Come and join in from April 20th -26th.

The Florida Station is looking forward to welcoming members to St Petersburg for the National Spring Meeting, April 17th - 19th.

- Barbara Watson

Great Lakes

This past year, not unusual, Great Lakes CCA sailors were scattered around the world. This report will tell you about some of their whereabouts and ventures.

Member Gaynelle Templin and spouse, Roger Swanson, ever persistent, planned another effort to complete the Northwest Passage, East to West, the year before having reached within 100 miles of clear water before the ice closed them in and a Canadian icebreaker opened a passage enabling *Cloud Nine* to return to the East and ultimately a winter haven on the hard in Trinidad.

This past summer, despite medical emergencies, Roger and Gaynelle returned to Trinidad, sailed north to Greenland's west coast and proceeded from there to complete successfully their East to West voyage of the Northwest Passage. Ice free areas enabled the passage without incident, reported ultimately in a front page column in the Wall Street Journal.

Meantime, Great Lakes Post members Jim and Jean Foley, having the summer before sailed to Antarctica from New Zealand, traveled north to Greenland via the East shore of South America, hence to Ireland where their brand new *Onora* was resting in Crosshaven for the winter. Down in Trinidad on the hard, close to *Cloud Nine* was *Indigo* owned by GLS member Gus Hancock, authentic liveaboards since they had sold their home and business in Chicago a few years earlier. Gus and his wife Carol completed an eastbound transatlantic and joined the Fall CCA Cruise in Turkey where other GLS members, Bob Medland, Andy Jones from Toronto, plus the Knights and the Hancocks from Chicago.

GLS member Skip Novak continued to escort charter groups from Ushuaia, Argentina, aboard his *Australia II*. Skip is the only GLS member or perhaps anywhere, who climbs mountains and glaciers after crossing the Drake Channel to Antarctica. We are told he has had a full house for his memorable charters but warns that in 2008, new restrictions by the Chilean government may make it



Bill & Irene Munroe, RC Skip Barlow

Barbara Watson

north up the east coast of Sweden. Jim and Sue Chambers have been asked to sail Tanner's Swan 48 from Stockholm, SW. to Walstead, Denmark in mid July. Otherwise *Sea Shanty* will be cruising Maine and enjoying visitors to South Bristol by land and Sea.

Pam and Andy Wall report that *Kandarik* is in Lagos, Portugal, on the hard and going to the Spa for a bottom peel, 30 years of bottom paint to be shaved off! And then they can launch her and she will be a new refreshed, and hopefully faster, lady!

Scott and Gill Piper will rejoin *Pipe Dream IX* in Thailand in early March. Their voyage will take them on to Singapore, Borneo, the Philippines, China, Korea, and Japan by April. Scott expects

impossible to land at many of the Chilean islands found along the Beagle Channel and southward to Cape Horn.

- Bob Knight

Gulf of Maine Post

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

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

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

- Garry Schneider

New York

On November 7th in New York at the Trattoria Alba, 56 members and wives enjoyed cocktails, tall tales and good food as the annual meeting of the New York Station took place in a warm and cozy upstairs private room. The rain of a fall evening did not dampen any spirits. Two sailors were saluted for their fifty



Larry Glenn, Jim Binch

years of membership: Dave Sinclair and Bob Erskine. Well done, and many more years of sailing to you both!! To complete the evening Warren Brown gave us a fact-filled and beautifully produced movie and talk about his Norwegian cruise with his family on *WAR BABY*. To all those going on this summer's trip, bring plenty of film, you won't run out of islands, wildlife or harbors to shoot.



Port and Kathy Draper, Anne Glenn

On the 15th of February, 68 of ourselves really enjoyed drinks and some very fancy steaks or swordfish at Giovanni's in Darien. Great turnout, probably because of the steak, or perhaps it was the movie of Eric Forsyth's Long Island cruise which took one year and 20,000 miles, also stops in, no kidding, the Canaries, Cape Verde, Brazil, Uruguay, Argentina, the Falklands, Antarc-



Scott Kuhner, Bruce and Margo Kirby

tica, Chile, Panama, the Bahamas, and Bermuda. Breathless. A final note on upcoming events; March and April dinners are planned and an Eastern Long Island Sound cruise with the Essex and Boston stations is in the works for this fall. The days are shorter but the warm waters in Gardner's Bay should bring out a big fleet.

- Steve Frank

Pacific Northwest

The PNW Station sponsors monthly luncheons, two local cruises, and an annual dinner each year. This year, the Spring cruise visited areas of the South Sound in May, including Olympia and Tacoma. Highlights included our usual rum barrel and song fest in Dockton, Maury Island and a visit to the Tacoma Glass Museum. More than 20 boats participated.

The Fall "Fresh Water Cruise in Desolation Sound" really was held in salt water, but the inland freshwater lakes were the object of many participants for swimming, or just hanging out in the September sun. Over 30 boats joined the cruise which began in Gorge Harbor and culminated with a lovely dinner at the Mink Island home Doug and Ti and Dick and Gretchen Scheumann. Both cruises were ably planned by Fleet Captain and



Brian O'Neill, Mink Island



Fog at Roscoe Bay

Tad Lhamon

spouse Dave and Sharon Heaps.

At our November dinner meeting Roger and Gaynelle Swanson shared their story of a successful transit of the Northwest Passage aboard *Cloud 9* the previous summer, this after two prior failed attempts.

As usual PNW Station members provided good material for our monthly meetings. Tony Gooch told about his recent cruising in Newfoundland and Labrador. Baird Tewksbury shared pictures of his cruise from Panama to the Galapagos. Chris Otorowski gave an overview of his visit to the America's Cup in Valencia. Doug Cole showed photos of his cruise in Chile aboard *Starfire*, and Rod & Jill Hearne gave us an overview about their several years of cruising in Central America.

And many of our members are too busy to even show up at our meetings and local cruises:

Glenn Wakefield departed Victoria September 23 aboard *Kim Chow* for a solo non-stop east to west circumnavigation. As of December 31st he had covered 12,000 miles and was about to enter the Indian Ocean.


Just after New Year's, Kaspar & Trish Schibli aboard *Starfire* paid a visit to Cape Horn. From the Horn they cruised around Staten Island, the Falklands and Argentina before wintering over in Buenos Aires.

Gil & Judy Middleton spent five months cruising Alaska aboard *Far Out*, including two months in Prince William Sound. Tony & Coryn Gooch spent the summer cruising the coast of Labrador, not making as much northerly progress

as hoped due to ice. Tony and a friend then sailed *Taonui* over to England. Cam & Marilyn Hinman spent the season sailing *Makali'i* around Hawaii. Larry & Maxine Bailey, occasionally in company with Mike & Linda Duffy, cruised in Alaska. Rod & Jill Hearne cruised the Western Caribbean from Panama to Guatemala. In the fall Don & Meredith

Roose cruised down the coast to San Diego and on to La Paz aboard *Patricia*. Mike & Lee Brown cruise the Bahamas aboard *Wings*. Baird Tewksbury transited the Panama Canal and sailed on the Galapagos aboard the chartered sailboat *Mustang*, did the Bluenose CCA cruise and then cruised in Croatia, Greece and Turkey aboard *Star Flyer*. Mike & Penny O'Byrne cruised around Norway via ship.

On a sad note we report the passing of Bruce (Bropo) Katter, the PNW station's most senior member. He completed a circumnavigation in 1966 becoming the third CCA member to receive the Circumnavigator Award. He was often the lead guitar at our songfests and performed with us for the last time on this year's spring cruise.

- Tad Lhamon 

San Francisco

The highlight of the San Francisco Station's annual meeting in December was Roger Swanson's slide show presentation of his record-setting sail through the icy Northwest Passage on his Bowman '57 ketch *Cloud Nine*. Both Roger and his wife and first mate, Gaynelle Templin, provided the narration. After 73 days and 6,640 miles *Cloud Nine* arrived in Kodiak, Alaska. Roger is the first member of CCA to have captained his yacht through the Northwest Passage. The crew aboard *Cloud Nine* included SAF members Doug Finley and Chris Parkman. All were honored by having their names inscribed on the San Francisco Station's "Cruiser of the Year"

trophy which was presented by retiring Rear Commodore, Bob Van Blaricom.

Cruising plans for this year include Roger Swanson's exploration of Alaska from Kodiak east and south, then to western Canada and down to the lower 48. Roger hopes this season will be a little less challenging than last year. He expects to be joined by various family



Betsy Fullagar

Peter Darbee speaking at Feb 6, 2008 Conference on Global Warming

members, including grandchildren, from time to time.

Another honor will come Roger's way on March 6 when he will be the guest of the Royal Cruising Club in England and receive its Tilman Medal. This medal is awarded from time to time in the memory of Bill Tilman, a distinguished mountaineer and cruising man whose voyages aboard old Bristol Channel pilot cutters are legendary.

Stan Honey who spent five months in Portsmouth, UK working as technical director of Team Origin, the British America's Cup team, is now back home. Due to the lawsuit between the Oracle and Alinghi teams, Stan's plans are on hold, although he still is on retainer for Team Origin.

One member of our station whose racing plans are firm is Skip Allen who this summer will be racing his 27' sloop *Wildflower* in the Single Handed Transpac from San Francisco to Hanalei Bay, Kauai. This race will be thirty years after Skip did the first one in 1978. Skip will be racing under the CCA burgee and plans to return on his own bottom via the North Pacific Gyre (Pacific High) doing research and documentation of what is now being called the "Great Pacific Garbage Patch."



Betsy Fullagar

Crew members Doug Finley, Chris Parkman, Skipper Roger Swanson and RC Bob Van Blaricom

Also racing to Hawaii on the Pacific Cup will be Todd Hedin who will have a crew of three on his Antrim 27 *E.T.*

Jerry Eaton, after his 17 day 10 hour, Transatlantic crossing in late November has cruised the Caribbean with his wife Karen and friends and left *Blue Heron* in Trinidad in February. He plans to return in November for some more Caribbean sailing and then maybe head up to the East Coast where he spent summers as a young man. Another Caribbean sailor is Bob Bernheim who cruised his 64' power boat, *Soft Touch* from Ft. Lauderdale to the BVIs in early December. Bob reports that after an absence of 12 years he noticed few major changes except that Road Town has grown with visits of two or three cruise ships each day and megayachts from Europe have arrived with as many as twenty or more at anchor, some with all the toys including aircraft. Bob plans further Caribbean cruising this winter and ending up with the CCA Cruise in Antigua in March. Peter and Melinda Darbee also plan to attend the CCA Antigua Cruise on their Oyster 56, *Mystic Pearl* and Steve and Marilyn Hunt will be aboard as guests. Across the pond, Bill Foss wintered *Détente* in Majorca and plans cruising the Med this summer, probably to Turkey.

Back on the West Coast, Bob Van Blaricom plans to take *Misty* to Prince William Sound in Alaska, starting in late April to avoid the strong NW winds that build up later in the summer. After cruising in British Columbia for about a month

he will carry on the final 1000 miles and further cruising before laying up *Misty* for the winter in Valdez, Alaska. Also thinking of heading north this year is Doug Finley on *Tuck-A-Roo*. Wyman Harris' Safari has spent the winter in B.C. and Wyman and Gay Harris plan to spend five weeks exploring the fjords and inlets on the wild, west coast of Vancouver Island and then a leisurely month visiting the Broughton Island group. Dave Fullagar also has his yacht in B.C. and plans to head north in June with the intention of spending most of the summer between Smith Sound and Princess Royal Island. If the weather is better this year than last, he may go to the Queen Charlotte Islands.

Under our new Rear Commodore, Steve Hunt, the San Francisco Station has an exciting schedule planned. Our first event, the New Years Rendezvous, took place in clear but chilly weather. Bob and Marlene Allen's Sea Chantey was the host boat in the anchorage at Yerba Buena Cove. Joining in the event were *Dolores E.*, *Misty* and *Tuck-A-Roo*. It was not reported if anyone stayed up to welcome in the New Year. Our January meeting was highlighted by a talk by Peter Pyle from the Pt. Reyes Bird Observatory on pelagic birds and other marine life. February's meeting had member Peter Darbee speak to us on the subject "Global Warming: The Time is Now." As Chairman and CEO of a major corporation, Peter has lead the way in the business world to take positive steps to reduce carbon emissions. Our March meeting will be a traditional crab feed at the Pt. San Pablo Yacht Club. May will find us at the San Francisco Bay Model visitor center and in June we will meet at the historic Spaulding Wooden Boat Center. Our first station cruise will be in mid-May to Half Moon Bay and in late June our early summer cruise will take

us to Montezuma Slough.

John E. Sanford 

Southern California

For a long time our Fall Cruise has alternated, one year Santa Barbara and the Channel Islands about 300nm round trip and the following year to Ensenada, Baja California, Mexico about 250 nm. October to mid November is a calm period bright and warm in Southern California. Probably not much sailing wind but advantageous for motoring west to the Channel Islands which lay off Santa Barbara and the Northwest beat returning from Mexico. For the usual reasons, weather not being one, boating activities slow way down after Labor Day so our cruises allow the flotilla to anchor about anyplace the Cruise Chairman chooses.

We have our Fall Luncheon each year at San Diego Yacht Club and Thursday October 14th the meeting of 32 CCAers, who appreciated a lecture by Dr. Ray Ashley, Director of the Maritime Museum of San Diego about Juan Cabrillo the discoverer of California. SDYC was the starting point for our Mexico voyage. The "flotilla" consisted of *Allegra* with Cruise Chairman Dr. Jack Cahill & Bev, and Billy Graham, *Bel Ami* with Bill and Jeri Barsz, *Ocean Fox* with Don and Ann Gumpertz, *Seascope* with Tod and Linda White and RC Andrew and Corky Dossett.

Friday we had a three hour head start on the 100 boat fleet of the San Diego/Ensenada Race and by the time they caught us we were happily broad reaching along before a 25 knot southwesterly and 8 foot short sea. By 1600 Friday we were all secured in Marina Hotel Corral, 3 miles north of Ensenada town. This marina complex was particularly constructed to attract newly purchased Californian owned yachts who were escaping the 8% CA sales tax which required the transferred vessel to be out of state 90 days. The loophole was recently tightened to 365 days and the marina is now less than half full and in sad disrepair. Quite a contrast to the exquisite adjoining Corral Hotel.

Saturday we boarded a bus for a winery tour of the nearby Valle de Guadalupe which is a prominent vineyard area of

Mexico. The tasting rooms pour liberal amounts and we all, accustomed to the less than thimble tastes in Napa Valley wineries, took advantage of the hospitality, perhaps unwisely as one might expect sailors to do just ashore from an arduous voyage. Cahill's arrangement to visit 4 wineries ended after only two and no one complained.

After a siesta we taxied to town for dinner at La Tucahuarcha, a restaurant recommended by a medical colleague of Jack's who we later learned was a part owner. The maitre d' tossed aside the menu and announced that he had designed a feast especially for the 12 of us. It was a very interesting meal accompanied by much more wine which made the final accounting palatable.

Sunday was shopping day for the ladies. For those who may remember Ensenada, it has changed most agreeably. Now cruise

ships visit twice a week and the city fathers have gone all out to create a pleasant and accommodating destination for the passengers who have money to spend in the upscale shops, good restaurants and funky bars all which are enticing, clean and reasonably priced offering many variations of what tourists expect in "Old Mexico".

Monday was calm and bright and we all departed early to reach San Diego and clear US Customs before nightfall. One bottle of liquor or wine or beer is allowed per person returning from Mexico. Fortunately the Custom officers, who drive down to the dock from the airport, were only interested in where we were born and never stepped aboard.

The cruise arrangements by Leader Cahill were excellent, the sea conditions perfect- windy down, still back, and the various destinations ideal.

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

- Andy Dossett 

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, 2008 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

IN THE SPOTLIGHT by Dod Fraser

Hurricane Island Outward Bound

In 1964 Club member Peter Willauer founded the Hurricane Island Outward Bound School, Outward Bound's only sea school. In the forty-four years since it's founding, CCA members have assisted Willauer and his successors as trustees, instructors, and volunteers. Today, Club members are once again playing key roles as Outward Bound launches a new fleet of vessels for the school in what is a veritable rebirth of Outward Bound's sea program.

Icons of the Maine coast, Outward Bound's sprit-rigged, wooden pulling boats have been in service for forty years and have come to the end of their useful lives. Designed by Cyril Hamblin, based on lifeboats used by the U.S. Navy in the 1920's and 1930's, the pulling boats have an enviable record of safely transporting over 25,000 students on their Outward Bound courses.

In the summer of 2005, John Read, President of Outward Bound, asked Club member Dod Fraser to lead a committee to review the sea program from stem to stern. The pulling boats needed replacing. Before Read would authorize such a large

capital expenditure he wanted assurance the sea program was worthy of funding and if Outward Bound were to have a sea program, should the classroom be small coastal vessels off the coast of Maine?

Fraser turned to Club members Sheila McCurdy, Gary Jobson, Dooie Isdale and Dan Rugg as outside experts—experienced seamen yet new to Outward Bound's program. They were joined by a like number of long-time Outward Bound supporters that included Club member Rusty Kellogg.

The committee completed a comprehensive review of the existing program: the efficacy of the instruction; its place in the sailing world; a range of alternative vessel types and venues – from Navy 44's used offshore to dinghies used from a base camp – current Coast Guard and environmental regulations; and, above all, safety requirements.

The conclusion was Willauer had it right. The coast of Maine provides a uniquely suitable classroom with the challenges of cold water, fog, current, demanding piloting, and a delightfully frustrating mixture of wind and calm. All of these attributes are tempered by the ability to run to safety behind one of Maine's many islands in a blow.

The challenge then was to design a boat that could meet or exceed the safety margins Hamlin drew into the pulling boats while using modern materials, improving performance and meeting today's regulatory requirements. With assistance from Isdale, a dialogue with regulatory authorities ensued and led to

the conclusion that the boats should carry six students with one or two instructors. With an introduction from McCurdy, Rodger Martin of Newport came up with a



continued on page 18

Armada Hotel in the heart of the old city, only a stone's throw from Istanbul's most famous historic attractions, such as the

school in the world outside the US, where John and Tania hosted a reception at their house overlooking the Bosphorus.



Group Dinner at Ephesus

Blue Mosque, the Hagia Sophia, Topkapi Palace, and the Underground Cistern. The buildings are fabulous, the exhibits are stunning, and the historical context is staggering. To a person, the groups were overwhelmed by the sheer wealth of culture, beauty, history, religion, and visual sensuousness of the sites.

Both groups took private boat tours on the Bosphorus, sailing between two continents, and viewing many palaces and the ubiquitous shipping traffic along the way before disembarking at Robert College, the oldest American-sponsored

Subsequently, they were treated to a tour of sights of the old city including the

city walls built in the 5th century A.D. and breached only once by the Ottoman Turks in 1453. Further highlights: the Suleymaniye Mosque, the Rustem Pasha Mosque, and the Spice Bazaar, as well as sumptuous mid-day meals at wonderful restaurants. Some members of Group 1 visited some of the booming yacht building

businesses in Tuzla, just down the coast of the Marmara Sea, on the Asian side. The yards in Turkey are turning out very large (100' to 300') yachts in volume as well as the more traditional sizes. The sophistication of the yards runs the entire spectrum from the rudimentary to the ultra high tech, such as the Perini Navi yard that recently built the super

yacht "Maltese Falcon" with its famous modern three-mast clipper rig.

Others enjoyed Tania Chandler's introduction to the Grand Bazaar in the heart of the old city. It is an amazing collection of merchants of all things European and Asian. Packed with people and goods of all types, it is one of the great immersion experiences in this city of mixed cultures. More than a few souvenirs and even a few carpets were purchased for shipping to the States.

Subsequent tours were dedicated to the newer part of the city, with the Dolmabahce Palace as the main attraction. The Palace was built at the height of the Ottoman Empire on the Bosphorus in the 19th century in the European architectural style. It is an exquisite example of the cultural and economic transformation that the Empire went through at the time. The collection of antiques, carpets, and artwork, and the workmanship of the building itself are unequalled. After this, a visit to Istanbul Modern, Turkey's first modern art museum, provided a fascinating and instructive sampling of contemporary art in Turkey.



John Chandler, Commodore Rowland, Peter Chandler



Balloons over Cappadocia

The fifty intrepid Group 1 participants headed south and east to Cappadocia. The region is a historical crossroads where the Spice Road from Arabia and the Silk Road from the Far East cross, both terminating at Istanbul. Assyrians, Hittites, Byzantines and early Christians all established themselves in the region and built cities, towns, trading centers,



Library of Celsus at Ephesus

churches, and other landmarks here. One of the most fascinating geographic features is the soft volcanic soil, called tuff, into which the Christians carved entire underground communities to escape invaders. The group toured one such “underground city” and spent two nights in a remarkable “cave hotel” literally carved out of a mountainside. Each room was a cave with a door and facilities, albeit a very well appointed cave.

The next day, many rose before dawn to go on a fabulous hot air balloon excursion across the valley, guided by some of the most skilled pilots in the world. Tree top skimming and ravine explorations are all in a day’s work for these balloonists. They even pinpoint landed the balloons on their flat bed trucks at the end to save labor upon retrieval.

Thanks to Kazim’s mastery of logistics, Groups 1, 2 and 3 arrived en masse in Izmir for a bus ride down the coast to Kusadasi. After hotel check-in, the group was transported to Ephesus for a once-in-a-lifetime dinner at the ancient Library



Kapakli Gunkhole

of Celsus. The library was built in the 2nd century and was located in the seat of commerce, Ephesus, in the Eastern Mediterranean. Ephesus was a bustling seaport at the time but is now some 5 km from the sea due to silting. The city has a beautiful 25,000-seat amphitheater and lovely ruins along a stone avenue that

runs down to the library. A dinner with accompaniment by a string quartet from the local symphony under a full moon in the plaza at the base of the Library is something none will ever forget.

Travelling by bus from Kusadasi on Saturday, we arrived in Göcek in the early afternoon to find our boats, get provisioned, and set forth on a week exploring Turkey’s fabled Lycian Coast. In all, the fleet included 17 bareboats, 2 gülets, 2 member’s boats and one crewed charter.

The best time to cruise in Turkey is out of season, when the temperatures are moderate and the summer crowds are gone. Throughout the week, we saw few other boats and were free to enjoy the coast without fighting for anchorages, enjoying empty, quiet harbors if we chose, rambling through small villages, shopping in village markets and eating aboard, or enjoying the many small restaurants found along the way. World news was temporarily forgotten (except for the World Series, of course). The daily radio check provided a remarkably similar weather forecast each morning,

plus the latest scores as the Red Sox marched to their four-game sweep of the Colorado Rockies.

The week was designed to be as flexible as possible, as there is so much to offer along this coast that participants needed to be free to follow their own interests and curiosity. Thus, the only scheduled event was the Commodore’s



Taylor Willauer Crew at Karaloz

Cocktail Party in Kapı Cove, near Göcek on the second night. The majority of the fleet also gathered for an informal rendezvous at Üçagız Harbor, near Kekova, on Thursday, the night before returning the boats in Finike. It can fairly be said



Ruins at Ephesus

that almost every possible harbor along the cruise route was visited by one or another of the boats, that many hikes ashore were taken, ruins examined, local cuisine sampled, swims swum, and discoveries made around every corner.

We were blessed with superb weather all week long which, along with the still



Raft-up Party L-R John Chandler, Jeff Eberle, Tony Wills, Sam Gray, Peter Chandler, Anne Willauer, Hilary and Sam Vineyard

warm water, made it hard to believe that it was November at Latitude 40. On several days, there was great sailing with the wind always astern; on others, calm conditions allowed the best kind of gunkholing, with several boats finding their way into deserted harbors and deep cuts so narrow that a boat could not turn around. The coastline is wild, rocky, and stunningly beautiful, with the Taurus Mountains looming to the north and the blue shadows of Greek Islands to the south

Every boat spent at least a day or two exploring the beautiful Skopea Limanı (Göcek Bay), and most also visited Gemiler Island, with its many Byzantine ruins arrayed on its hillside. Mid-week provisioning was done at either Ka or Kalkan. Many of those who joined the Üçagız rendezvous also stopped at the village of Kale, to hike up to the ancient castle while bartering with local women for handicrafts. Each crew also came away with its own memories of discovering special places which were uniquely their own, of breathtaking sunsets over dramatic ruins, of the tinkle of goat-bells, of the warmth and hospitality of the Turkish people, and of the pleasure of sharing it all with friends.

Upon surrendering the boats in Finike, just south and west of Antalya, everyone travelled by bus to the 7th century Lycian trading city of Phaselis for another

delightful candlelight dinner among ancient ruins. With the ruins of the city nestled among mature pine groves, Phaselis was a wonderful venue for a wrap-up, providing a perfect setting for sharing experiences, being reminded of the extraordinary history of this coast, and wondering how the week could so quickly have come to an end.


This was a cruise which showed the CCA at its best, with good sailing, good company, a spirit of adventure and discovery, and the opportunity to explore a new part of the world. It is fair to say that each participant left with a feeling



Our Leader, Kazim Uzunoglu

that a journey had only just begun and the desire to return before long.

- John Chandler

Jeff and Molly Eberle 

Turkey Cruise photos courtesy of Barbara Watson, Sam Vineyard, Dan Hinckley, John Chandler and Peter Chandler


In the Spotlight *from page 15*

winning design. The new Hurricane Island 30 is a fiberglass, sharpie-rigged open boat in the form of a contemporary, modified gig or Whitehall-type. It is based on the New Haven Sharpie, a vessel that has been proven effective and seaworthy for over 100 years. More information on the design is available at Martin's web site: <http://www.rodgermartindesign.com/portfolio.php?item=30>.

Two proto-types were built in the winter of 2007 and put on course last summer. The boats met all expectations. Jobson took the occasion to schedule one course for Sailing World's all-star junior sailors. His film crews followed the course and produced a film on Outward Bound and the new boats: Go Beyond: The Outward Bound Wilderness Experience. A trailer of the film can be viewed on Jobson's web site: <http://www.jobsonsailing.com/>.

This winter four more boats are being built for use on course and to train staff next summer. The plan is to build the balance of a fleet of fifteen Hurricane Island 30's the following winter. Additional Club members have become involved in varying capacities as the program has progressed.

The membership can be proud of the involvement of Club members with Outward Bound. The new boats will not only ensure the continuation of a sea program for Outward Bound but are sparking a rethinking by the instructional staff of course design to improve the character building outcomes of the courses. More kids will benefit for many more years as a result of these efforts. Look for the new Hurricane Island 30's in Penobscot Bay this summer.

If any Club members are interested to learn more about the Hurricane Island 30's and Outward Bound's sea program, they should contact Dod Fraser. 

The Aratinga Experience

Dear GAM Editor:

If you are going to show these photos at the GAM, where I won't be and there-

Yacht Basin where she weathered Hurricane Isabel.

We brought her to Great Bridge this last fall to wait until our insurance policy allowed us to enter Florida waters on November 15th. When I went to move her down, there were gales forecast off Hatteras and as my wife Penny was not with me, my crew of two were entirely inexperienced so I thought – why not – I had the two lift bags aboard and why not use them to try to get under the 65' fixed bridges between Great Bridge and

our way across; where we would hang up on top of the bar as much as a foot and a half out of draft, we would let the bags out, lay her over and be off in less than a minute.

The bags weighed one metric ton each. When we sailed the 25 miles across Albemarle, she performed far better than I thought she would with the bags aloft. The bags stayed aloft from Great Bridge Virginia to Little River inlet on the North / South Carolina border. We kept them aloft until we crossed the bar at the mouth of the inlet and then lowered them. We stayed outside until the St. Marys River where my guests got off and Penny joined me. The two of us proceeded inside down to North Palm Beach. By then I had pretty well satisfied myself that if you planned and prepared carefully and if one's boat and rig were sound there is no reason a boat with an 80' rig and draft of 7'10" could not be taken down the entire Intracoastal Waterway. As such we went outside to avoid the final zoo of 19 bridges and all the weekend traffic from Palm Beach to Fort Lauderdale.

Penny and I had not traveled the Intracoastal Waterway for over 20 years. There have been huge changes but it is still a wonderful trip.

Best regards

David Parrot



fore will not have a chance to defend myself, so to speak, it is important to know a little of why we did it in the first place.

For the five years we have owned *Aratinga* we have sailed her East to Maine/Canada and back to Fort Lauderdale. All of the trips East were offshore, generally from Fort Lauderdale to Manchester Mass or Portland. The trips back were offshore from Sandy Hook to Fort

Lauderdale except on one occasion we left the boat in Great Bridge at Atlantic

Moorhead City. The first 65' bridge was



less than a mile south of Atlantic Yacht basin so it would not take too long to find out if it was going to work.

It did work and surprisingly well. No effort to get the bags out and none to get them back. By the end, we were going from upright, to 40 degrees, under a bridge and back upright in about two and a half minutes. The numerous groundings on the forever changing sand bars in the way of the many inlets were non events. On those bars where we did not have enough momentum to carry



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.

period of local sailing in several boats, the keel was laid for a simple, strong Charles Wittholz-designed cutter which was built on the bank of a tidal creek in Marin County and launched in 1990. The shakedown cruise which followed took them to Hawaii, through the islands then north to Bellingham WA. Next came a cruise to Alaska in 1992 including a single-handed passage from the Northwest to San Francisco.

The next year *Sea Bear* embarked on a two year cruise through the South Pacific following the trade wind route as far west as Australia and as far south as Tasmania including a detour to the Louisiade Archipelago in Papua New Guinea. At this point Peter decided to reverse course and sail to Maine via the challenging Cape



Sea Bear

Horn route. Lacking a reliable crew, Peter decided to make the voyage beyond New Zealand single-handed. All went reasonably well until 250 miles west of Cape Horn Peter saw the barometer dropping at the rate of 5 millibars per hour, a sure sign of a severe storm approaching. At the height of the blow the wind blew between "violent storm, force 11" and "hurricane, force 12" for over 20 hours during which *Sea Bear* was struck by a huge breaking sea causing some damage on deck but no harm to the steel hull. After rounding Cape Horn in moderate weather, he continued on to Maine via the Falklands and Bermuda.

The next demonstration of *Sea Bear's* strength came following a circular cruise around the Atlantic when she piled up on a reef in the West Indies and was hauled

off with insignificant damage to the hull on her way home to Maine. Following cruises north to Labrador and south to the Bahamas, Peter sailed for England and Portugal, then across the Atlantic again to Brazil where he set out on a long solo voyage to South Georgia Island. On the next leg toward Cape Town, he struck a "bergy bit" which damaged the bowsprit and almost caused the loss of the rig. Emergency repairs which earned Peter the Rod Stephens Trophy for Seamanship allowed him to finish the passage safely. By the time he reached Maine he had traversed a giant "figure eight" the length of the Atlantic. And the adventures continue.

Far Horizons Award

To a member for a particularly meritorious cruise or series of cruises exemplifying the objectives of the Club.

The Far Horizons award for 2007 was presented to Gillian West for her many years of involvement in the advancement of the sport of sailing and her successful 47,100 mile circumnavigation in her 34' sloop, *Khamsin*, a notable achievement for a woman of 74 years. It was a 14-year series of passages which took her to unusual places and was carried out with outstanding competence and seamanship.



Gillian West

Gillian was born in England then immigrated to Canada with her family. At age 34 she took up sailing by teaching herself to sail a dinghy and over 13 years advanced in dinghy racing to international level. She became the first

female director of the Canadian Yachting Association and wrote the manual "Basic Cruising Standards" used for training cruising instructors. Since her circumnavigation she is again instructing sailing and navigation.

Following two years of cruising between Vancouver, B.C. and Mexico with her husband, she decided to begin a circumnavigation in March 1993 on her own with pick-up crew, usually backpackers, one or two at a time. As Gillian says, "Being I was a sailing instructor, lack of experience wasn't a problem. They got sailing lessons and I got the use of their muscles-- a good deal all around."

Gillian started her Circumnavigation in Golfoito, Costa Rica, then followed the usual route across the South Pacific to New Zealand and on to Australia and Darwin via the Great Barrier Reef. After spending time in Indonesia and Thailand she sailed to the Mediterranean via India and the Red Sea. Following cruises of 7,200 miles in the French canals she sailed to Gibraltar and a crossing of the Atlantic to Miami via Cuba then a detailed cruise of the entire length of the U.S. East Coast. Finally she returned to Golfoito via Bermuda, the West Indies and Panama. A unique part of the circumnavigation was a highly unusual cruise up the Gambia River in West Africa prior to the Atlantic crossing. She completed her global odyssey in April 2004 and has since sailed back to Canada.

Rod Stephens Trophy

For an act of seamanship which significantly contributes to the safety of a yacht, or one or more individuals at sea.



Awarded to Mike Golding for his rescue of Alex Thomson in the Southern Ocean during the 2006 Veluxx Ocean



Mike Golding

Race when Thomson's boat, Hugo Boss, was threatening to sink. Golding turned his boat, *Ecover*, around and beat back in very rough conditions and managed to locate the boat in the dark. After sunrise he maneuvered close to the sinking vessel and put himself alongside Thomson's life raft. Two days later, for unknown reasons, *Ecover's* mast snapped creating another crisis which he, with Thomson's help overcame and sailed to Africa under jury rig.

Richard S. Nye Trophy

To a member who has brought distinction to the club by outstanding service, seamanship, performance in long-distance cruising or racing, statesmanship in international yachting or any combination of the above.

Awarded to Captain John B. Bonds (USN ret.) for his energetic, effective leadership and constant enthusiastic efforts in developing, organizing, and teaching Safety at Sea Seminars from coast to coast. For over 20 years, his seminars teaching modern methods

and gear to fresh and salt water sailors at yacht clubs and sailing organizations has brought real benefit to the sailing and cruising community

Charles H. Vilas Literary Prize

To a member who makes an outstanding contribution to the CC News in the form of an article or articles, photographs or chronicle.



John Rousmaniere

Awarded to John Rousmaniere for his outstanding contribution to the CC News entitled, *The Artist and the Athlete: The Stephens Signature*, in which the author and CCA members salute Olin and Rod Stephens, including contributions from CCA members Bob Erskine, Halsey Herreshoff, Ed Kane, Bruce Kirby, Susan Kline, Harvey Loomis, Sheila McCurdy, Bizzy Monte-Sano, Dan Nerney and Dianna Russell.

Commodore's Awards

Presented from time to time by the Commodore for special service to the Club.

To Dan & Mimi Dyer for their extraordinary work in initiating and producing the GAM, our semiannual news bulletin for the past four years, providing members with news of current events, station reports, new members, obituaries and much more, all wonderfully organized and colorfully displayed.



Dan Dyer

To Dorsey Beard for her outstanding work in updating and maintaining the CCA website as well as organizing the Newport – Bermuda Race website and her help in establishing Station websites.



Dorsey Beard

Special Achievement Award

To Roger Swanson and Gaynelle Templin for their successful transit of the Northwest Passage in their 57' ketch,



Ross Sherbrooke, Gaynelle Templin and Roger Swanson

1000 Islands Cruise continued

to Clayton, New York. Here the Antique Boat Museum will host the entire fleet for a private showing of these marvelous old boats and a shore side barbeque before turning in for the night. Thence, the fleet will once again disperse and work its way northwest, through many of the magnificent islands, to Kingston, Ontario. We will conclude the Cruise in Kingston, Ontario on Saturday, September 19th. Tours for the ladies and others of numerous wonderful attractions in Kingston, including Old Fort Henry (War of 1814), Queens University and Canada's West Point, the Royal Military College, among others will be provided during the afternoon. We are also hoping to have a little on-water racing fun, if we can secure enough one design boats. Finally, our gala farewell dinner, in keeping with the traditions and values of our Club. We will allow final check-outs to occur on Sunday, prior to transfer back to Toronto International Airport, from which we expect most of you will depart. The nautical portion of the cruise will take you approximately 140 nautical miles, not too far, and not too short either!

We now have approximately 50 individuals who have let us know how many boats are needed (or will be brought), and how many persons each would like to bring. When added up, we are approaching 140 already. We know some will not be able to join, and others may sign up later, but if any of you are interested and have not yet communicated with either Bob Medland or I, please do so immediately. If you'd like a teaser as to the beauty of this area, please visit the following web site and click on the video: http://www.marinasontario.com/destination_guide_story_1.asp?reg=1.

Happy Spring to you all
Your 1000 Islands Cruise team

Jim Binch – Cruise Chair

JBinch@aol.com

Bob Medland – Co-Chair

Medland@sympatico.ca

Dave Matheson – Co-Chair

David.Matheson@mcmbm.com

Awards continued

Cloud Nine. After unsuccessful attempts in 1994 and 2005 which were blocked by ice, their persistence was rewarded in 2007 and they became the first American yacht to complete the passage in an east to west direction in one season at the end of a 73 day, 6,600 mile voyage.

John Parkinson Memorial Trophy for Transoceanic Passage:

Samuel S. Rogers Jr.

(1st & 2nd).....Medley

Gustavus G. Hancock.....Indigo

Robert J. MorrisApogee

Kirk Hall (2nd & 3rd)Serenade

Walter R. Paul (2nd).....Nefertari

Milton S. Baker.....Blue Water

William S. FossDetante

W. Scott Piper III

(13th)Pipe Dream IX

Circumnavigation Award:

Kirk & Gisela Hall, June 2007, E to W via Panama, South Pacific Islands, New Zealand, Australia, Malaysia,

Thailand, Seychelles, Madagascar, South Africa, Brazil, aboard *Serenade*.

Evans Starzinger & Beth Leonard, October 2007, W to E via all Southern Capes, Arctic Circle in Atlantic, 55 degrees north in Pacific aboard *Hawk*.

Royal Cruising Club Trophy

To a member and skipper who has undertaken the most interesting cruise of singular merit and moderate duration.

Awarded to Thomas Wadlow for his challenging round trip from Tronso, Norway to the Svalbard Archipelago (often referred to as Spitzbergen). His well written descriptions in his article entitled "Joyant in Svalbard: Savoring the Risk/Reward Ratio", of the geography, scenery and wildlife as well as the risks of high latitude cruising make for a captivating story.

15 Thrashes to the Onion Patch:

Karl von Schwarz

James G. Binch

William Jenkins



Awards Banquet at NYYC



Gillian West and Ross Sherbrooke



Bob Van Blaricom and John Rousmaniere



Blue Water Medal for Peter Passano



Commodore's Award to Dan and Mimi Dyer

Awards Banquet at NYYC

Photos by Jack Towle
and Chris Otorowski



*Vice Commodore Sheila McCurdy and
Awards Chairman Robert Van Blaricom*



*Bob Van Blaricom, Peter Passano and
Ross Sherbrooke*



Audrey Ward, Joe Hoopes, Walt Paul



*Tad Lhamon, Susie Rowland and
Steve Rowland*



Sue Morgan and Diana Russell



*John Rousmaniere,
John and Bebe Fisher*



Bob Darbee and Leslie York



*John Rousmaniere and Ross
Sherbrooke*



*George
Coumantaros*



John Towle and Ross Sherbrooke



*Bob Van Blaricom, Ross Sherbrooke,
Dan Dyer and Mindy Drew*



*Susi Homer, John Stevenson and
Nancy McKelvy*



Welcome New Members



By Evans Wohlforth and Bill Wohlforth

ALEXANDER McLEOD AGNEW

Portland, Maine
Station: Boston
Spouse: Lisa
Yachts: Swan 40 *Chase*;
Sea Sprite 23 *Phalarope*
Proposer: Ed Tarlov

Alex Agnew is a quintessential Maine sailor for whom offshore voyaging is not only passion but also a vocation. He is the publisher of Navigator Publications, which includes the magazines Professional Mariner and Ocean Navigator, of which he is cofounder. As readers of the latter publication will know, Alex is responsible for helping many amateurs to make adventurous use of the sea equipped with the skills and knowledge of a professional. His offshore experience is extensive, including six Marion-Bermuda races, two Newport-Bermuda races, a transatlantic passage and extensive Pacific voyaging. He's seen more than his share of high seas adventure, including capsizing, dismasting, and sailing home under a jury rig. Closer to home few can match Alex's extensive knowledge of Maine's coast along which he continues to cruise in *Chase* (co-owned with CCA member Peter Stoops) as well as *Phalarope*. He's active as a volunteer, serving on the board of the American Sail Training Association and on the Youth Sailing Committee at Peak's Island. Cheers to Ed Tarlov for taking the initiative in proposing him.



GEORGE CADWALADER

Woods Hole, Massachusetts
Station: Boston
Spouse: Yara

Yacht: 41' Gauntlett Class Cutter
Westflight
Proposer: Robert J. Morris

George Cadwalader has so many accomplishments so relevant to his membership in the Cruising Club that one hesitates to single out any one. He sailed a Cal 20 from Newport to Ireland in 1969 in part to persuade the Marine Corps that that wounds suffered in Vietnam were no reason to keep him from active duty; he completely restored two classic wooden boats including *Westflight*, in which he's done a transatlantic and some half dozen romps to Bermuda and back; he worked at the Woods Hole Oceanographic Institute completing many extensive research voyages; he founded and directed the Penikese Island School for troubled boys (he needed his 100 ton masters license in order to run the school's ferry); he's a writer (Castaways--the Penikese Island Experiment is a powerful account of his experience with the school) and a lobsterman, pulling pots in the waters of Buzzards Bay in all conditions. And that is just the barest rendering of a truly extraordinary career. Thanks to Bob Morris's inspired proposal, the Club has gained a valuable and distinctive new member.

Military Service: United States Marine Corps

PETER J. CASSIDY

Rochester, Massachusetts
Station: Boston
Spouse: Kate
Yacht: New York 32 *Siren*
Proposer: Mitchell C. Gibbons-Neff

Three facts concerning *Siren* tell you a lot about Peter Cassidy: she's perfectly maintained, she wins a lot of races, and she was completely restored by her owner/skipper. A lifelong sailor, Peter celebrated graduation from college in 1992 by recruiting two schoolmates for a three-year circumnavigation in his Vanguard 32 *Vagabond*. The adventure went off without a hitch (as long as being dismasted off the Cape of Good Hope in a gale does not rise to the level of a 'hitch,' which, for Peter, we gather it does not). Peter is an experienced

Bermuda Race man, with five runnings under his belt, including one as owner/skipper. Nowadays, Peter restores classic wooden boats professionally, working currently on the famed *Dorada*, and cruises extensively aboard *Siren*, often accompanied by Kate and their son Owen. It is a pleasure to welcome this talented and resourceful mariner into the Club's ranks.



MICHAEL M. CONE

Philadelphia, Pennsylvania
Station: Chesapeake
Spouse: Connie
Yacht: Hinckley Bermuda 40 *Actaea*
Proposer: Philip P. W. Parish

If he hailed from the well-known island off the mid-Atlantic U.S. coast rather than city of brotherly love, Mike Cone would be a thoroughgoing Bermuda man. He's the owner of a perfectly restored Bermuda 40 and past president of the Bermuda 40 Association with nine Marion- or Newport-Bermuda races under his belt. *Actaea* is, by all accounts, a splendid example of what seamanlike care and maintenance can do for a classic yacht, and, as many members of the Chesapeake station already know, Mike and Connie can get her to do her best in both inshore and offshore races. In addition to the Bermuda races, Mike has skippered *Actaea* in numerous Newport-Halifax and Annapolis-Newport races. He and Connie have cruised North Atlantic waters widely, including to Nova Scotia and Newfoundland. Shipmates report good fellowship and superb seamanship, while fellow members

New Members *continued*

of the PYC and the B-40 association attest to Mike's dedication and organizational skills. He will be an asset to the club.

Memberships: Philadelphia Yacht Club



RICHARD W. ENERSEN

Sausalito, California
Station: San Francisco
Yacht: Cal 2-46 *Brass Ring*
Proposer: Charles W. Guildner

Few have remained at the center of offshore sailing for as long as or pursued it with the passion of Dick Enersen. In 1964, he was on board the Americas Cup defender *Constellation*. He has been the helmsman on *Tenacious* and *Merlin* and many other well-known racing yachts. He has created a record with a long and distinguished career as a filmmaker and writer of sailing, including several films on the Americas Cup. He has done all the classic ocean races on either coast of the United States. He has more SORCS, Swiftsures and Bermuda Races than most sailors will ever see. He is a trusted and highly skilled shipmate with a wealth of experience quietly deployed. Dick resides north of San Francisco, but he keeps *Brass Ring* in the Pacific Northwest, spending his summers cruising those challenging and beautiful waters. When he is ashore, Dick is active at the St. Francis Yacht Club, on the Race and other Committees. In fact, a great many of our members have no need of this introduction because they already know Dick Enersen and value his friendship. We are glad and thank Charlie Guildner that Dick will finally hoist the burgee of this organization.

Armed Services: Marine Corp. Reserve, 1965-71.



HAROLD C. FARLEY, JR.

Sequim, Washington
Station: Pacific Northwest
Spouse: Ellen
Yacht: 38' American Tug *Good Vibrations*
Proposer: Michael O'Byrne

Though his Navy career involved flying jets, Hal Farley has always managed to get in plenty of sea miles. Before making the switch to power in 2003, and after many years sailing a Catalina 27 in Southern California waters, Hal and Ellen completed a near circumnavigation in their Mason 43 *Airborne* between 1994 and 2002. This extended voyage took them from the Puget sound to the Sea of Cortez, thence across the Pacific to New Zealand, Australia and Fiji and then across the Indian Ocean to South Africa and finally over the Atlantic to Trinidad and up to Annapolis. Having lived so long and comfortably aboard *Airborne*, they've continued the liveaboard lifestyle with *Good Vibrations*. And the cruising has continued, too, with voyages to Alaska and around Vancouver Island. Hal and Ellen are already well known to PNC members as great sailors afloat and cheerful company ashore. It will be a pleasure to see *Good Vibrations* steaming under the CCA burgee.

Military Service: United States Navy



SCOTT FULLER

Seattle, Washington
Station: Pacific Northwest
Yacht: Able Apogee 50 *Scoots*
Proposer: Marion D. (Skip) Sims, III

Skip Sims had his work cut out for him in proposing Scott Fuller. Scott is a hard man to catch, and not just because *Scoots* is fast. Based in Seattle, Scott divides his time between Sun Valley Idaho and Hawaii, where *Scoots* lies – when she's not off cruising the South Pacific. Scott grew up sailing in Maine and, after a career that took him away from the water, he got back into the voyaging life with the intensity of one born to it. After trying out a number of vessels, he knew he'd found The One when he happened to witness Skip sailing *Scoots* into Seattle. After purchasing her and completing various refits and refinements, Scott sailed her from Seattle to Hawaii in 2006. In 2007 he sailed her double-handed from Oahu to Rangiroa, French Polynesia. Now firmly in the grip of the tropical voyaging bug, Scott cruised the Tuamotu and Society Islands with his two daughters and then double-handed the yacht back to Hawaii in September. A circumnavigation is expected to commence this spring. The CCA is indebted to Skip for helping to bring this accomplished mariner into the club's ranks.

Membership: Seattle Yacht 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.



DAVID A. GRANT

Newport, California
Station: Southern California
Yacht: Brewer 32' cutter
Proposer: Brad Avery

Dave Grant brings a lifetime of voyaging experience to the club, as well as many decades as a leader in the organizational side of the sport. He served not only as Dean of Students and President of Orange Coast College but also as head of that institution's sailing program. In that capacity, he mentored some of the west coast's top sailors and enjoyed many opportunities to get offshore, often aboard the college's noted sloop *Alaska Eagle*. Space limits forbid mentioning most of his offshore exploits, but many west coast sailors will recall that he skippered an engineless Cal 28 across the Pacific in the early 70s. He was a champion sailor in high school, sailed the first of his many Transpacs at the age of 19, and the first of several Sydney-Hobart races ten years later. He continues cruising these days aboard his Brewer 32' cutter, and has remained extremely active in sailing and related organizations. He's a past president of the Newport Harbor Nautical Museum, and continues to devote considerable time to its activities. As many members of the Southern California station already know, he is a spellbinding storyteller and educator, and just plain fun to be around. Kudos to Brad Avery for an inspired proposal.



JAMES K. HAMMITT

Wayland, Massachusetts
Station: Boston
Spouse: Susie Klein
Yacht: Sigma 41 *Reveille*
Proposer: Tom Linskey

In Jim Hammitt the Club acquires a consummate mariner with wide experience in offshore racing as well as cruising both coasts of the United States. He cut his teeth racing Olympic class small boats – the 470 Dinghy and the Tornado Catamaran – in his native California. From there it was on to captain Harvard's sailing team and compete in U.S. and World J-24 Championships and other venues. From 1971 to 2001, Jim competed in over 50 offshore events, including the Transpac, Tahiti Race, SORC, Bermuda Race, and races from Southern California to Mexico, all on a wide variety of boats – from Swans to Peterson 45's to ULDBs and maxis (including the Frers 80 *Ondine*). In 2001 the Hammitts moved from San Francisco to Massachusetts, where Jim soon bought *Reveille*. In 2004 Jim skippered *Reveille*, with Susie and their two sons as crew, in the Bermuda Race; in 2005, the family took *Reveille* transatlantic to the Med, which they've cruised for the past three summers. As impressive as they are, Jim's sailing exploits alone don't fully explain why he remains sought after as an offshore navigator, tactician and watch captain. Competitors and shipmates alike describe a sailor's sailor—a man whose modesty belies a capacity to make passages swift, safe and enjoyable for everyone on board. It is a pleasure to welcome him to the CCA.



CHARLES G. HAWLEY

Santa Cruz, California
Station: San Francisco
Spouse: Susan
Proposer: Stan Honey

For most if not all members, Chuck Hawley needs no introduction. Perhaps best known as one of the nation's foremost authorities on marine safety, Chuck has done extensive research on crew overboard recovery, life raft design, anchor design and storm tactics, and has moderated Safety at Sea seminars prior to the Bermuda, Transpac and Pacific Cup Races. Needless to say, his expertise on seamanship and safety is the result not just of research but also plenty of hands-on practice. He began family sailing on the California Coast at age 7, and has compiled some 40,000 offshore miles over the years on vessels ranging from fully crewed maxi's, to a single-handed Moore 24 to the maxi catamaran *PlayStation*. Among his many notable voyages are two single-handed passages to Hawaii, the west-to-east transatlantic world record attempt on *PlayStation*, and a memorable Transpac in the maxi sled *Charlie*, the last 500 miles of which Chuck skippered without the benefit of a keel. His contributions to our sport are too many and varied to list here, but include service as Commodore of the Single-Handed Sailing Society and the Santa Cruz Yacht Club and as a board member of the Pacific Yacht Club and the US Sailing Safety at Sea Committee. In proposing Chuck for membership, Stan Honey has done our Club a signal service.

Memberships: Santa Cruz Yacht Club;
Pacific Yacht Club

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.



LEE HEDGE

Orcas, Washington
Station: Pacific Northwest
Spouse: Karen
Yacht: Baltic 42 *Fury*
Proposer: Chris Otorowski

Lee Hedge brings broad cruising and racing experience to the CCA. Having started out racing dinghies in junior high school, he moved up to the C&C 38 *Ma Jolie* in the 1970s before finding *Fury* in 1984. She turned out to be just the boat for him; in the years since he skippered her in 10 Swiftsure races and six South Straits races, as well as innumerable local events. He and Karen cruised with the family in Pacific Northwest waters, and have also ventured much farther afield as crew on others' boats, including voyages in the Caribbean, South Pacific and Mediterranean. In recent years, he's been getting a taste of the northeastern scene, joining Chris Otorowski for a NYYC New England cruise and the 2007 Marblehead-Halifax Race aboard *Aphrodite*. SYC members know Lee as a reliable and capable volunteer, and the many CCA members who have sailed with him attest to the high level of his seamanship and navigational skills, as well as his good cheer. A hearty welcome to the CCA!

Memberships: Seattle Yacht Club

TODD C. HEDIN

San Rafael, California
Station: San Francisco
Spouse: Elizabeth Baylis
Yacht: Antrim 27 *E.T.*
Proposer: Jim Antrim

A three-time class winner of the Pacific Cup, Todd Hedin knows how to get small

and light boats to go fast over long distances. His three successful races to Hawaii have all been triple-handed, with Liz (an internationally renowned racer and past Rolex Woman of the Year) and *E.T.*'s designer Jim Antrim as crew, and have featured averages of over 8 knots with top speeds of over 20. Competitors and crewmates alike are quick to note that Todd gets that kind of performance without sacrificing best safety practices, his gentlemanly demeanor or—and this is important—the quality of the fine food he sends up from the galley. As a former Coast Guardsman, Todd's navigational and shiphandling skills are kept honed to a fine edge. His racing experience extends to crewing on other runnings of the Pacific events, including Cabo San Lucas. And he's not been immune from the cruising bug, with recent voyages in New England and the Caribbean. He's known on the Bay not just as a keen local racer but as a good person to turn to when organizers and volunteers are needed. He and Liz make a companionable and supremely capable addition to the CCA community,

Membership Pacific Yacht Club

Military Service: U.S. Coast Guard,
1970-76



F. HARVEY HOWALT

Dalton, Georgia
Station: Boston
Spouse: Dee
Yacht: Jongert 140' Ketch *Islandia*
Proposer: Niels Helleberg

Harvey Howalt does it all. He's known for owning big, beautiful boats – before *Islandia* there was the 92' schooner *Deliverance*,

the Alden designed ketches *Malabar XIV* (76') and *Misoffolies* (86'), and others. Though these vessels are professionally crewed, Harvey commands in all respects, they don't make major passages without him, and he likes to sail with the wind nature gives him and the skills developed long before electronic gadgets made navigation seem easy. He's cruised and explored the North Sea, British Isles, the Mediterranean and Caribbean Seas and nearly every mile of the North American coastline. He also campaigns his J-105 (co-owned with Ed Sisk) in national competitions, has sailed the Bermuda 1-2 in a J-33, and routinely races in smaller boats in local venues. For cold weather winter sailing, Harvey recently had a 51' schooner built in Maine. Beyond his all-weather and all season racing and cruising habits, Harvey has also done our sport a signal service by making a point of introducing non-sailors to serious offshore voyaging. The list of current salt-water devotees who cut their teeth on one of Harvey's boats is long and distinguished. On top of all that, he's a guitar builder, ship modeler, and gifted raconteur. The CCA is fortunate to count him as a member.

Memberships: New York Yacht Club

Military Service: U.S. Army Air Corps
(1944)

FRED HUFFMAN

Los Angeles, California
Station: Southern California
Spouse: Diana
Yacht: Contessa 35 *La Diana*
Proposer: Jack Cahill

Jack Cahill's proposal brings a thoroughgoing seaman and an accomplished ocean racer into the Cruising Club. A professional rigger, Fred has sailed actively and successfully since boyhood, when he got his start sailing his father's home built sloop to Catalina Island. He's a veteran of nine Trans-Pacific races, over 40 Mexico races (Puerto Vallerte, Acapulco, Mazatlan) and deliveries, and two Pacific Cup Races. In the 2000 running of the Pacific Cup, he and son Brendan, sailing *La Diana*, won by a record-setting 200 miles. He's cruised in the South Pacific as well, most recently as watch captain on Alan Blunt's *Cheyenne* on a 24 day 3,700 jump from Los Angeles to the Gambier Islands (Tuamotos). He's

New Members continued

also taken time off from crossing the Pacific to cross the Atlantic as crew, and sail European North Atlantic waters with Kirk Elliot aboard *Alerion*. Shipmates who have sailed many tens of thousands of miles with Fred over the years testify eloquently to his nautical and technical competence at sea in a variety of boats and conditions, and to his hearty good fellowship both in home and foreign waters. They leave little doubt that he and his writer spouse Diana will enrich the life of our club and represent it ably in far-flung future voyages.

Memberships: Los Angeles Yacht Club



WILLIAM C. JORCH

Northport, New York
Station: New York
Spouse: Nancy
Yacht: Albin 43 Trawler *Frolic*
Proposer: William B. Purcell

With Bill Jorch, the CCA gets three sailors in one: an intense one-design racer; an equally devoted and accomplished offshore and America's Cup racer; and a dedicated cruising man. After years of racing Lightnings and other one designs, Bill got involved in America's Cup and offshore racing in the 1970s as navigator for Ted Turner on *Courageous* and *Tenacious*. Using expertise in then cutting edge electronic widgetry, he upgraded navigational systems on the 12-meter. Having shown his mettle in the 1977 Cup defense, he went on to race in numerous SORC's and other racing circuits. He continues his racing ways to this day in J-105s and other boats both in Florida and the Northeast. Bill and Nancy's cruising life started improbably but tellingly on a J-24 (nimble but crowded) that was upgraded to a 30 when the family grew. Nowadays the pair cruises widely on *Frolic*, including living

aboard for a year-long East Coast cruise in 2004-5. In addition to racing and cruising, Bill gives back to the sport, working as a volunteer coach for the Georgetown sailing team, serving on the New York Maritime College's Waterfront Advisory Committee, and working with many junior sailing programs on Long Island Sound. Even this necessarily short introduction leaves no doubt: Bill will be an asset to the Club.

Memberships: Centerport Yacht Club; Storm Trysail Club

ANDREW G. KENNEDY

Bayville, New York
Spouse: Linda
Station: New York
Yacht: CS 36
Proposer: Lawrence Glenn

Andy grew up on Long Island Sound racing at the Seawanhaka Corinthian Yacht Club and after 59 years of racing and cruising he now devotes significant time to Seawanhaka as head of the Race Committee and to the NYYC Race Committee. He has owned a CS 36 for the past 27 years and sailed her extensively in New England. Andy has owned a variety of small boats including a Shields, Soling and Etchells. His small boat experience has stood him in good stead for his many offshore passages including several Annapolis and Newport to Bermuda races, Marblehead Halifax races and going back and forth from New England to the Caribbean. Andy has had several great cruises in the Balearics and the Stockholm archipelago. As a US Sailing Senior Race Officer, Andy brings a wealth of experience and seamanship to the CCA.

Memberships: New York Yacht Club; Seawanhaka



ROY C. MEGARGEL

Middle River, Maryland
Spouse: Diane
Station: Chesapeake

Yacht: Cal 39 *Artemis*
Proposer: Frederick H. Hallett

As a boat owner for 52 years, Roy has seen a lot of green water over the bow, recently finishing a nine year cruise that included transiting to Scotland, Norway, Sweden, Germany, Corsica, Sardinia, Greece, Turkey, the Canaries and Venezuela. Roy's taste for bluewater adventure started in calmer waters in Lightnings, Buzzard's Bay 21s and then graduated onto larger vessels including a 48 foot wishbone ketch. Roy has served in the 3d Marine Division in Japan. Roy has not only served as skipper and crew (with his lovely wife Diane) on numerous passages but has also singlehanded from Wales to Germany, Brest to Gibraltar, and Nassau to Fort Lauderdale. Roy's father was member of CCA and NYYC and no doubt instilled many fine qualities in Roy, including his "Rope and Canvas" approach to customizing his Cal 39 for ocean crossings. Roy's radio skills brought a British cruising couple to safety after they lost their rudder off the Columbian coast and went onto the rocks. The CCA is lucky to have Roy aboard and thanks to Fred Hallett for bringing us this very fine sailor.

JAMES H. McLEAN

Station: Florida
Yacht: Nordhavn 35 *Searcher*
Proposer: Edwin G. Fischer, MD

Jim holds a 100 ton masters license and has an amazing list of passages aboard first his Krogen 43 and now his Nordhavn 35, both named *Searcher*. Jim has participated in numerous CCA events at the Florida Station and has no doubt told some of his tales including how Norry Hoyt encouraged him into the sailing life. His Fales 32 (also named *Searcher*) served him in good stead until he switched to power in recent years. His passages include the Cape Verde Islands to Trinidad, the Canaries to Mauritania, Cyprus to Rhodes, Greece to Malta, the Great Lakes and most of the Caribbean. Jim has been able to spend more time on the water than most of us and it is a pleasure to have him aboard thanks to Garry Fischer.

Memberships: New York Yacht Club



PETER NOONAN

Saratoga, California

Spouse: Peggy

Station: SAF

Yacht: Swan 56 *Defiance*

Proposer: Bill LeRoyl

Peter has been sailing for the past 35 years as a racer and for the past 25 as an active cruiser. His boats have included an Ericson 32, Ranger 37 a Swan 44 and now a Swan 56. Peter is always reluctant to turn the engine on, preferring instead to rely on his skills to harness the wind. He has cruised and raced extensively not only in his home environment of California and Mexico, but also in the Caribbean and New England for five years before sailing *Defiance* from Ft. Lauderdale to San Francisco. Peter and his lovely wife Peggy have been on several CCA Cruises and are a welcome addition to the CCA.

Memberships: St. Francis Yacht Club, New York Yacht Club and Sausalito Yacht Club



THOMAS J. O'KEEFE

San Clemente, California

Spouse: Kathy

Station: SOC

Yacht: MacGregor 65 foot cutter

Lean Machine

Proposer: Frank H. Trane

Growing up in the 40's, Tom learned to sail in a pram dinghy, immediately getting

into racing. He moved on to MORC racing with a Schock 22 cruising and racing to Catalina. Tom now occasionally takes breaks from surfing in California to go sailing on his MacGregor 65, *Lean Machine*. Tom's offshore sailing roots go back to 1959 as the principal helmsmen on a 50 foot cutter on the LA to Honolulu Race. After that, Tom has skippered many long distance races to Mexico, followed by cruising and then many days of beating back up the Baja and California coast. He has crewed on the likes of *Sea Drift*, *Sorcery*, *Taxi Dancer* and *Pyewacket*. Tom and his wife Kathy have sailed with the CCA at the New Zealand Cruise in 1999. Tom has chartered in the Med, Caribbean and New England and will be a great addition to the CCA.

Memberships: Newport Harbor Yacht Club

MARK D. PECKHAM

Edmonds, Washington

Spouse: Bev

Station: PNW

Yacht: Passport 40 *Elysium*

Proposer: Cameron Hinman

Mark has skippered his Passport 40, *Elysium*, tens of thousands of miles throughout the Pacific over the past 14 years. Hailing from the Seattle area, in 1994, Mark set out for Mexico and proceeded onto the Marquesas, returning to Seattle and then setting out again, this time for Hawaii and New Zealand. Mark and Bev continued onto Australia, New Caledonia and ultimately returned back to Seattle three years ago. They have participated in PNW cruising activities and will no doubt become contributing members to the PNW Station. Thank you to Cam Hinman for bringing Mark aboard.

Memberships: Seven Seas Cruising Association



BENJAMIN REGO

Paget, Bermuda

Spouse: Jenny

Station: Bermuda

Yacht: J105 *Not Mine*

Proposer: Colin Couper, M.D.

"Buddy" is described by his friends as a true ambassador to the sport of sailing. Buddy is a trustee of the Marion Bermuda Race and actively sails a J105 *Not Mine*, in Bermuda, competing regularly in races there. Buddy has crewed on a Swan 46, *Babe*, in several Bermuda races with CCA Member Colin Cooper. Prior to *Not Mine*, Buddy raced and cruised a Frers 41, *Tsunami*, winning his class in the 1993, just one of 10 races to Bermuda he has sailed in. In addition, Buddy has sailed in the China Sea, the Mediterranean, the Caribbean and New England. As said by one of Buddy's seconders, "sailing anywhere from Bermuda is a blue water experience." Along with his wife Jenny, Buddy will be a strong asset to the CCA.

Memberships: Royal Hamilton Amateur Dinghy Club

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 Fall issue is October 1.



JOHN A. RICHARDS, JR.

Mystic, Connecticut

Spouse: Wendy

Station: Essex

Yacht: Mason 54 *Windermere*

Proposer: Barnaby Blatch

John grew up in New England racing a variety of small boats including a Shields, Lasers and Lightnings. In the 80's and 90's he chartered in the Caribbean and crewed on various friends boats and for the past ten years has been sailing Masons. First a Mason 44 and now a meticulously maintained Mason 54 that has taken he and his wife Wendy to many places up and down the East Coast and into the Caribbean. A number of these passages between Stonington and the Caribbean have just been the two of them, with most trips having their share of challenges. While in Bequia, John noticed the problem of garbage in the streets and he organized the locals to secure 55 gallon drums, removing the tops, painting them thereby dramatically reducing the problem. This generous and can-do attitude will be greatly received at the CCA. Welcome aboard John!

Memberships: Seawanhaka Corinthian Yacht Club, Ocean Cruising Club, Stonington Yacht Harbor

**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.



DANIEL L. SCHWARTZ

Seattle, Washington

Spouse: Kathy

Station: PNW

Yacht: Grand Banks 32 *Northern Rose*

Proposer: Maurice Rattray, Jr.

There is not a lot that Dan Schwartz cannot do. As manager of Marine Operations Oceanography at the University of Washington, Commander of one of the largest NOAA research vessels afloat, pilot, owner of a Grand Banks 32, *Compass Rose*, and *Nyora*, a 27 foot sailboat (on which he lived aboard for 7 years), skipper and master on numerous transatlantics, Dan has managed to spend great amounts of time at sea teaching others. Dan has served as Fleet Captain Power at the Seattle Yacht Club and enjoys cruising the Northwest in his Grand Banks with his wife Kathy and together they will be great assets to the PNW Station. Welcome to the CCA, Dan.

Memberships: Seattle Yacht Club



RICHARD STEVENSON, JR.

Mamaroneck, New York

Spouse: Virginia

Station: New York

Yacht: Valiant 42 *Alchemy*

Proposer: Scott Kuhner

Dick and Ginger have weathered some serious storms aboard their various boats over the years including one year where they had to fight 4 named storms. While their children were young, they cruised extensively in New England aboard their Sabre 28. After their third child they moved up to a Northeast 38 and then to their current Valiant 42, *Alchemy*, which is currently in the Mediterranean. Over the past ten years *Alchemy* has sailed under Dick's hand throughout the Caribbean, to the Azores, Portugal, Sicily and other ports of call in the Med. While wintering in Lagos, Portugal, Dick impressed many other cruisers with *Alchemy's* ops/safety manual and he gladly provided copies to his fellow sailors. We welcome Dick to our ranks and thanks to Scott Kuhner for serving as his proposer.

Memberships: Sheldrake Yacht Club, Ocean Cruising Club, Seven Seas Cruising Association



E. GEOFFREY VERNEY

Hancock, New Hampshire

Spouse: Liz

Station: Boston

Proposer: Rex Herbert

Geoff began his sailing career in the waters off Nantucket. He had the privilege of going offshore with his CCA member father, Gil Verney and ultimately became Commodore of the Nantucket Yacht Club. Geoff has had a series of Swans including a 411, *Asia*, a 53, *Fox* and a 51, *Star*, all of which he raced to Bermuda on numerous occasions. True to his historical interests, all of Geoff's yachts were named after whaling ships calling Nantucket their home port. Geoff was the chief fundraiser and major power behind the Nantucket Historical Society (He serves as the director) and construction of a new whaling museum. Geoff and his wife Liz are proud of their

love of the sea being carried on by their son Spencer who is a collegiate sailor and sailing coach in Nantucket. Geoff will bring great distinction to the CCA.

Memberships: Nantucket Yacht Club, New York Yacht Club



NATHANIEL M. WARREN-WHITE

Spouse: Betsy

Station: Boston

Yacht: 43 foot cutter *Bahati*

Proposer: James Harvie

An ancestor of several of Portland, Maine's most successful sea captains, Nat spent his youth sailing around the Harra-seeket River in Maine, working as a dock boy and teaching sailing. Nat sailed his first transatlantic in 1971 aboard a 71 foot ketch, and went on to do summer cruising in the Med, coastal cruising between Maine and the Canadian Maritimes, and in the last few years, Nat and Betsy purchased and outfitted a 43 foot cutter for their plans for world cruising. At present, they are in the South Pacific aboard *Bahati*, having left Maine in 2006 and stopped at Bermuda, St. Maarten, Panama, Tahiti and the Marquesas. Nat's longtime dream of a circumnavigation is underway and hopefully you will get to meet them at some exotic port of call. Thanks to Jim Harvie for bringing him into the CCA.


JOHN R. WOODHULL

Spouse: Barbara

Station: Southern California
Yacht: Fleming 55 *Persephone*
Proposer: Seymour Beek

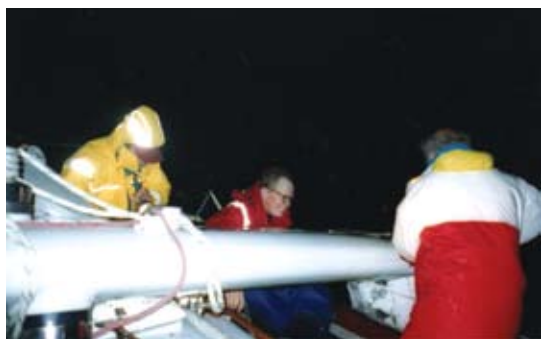
It was 58 years ago that Jack went on his first offshore race from Newport to Ensenada. Since then he has gone on to race virtually every major event in a series of boats named *Persephone*. Jack has raced the Kenwood Cup, Congressional Cup, MEXORC, Big Boat Series, Farr 40 Worlds, Key West and done many more Ensenada races and sailed down the west coast. He has owned a Cal 40, Reichle-Pugh 42, Farr 40 and now has graduated onto a motorcruiser, a Fleming 55, also named *Persephone*. John's 62 years of sailing will be welcomed by fellow CCA members.

Memberships: Newport Harbor Yacht Club, California Yacht Club and St. Francis Yacht Club

Military Service: United States Navy
1957-1959, commissioned officer. 

A Good Tool in the Event of Rig Failure *by Joseph C. Hoopes, Jr.*

In the fall of 2000, while heading for Bermuda from Kinsale, the mast on my 75 ft Ted Hood designed Little Harbor sloop, *Palawan*, came down about 200 miles northeast of Bermuda. There were six aboard. A low had passed the night



before and conditions were moderating (wind 12-15, seas coming down to a roughly six feet swell). We had a double reef in the main and jib in order to time our arrival after daybreak – both sails are roller-furling. We'll never know what failed, but at 4:00PM the rig came down to port, bending 90 degrees at the deck and a second 90 degrees about a foot off the hull. No one was hurt and there was only modest damage on deck.

The purpose of this article is to men-

tion the tool that was invaluable in helping us cut away the rig. It was a Makita high speed angle grinder with a diamond blade. We powered it using the vessel's 110 system with a long outdoor extension cord. The failure was up the rig, since the lower shrouds remained attached to the first spreader forming a large arch from the starboard side to port. Because of the huge pressure, it was impossible to drive out the clevis pins. The grinder went through the rod (dash 60) with absolutely no effort. It was virtually the only tool we needed to cut away the rig. It cut the aluminum mast where it had bent but not separated,

as well as everything else. While I know that the conditions were just right for its use and some of smaller boats these days may still not have AC power, most now do. If the weather had been heavier or there was rain or spray our use might have been limited for safety reasons. The only hitch was that we only had one blade and it failed at the end of the process, but it had done what it had to do.

The second lesson learned was the effectiveness of a rip saw in getting through the reefed portion of the main that was within the mast cavity. After the mast section had all been cut, the rig did not fall away because the furled Vectran sail was like a line securing the debris to the vessel. Our hacksaw was taking forever, but the rip saw we carry shredded it nicely, allowing us to get at the luff-rod at the core of the furl to cut it which was the last thing securing the mast, thus relieving us of our 85ft "keel". The rig finally fell away at about 7PM and we were able to proceed to Bermuda under power without incident.



The crew of the 75 foot Palawan cuts away the rigging west of the Azores on the way to Bermuda.

Deadline for Fall 2008 Issue is October 1

Calendar of Events

2008

**April 17-19 – Spring Meeting:
Florida Station, St. Petersburg**

June 20 – Bermuda Race Start

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

**November 11 – Annual
Meeting, New York**

2009

**January 13 – Annual Awards
Dinner, New York**

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

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

Monthly Station Luncheons

BER: Held quarterly; Royal
Bermuda YC

BOS: “Rats” 3rd Fri. Oct.-May

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

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

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

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

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

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

SOC: tba (see web page)

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

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

CRUISING RALLY from the U.S. to Port of Horta, Azores in early July, 2008

*During 2008 the Island of Faial will kick off
a series of events commemorating the 50th
anniversary of the eruption of the volcano
on the island, an event that had a significant
impact on immigration from the Azores
to the US. Several cruising yacht clubs,
including CCA, RCC, OCC (among others)
are being invited to participate. For more
information, contact Victor Pinheiro at vcp@luzoauto.com.*

*CLYDE CRUISING CLUB CENTENARY –
Last two weeks of July, 2010 – SAVE THE
DATES!*