

Bay of Quinte and 1000 Islands Cruise

Throughout August, intrepid voyageurs brought their craft up the Hudson River, through the Mohawk/Erie Canal system, and onward through Lake Oneida to Oswego, New York and thence into Lake

Ontario on September 9th, taking in the wonderful museums and shopping in this exceptionally clean, and architecturally modern city of more than 5 million. On our first evening, all were treated to a classic ferry ride aboard one of the RCYC's original launches from the 1800's, through the racing fleet in Toronto harbor, to the gorgeous RCYC Island Club House, for a welcoming reception and tour of the club's grounds and exceptional fleet of yachts, both large and small, old (nine eight

meter yachts!) and new (C-Class catamaran aiming for the Little America's Cup).

The next morning, all boarded a private car on Canada's Via-Rail for a leisurely train ride eastward to Belleville, to join all those who had journeyed to the cruising

Ontario to join a first-ever CCA cruise in eastern Lake Ontario and the 1000 Island region of the mighty St. Lawrence River. In all, some fifteen members traveled from as far away as St. Petersburg, FL (David and Lenore Mulock) and Marblehead, MA (Neal Finnegan and his mate David Frazier), plus others from the Chesapeake, Long Island Sound and Newport, R.I. They joined up with eight additional members fortunate enough to be able to charter in Lake Ontario and four RCYC/CCA members from Toronto who brought their own yachts to the opening venue in Belleville, Ontario, located on the Bay of Quinte, along with a marvelous 100' mother ship, *Trilogy*. In all, 100 members and their guests and a fleet of 24 yachts made this a cruise to remember!

The chartering members and those aboard the mother ship arrived by air in To-

ground on their own yachts. That evening, we were treated to a marvelous silent film made by Irving Johnson's 2nd mate on his

continued on page 18

2010—It's Rail Down!

By all accounts, the scheduled events for 2010 will be calling all armchair admirals to the sea. After the 2009 Annual Meeting at NYYC, many will be making their way to the slopes in Utah, the crystal clear waters of the Abacos, the Gulfstream and the Bermuda Race, and lastly, the Hebrides with the Clyde Cruising Club, not to mention the multiple cruises scheduled by our illustrious stations and posts.

There is no shortage of things to do with the CCA and its membership of accomplished sailors. As this GAM issue goes to press, the Ski Gam is nearly fully subscribed, the Abacos Cruise has a waiting list and registrations are doing well for the Hebrides Cruise. This is not to mention the over one dozen cruises held by our various stations around the country over this past year involving hundreds of yachts and a large percentage of our membership. It is hard to imagine a more energetic and hard working volunteer organization committed to our mutual enjoyment of the sea.

As we put away our boats this Fall after a great season of cruising, it is good to know something of our past to appreciate our present and navigate into our future. Our historian, Jack Towle, has put together a very complete and interesting read on some of the early history of the CCA. For the 29 new members profiled in the back of this GAM this will serve as a warm introduction to the CCA heritage. For those of us who are newer members and even for those who have squeezed more salt water out of their socks than some of us have sailed over, it's a great reminder of sailors who have gone before us.

The GAM is your publication and the more our members contribute and use the GAM as a way to communicate, the closer our bonds; the safer we are at sea.

—The Editors



Boldt Castle Boat House

Ann Willauer/Carol Connor



Ann Willauer/Carol Connor



From the Commodore



Dear Cruising Club Members:

When the Bermuda Race Organizing Committee met recently to continue polishing the plans for the race to the Onion Patch next June 18th, it was exciting as usual because of the tremendous experience brought to bear. Everyone from Race Chairman Bjorn Johnson and the Royal Bermuda Yacht Club team, to Technical Chairman Bill Langan, Fleet Surgeon Garry Fischer, Chief Inspector of entries Ian McCurdy, and Gulf Stream expert Frank Bohlen, just to pick out a few in the group, bring their best thinking to the table. There is discussion and then unity of purpose forges far-reaching plans.

In mid September, a hundred lucky members and guests cruised among the Thousand Islands. Think Bay of Islands in New Zealand and the castles in Croatia with the difference that after a swim you don't need a shower! It all began in Toronto with a reception at the Royal Canadian Yacht Club, a clubhouse like Mount Vernon but on its own island. Our rail car carried us east the next day to board the boats and enjoy an evening at the Bay of Quinte Yacht Club. We sailed on to Picton, a winery tour with dinner, and then to the Antique Boat Museum in Clayton, NY. There was a lot going on, even speedboat rides in *Zipper* and a seventy five year old Gar Wood splinter that sliced the river doing thirty-five knots at half throttle because the captain did not want to get us wet! After negotiating among islands and islets and friendly folk, the cruise closed in historic Kingston, with

a banquet in Memorial Hall. The piper marched us to dinner, the Town Crier in stentorian voice proclaimed the day in our favor, the cruise chairs bestowed awards, and to top it all Canada's own Dawn Langstroth appeared on stage in concert. You will enjoy the whole story in this GAM. Nothing, absolutely nothing, beats hard work so well done that it is invisible. Pride in Canada was obvious, and co-chairs Jim Binch, Bob Medland,

Dave Matheson, and their wives shared it with everyone.

Last spring, Kathleen and I visited the west coast Stations. We were met in Seattle by PNW Rear Commodore Tad Lhamon who ferried us home to Joyce in Port Madison on Bainbridge Island. With Bill Whitney, Brian and Mary Alice O'Brien, we all enjoyed a tour of the harbor with Chris and Shawn Otorowski who then gave us a glimpse of their digital studio, mission control where the GAM is created. The day closed with dinner and conversation at the Lhamons. The next day we were treated to lunch while revolving atop the Space Needle with Penny and Mike O'Byrne who drove us to the Seattle Yacht Club for dinner with old friends including the Buchans and Crissy Marshall whom we had not seen since Dick passed. We met new member Peter Powell and Molly who we already knew through the GAM. We are so lucky that the GAM introduces us to our new members, the future of the Club.

As we landed the next day in SAF, Commodore Steve Hunt and Marilyn

whisked us off to a Station luncheon at the St. Francis Y.C. Each Station shows its character, and the literati were much in evidence. Bob van Blaricom, author of *Time and Tide* was there. And at the Hunt's that evening we dined with Suzanne "Night Watch" Knecht. For these and many more "good reads", check the bibliography of CCA authors that Tanner Rose continues to develop on the club website.

On to the SOC meeting, where members in character arrive in Hawaiian shirts. After the colorful luncheon at the Newport Harbor Yacht Club, we toured the harbor aboard Brad Avery's venerable *Galatea* as pictured in our Yearbook that is so well edited by Jeannie Myer. A quick fluff and buff at chez Palette with Pete and Harriet, and we walked to Todd and Linda White's for a roaring potluck dinner.

Imagine an organization with so many open homes and so much hospitality, dedication, and fun. Whatever "it" is that makes this a club, we enjoy in abundance. Kathleen and I thank you all for the privilege of your friendship and sharing "it".

Ross Sherbrooke

Ross





The CCA GAM

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Editors: Chris and Shawn Otorowski

New Members Editors: Evans Wohlforth,
Bill Wohlforth, Dianne Embree

West Coast Correspondent: John Sanford

Photographer: Dan Nerney

CommodoreRoss E. Sherbrooke
Vice CommodoreSheila McCurdy
Secretary.....Stephen E. Taylor
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San Francisco.....Steven M. Hunt
So. California.....Preston B. Zillgitt

Captains

Buzzards BayRobert J. Morris
Gulf of MaineSusannah 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

Annual Meeting & Dinner

November 10, 2009
NYYC, New York, NY

On Tuesday, November 10th, there will be an afternoon meeting of the Governing Board and Committee heads at the New York Yacht Club, preceded by an informal luncheon for those attending the meetings. All CCA members (and spouses) are then invited to attend the annual meeting and dinner, which will be held at the New York



Yacht Club, 37 West 44th Street, New York, on November 10, 2009.

The schedule of events is as follows:

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



Utah Ski GAM

Ski the "waves of snow" in Utah this winter at the Second Annual CCA Utah GAM. With Salt Lake City and ten major ski resorts within a circle of little more than 60 nautical miles of each other, February snow conditions vary between excellent and fabulous for snow sport visitors.

Vice Commodore Sheila McCurdy and

David Brown had so much fun returning to skiing last year after a twenty year lapse, they were the first in for a repeat in 2010.

Friday, February 5, 2010 through Friday, February 12, 2010
the Grand Summit Hotel, the premier hotel at The Canyons Resort in Park City, Utah, will host us again.



We will exercise our ski legs, snowboard feet, snowshoeing limbs and, of course, our rum reaching elbows. For those less inclined toward the first three, the area affords simple pleasures ranging from rocking by your fireplace overlooking the Wasatch Mountains to bobsleighbing down one.

We'll have ski days at nearby Park City Resort, nationally number one ranked Deer Valley or perhaps 50 minutes north to Snow Basin and its vast treeless expanses. Historic Alta and Snowbird with its tramway are less than an hour away. But mostly you will exit the front door for direct entrance to the Flight of the Canyons Gondola that whisks you to the 8,000 foot center of The Canyons' now 18 lifts serving 8 peaks and at discounted lift prices.

Other activities will include a welcoming party Saturday night and the classic farewell banquet and popular attendee roast at the end of our week, Thursday night, at the exclusive Deer Valley Club. We're looking for volunteers with fascinating presentations to entertain us and another venue for dinner at a local's home, a winner when we went to the McCulloch's last year. One or two group ski lessons will also be offered gratis by experienced if not youthful



Barbara Watson-Clapp

Sheila McCurdy and David Brown

professionals, perhaps a little sooner in the cycle this year.

Questions can be directed to me at CCA-POLLEYS@cs.com or call 401-245-6794. We hope that many of you can join us.

Bill Polleys Chairman

Abaco, Bahamas Cruise

April 16-25, 2010

**146 CRUISERS SET TO ENJOY
2010 ABACO SPRING CRUISE**

A total of 146 people representing 41 yachts met the Aug. 31 deadline for deposits to join the CCA Spring Cruise in Abaco, April 16-25, 2010, making it clear that the idea of leaving winter behind and enjoying a spring cruise in the Bahamas resonates well with members.

According to cruise chairman Paul Ives, members from almost every station and post will be represented and the cruise is sold out. If you're not on the list for this cruise but would like to take part, contact chairman Paul Ives (plives@juno.com) or cruise operations officer Milt Baker (miltbaker@mindspring.com).

The cruise is scheduled to kick off Friday, April 16, at the Abaco Beach Resort near Marsh Harbour with cocktails and a buffet dinner featuring live steel drum music. Other organized events include:

- A rum keg party with heavy hors d'oeuvres at a member's private waterfront home on Great Guana Cay.
- "A Day in Hope Town" hosted by Hope Town Sailing Club, including drinks and hors d'oeuvres at Hope Town Lodge.
- A mid-day pig roast at Little Harbour's ever-popular Pete's Pub.
- A wrap-up cocktail party and Bahamian buffet dinner event with live island music.

Several lay days have been included to allow independent exploration of the waters of Abaco. With its crescent of sandy cays, Abaco was settled by British loyalists who sailed from America just after the American Revolution and built sturdy seafaring villag-

es with colorful names such as Man-O-War, Hope Town and New Plymouth. For many years boatbuilding, fishing, smuggling and wrecking provided their main livelihoods, but today tourism rules. Yet it's not the kind of mass market tourism found in Nassau and Freeport—Abaco appeals to a different breed, those who enjoy off-the-beaten-track travel and boating in all flavors.

So far, the cruise includes 24 private yachts and 17 charter yachts. The fleet is nearly evenly split between sailing yacht and powerboats. Cruise regalia featuring the cruise's handsome logo is already

cash bars. Of course, your own charter yacht expenses and transportation in Abaco are your responsibility.

For further information see the cruise situation reports on the Members Only portion of the club website at: http://www.cruisingclub.org/mo/mo_home.asp

Milt Baker

Hebrides Cruise

July 18-30, 2010

Interest in the Hebrides 2010 Cruise has been outstanding. To date, we have approximately twenty-five to thirty boats signed up. The "Mother Ship" S/V *Corryvreckan* is full and we are making an all out effort to find an additional one or two large crewed charter boats to accommodate the demand. The cruise, which is in honor of the Clyde Cruising Club's centenary, will start Sunday, July 18th with an opening party at Ardfern just north of the Crinan Cannal. On Monday, there is a

race from Ardfern to Tobermory on Mull (40nm). CCA members can join the race or just sail-in-company. We are consider-



available from Stars Signatures at 727-520-8772 or: <http://www.starssignatures.com/ccabaco/>

Research and budgeting indicate that the cruise cost will be approximately \$450 per person (\$225 for children under 18), which covers virtually all cruise expenses including a handout "goodie" bag for each couple (or individual not a part of a couple on the cruise) and all dinners and other events. In keeping with club tradition, marina expenses are not included and most events, other than the rum keg party will include



ing having a CCA invitational reception at Tobermory that evening. Tuesday the fleet will assemble in a sunflower raft up in Loch Drumbuie, five miles east. Wednesday's agenda is open and members might take a try at going ashore on Staffa to see Fingal's Cave and then anchor among the puffin rockeries in the Trenishes. Sunday, the 25th, we rejoin the CCC for a beach party on the white sands of Vatersay, one of the southernmost islands of the Outer Hebrides.

From there it is open cruising for a week. *Corryvreckan* hopes to make the 65 mile run



Oban

for the legendary isle of St. Kilda. Others may decide to circle Skye. Whatever you plan, we all join up once again for a closing dinner on Friday, the 30th on the isle of Kerrera looking over the harbour at Oban and McCaig's Tower.

More information is available on the Members Section of the Club's website. Please contact Les Crane (*email: lcrane@ibl.bm*) or Tanner Rose (*email: trose@stblaw.com*) if you are interested in participating.

If you are interested in joining us, please contact one of us. Let us know whether you are bringing your own boat, considering a bareboat charter or would like to take a berth on the mothership. We will put your name on the cruise list. We expect 200 boats to be part of this Centenary Cruise and so early planning will be important. Book your charter now!

This is going to be a wonderful opportunity to cruise some of the most beautiful islands in the world as guests of those who know them best.

Below are several websites that will give you a glimpse of how spectacular these cruising grounds are:

www.visitscottishheartlands.com/areas/oban/index.cfm

<http://sail.visitscotland.com>

www.sailscotland.co.uk

www.tobermory.co.uk/

www.isleofbarra.com

www.scotland-inverness.co.uk/barra.htm

www.oban.org.uk

Co-Chairs

Tanner Rose: *trose@stblaw.com*

Les Crane: *lcrane@IBL.BM*



Castle Stalker

Upcoming Events – 2010

March 5 and 6

Spring Meetings: Friday afternoon meetings and Awards Dinner at NYYC and Saturday morning meetings and afternoon and evening social activities elsewhere in the city.



October 15 and 16

Fall Meeting, Halifax, Nova Scotia: Friday afternoon meetings and dinner. Saturday morning meetings and social activities in afternoon and evening. Hosted by Bras d'Or Station.



June 2011 – Bermuda Cruise

Save the Date – A Cruise in Bermuda is planned for June of 2011.



View of Hamilton Harbor

Chart Loaning Service



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

The charts are to be loaned out, to be taken on board and used. They are to be returned as soon as practical, made ready for use again by someone else. Should they be damaged during use, so be it. The collection will expand and be

updated with contributions by users who fill in the gaps. Charts are available on a first come basis.

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

Olin Stephens Reading Room at Mystic Seaport

For some time it's been an objective of the CCA to significantly improve both the attractiveness and relevance of the CCA Olin Stephens Room at Mystic Seaport. In the last year, a number of pertinent artifacts have been put on display in the room, thanks largely to the efforts of Paul O'Pecko, Mystic Seaport's Vice President of Collections and Research, and Director of the G.W. Blunt White Library.

Hanging over the fireplace is a large giclee of *Bolero* from a painting by Ian Hansen. She is shown running under spinnaker in heavy seas. Ed Kane was the donor.

In the center of the room is a very attractive scale model of *Baruna* on the ways. She is displayed in a large glass case.

More recently, and thanks to the generosity of Angie Robinson and her family, we have on display the St. David's Lighthouse trophy won by Don Robinson and *Puritan* in 1986. (Frank Bohlen was the navigator.)

On display in the north end of the room is the Blue Water Medal won by Rod Stephens in 1933 for an 8000 mile voyage to Europe and back, which included a victory in the Fastnet Race. Accompanying the medal is a dramatic photograph of Rod at



Joe Callaghan

Olin Stephens reading room at Mystic Seaport

the helm, looking aft at heavy following seas. The photo was donated by John Rousmaniere.

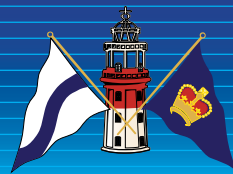
A large medal awarded to Cooch Maxwell for his fifty years of membership in the CCA has also been put on display.

Plans for Mystic Seaport's 2009 fiscal year (April 1 – March 31) include design and fabrication of a new exhibit focusing on the CCA and Olin Stephens. An independent designer has been hired to get the ball rolling. Themes will include: The Bermuda Race; Nowhere is Too Far; Seamanship and Ocean Sailing; Safety at Sea; Olin Stephens and his Accomplishments. The goal is to have an exhibit which will hold the interest of both the experienced yachtsman and the typical museum visitor.

In the last year, we received donated copies of two books from and authored by Skip Novack, and two copies of the Norwegian Cruise Guide from David Tunick. Our goal is to have in the Reading Room a copy of every book authored by a CCA member or spouse, or a Blue Water Medal winner. Books should

be sent to the attention of Paul O'Pecko at Mystic Seaport Museum, and specified for the CCA Olin Stephens Reading Room.

Joe Callaghan 



JUNE 18, 2010

Newport Bermuda Race® 2010

Start: Friday, June 18, 2010

*Organized by
Cruising Club of America &
Royal Bermuda Yacht Club*

First sailed more than a century ago in 1906, the Newport Bermuda Race is the

world's oldest regularly scheduled ocean race. Registration and all information are available at www.bermudarace.com



The Newport Bermuda Race fleet grew to a record of 265 boats in the centennial year of 2006 and regularly attracts a fleet of 150-175 boats. Monohulls of all kinds participate: cruiser-racers, family cruisers, and state-of-the-art racers. As always, the main prize (the classic St. David's Lighthouse Trophy) will go to the top cruiser-racer with an amateur crew.

Boats are required to meet international offshore racing standards and pass a rigorous inspection. Crew training and Safety at Sea seminar attendance are also required. These requirements reflect our paramount concern with safety and have been rewarded with an excellent safety record.

We welcome newcomers. At least 20-25% of the fleet are typically first-time skippers. Advice from Bermuda Race Ambassadors is available to aid in preparation of their vessels. While the race can be a test of boat and crew, the rewards of the blue water experience provide a sense of accomplishment that is impossible to replicate.

For the 635-mile course from Newport across the Gulf Stream to Bermuda, time and space cease to be measured in conventional ways: time is measured by the changing watch and space by the distance from bow to stern. Suspended in the infinity of blue sky and sea, the outside world with all its troubles vanishes.

Newport Bermuda Race

580 Thames St., Suite 418, Newport, RI 02840

www.bermudarace.com

Tsunami in American Samoa

The Story of the Crew of S/V Gallivanter

Editor's Note: This story was widely disseminated on the internet as a first hand account by the crew of Gallivanter and is printed as it appeared.

This morning (six hrs ago) we were shaken awake by an earthquake which seemed to have no end! We were aboard *Gallivanter* and tied side-to-a big concrete dock in the heart of Pago Pago, American Samoa. And after living up & down the California coast, I knew this was no minor tremor.

After the rude awakening, Cath and I walked across the dock and chatted with a few of our fellow sailors, one of whom said

with our serrated bread knife and to be quick about it!

Right as I put the boat into gear, we were somehow washed back off the dock and into the basin as I advance to full throttle and we accelerated through a floating debris field of floating docks, fuel drums, sinking boats, a shipping container and a barnacle encrusted wreck all of which were spinning in the torrent of rapidly dropping sea level. It was absolute mayhem! As we steered out toward the deep water in the center of the harbor I looked over my shoulder and saw what appeared to be a waterfall pouring off the dock and shore beyond. Not one of the dozen vessels remained at the dock. All were underway in a matter of seconds... with or without crews aboard.

We motored around in the middle of the harbor watching the waves of floods and ebbs while wondering about aftershocks and our fellow cruising sailors. As we passed one of our neighbors she shouted to us that her husband had been washed off the dock as they were trying to get away. She was alone and seriously concerned. Other boats broke free from their moorings and anchors in the initial seismic waves and many were driven ashore, or driven under by loose tuna boats.

After about three hours, we felt it was finally safe enough to return to the dock. All we had were lengths of old line and we were short a couple fenders. We were the first to go in and we started un-tangling lines and helping others get back along side the concrete dock. All of the storefronts along the water are destroyed, roving mobs of kids can be seen looting, the fence around the dock is gone, every boat on stands in a nearby boatyard were washed away. Big fishing boats are now in parking lots across the street. Absolute destruction is seen everywhere along the shore.

Phones and power are down but we got back online right away and I immediately went back to the

recent earthquakes website to see if things have been calming down in the center of the earth. A number of aftershocks as strong as 6.0 have been recorded over the past few hours – but thankfully no more wave action has been noticed. We've been making Skype calls to our families and letting others use the computer as well to phone home.

Online news reports say that the earthquake lasted three minutes and the highest flood rose 25 ft. above normal! There are 20 confirmed deaths... including our neighbor who was swept off the dock. Most fatalities occurred in and around the harbor where we live. Boats are battered and nerves are fried. One friend wound-up on his boat nearly 1000 feet away from the water after breaking from his anchor and sailing right down Main St. taking power and telephone wires down with his mast! Some people lost everything... including their lives. We came through remarkably well with only minor damage sustained to our toe rail when the dock lines parted and to our fender basket which was the only point of contact with that drifting wreck. I never felt any jarring loads while we were hurtling around above & below the concrete dock, so I believe our hull, keel & rudder suffered no damage from the wildest boat ride I've ever been on.

We're all okay... and very lucky. And we've adopted a tiny kitten. And that's the way it is.

All the Best – All the Time, Kirk, Cath & Stuart *s/v Gallivanter*



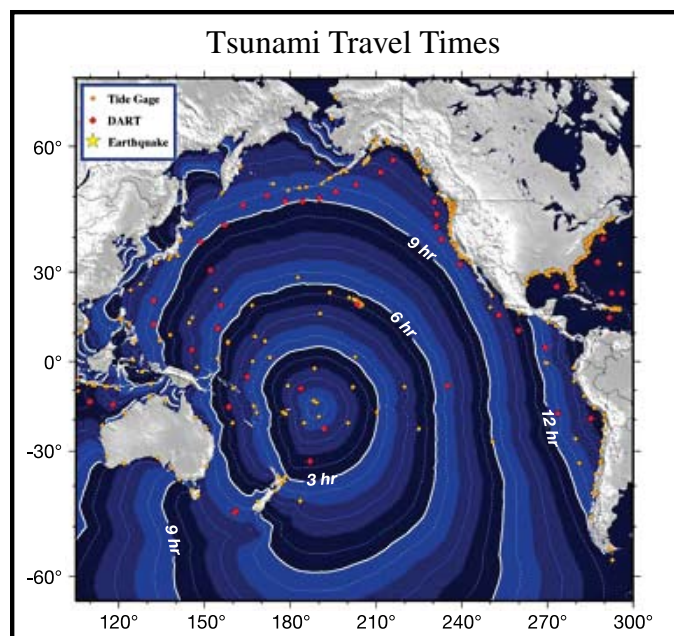
AP Photo

that he's just done a Google search on "recent earthquakes" and said that it measured-in at 8.1 and the epicenter was only 120 miles distant.

We returned to *Gallivanter* and I turned on our laptop and searched the same website. Sure enough there it was... "8.1 earthquake – American Samoa – 20 minutes ago". I clicked on the "Show Map" option and noticed the epicenter was located south west of Pago Pago... which is located on the southern side of the island.

Just as I was considering the ramifications of that little fact... all hell started breaking loose! Our boat was on the move! My first reaction was to start the engine and dash up on deck to see what was going on. I witnessed the water around us was rapidly dropping! Rapidly! In a blink of an eye, we were on the bottom and the boat was falling away from the dock! Three of our big dock lines popped and we fell right over into the mud - the entire basin we had been floating in only moments ago had completely drained! People were screaming!

Next – the water came flooding back in at an even more alarming rate and the next thing I knew we were floating directly above the dock! Over the concrete slab and drifting toward a young lady we knew (from another boat) who was desperately hugging a power pole and up to her chin in swirling water! I told Cath to cut the two remaining dock lines





Bermuda Race Update



Chris Otorowski

Planning for the 2010 Newport Bermuda Race – number 47 since the race was founded in 1906 – is advancing with some new developments (and a small controversy) to report. The start is on June 18, 2010 at Newport.

CCA member Bjorn Johnson, a veteran of several races in the Double-Handed Division, chairs the Bermuda Race Organizing Committee. There will be the same five divisions – St. David's Lighthouse (cruiser-racers with mostly amateur crews), Gibbs Hill Lighthouse (professional crews permitted), Cruiser, Double-Handed, and Open (boats with cant keels). All boats must have Offshore Racing Rule (ORR) certificates. The main prizes again are for ORR, with other prizes for boats with IRC ratings.

As usual, starters must pass scrutiny by Chief Inspector Ian McCurdy or another inspector. Almost all entry forms will be distributed and collected online, not on paper. Volunteers are always welcome at the Newport race headquarters, which in 2010 will be the New York Yacht Club's sailing center at Harbour Court.

Participation chairman Fred Deichmann has been promoting the race through 3,500 handouts at Safety at Sea seminars and other



on what former race chairman John Winder calls its historic "core constituency" of amateur sailors in dual-purpose boats. Semi-pro and pro sailors are capped and barred from steering except in the two "pro" divisions, Gibbs Hill and Open. Of the 460 total entries in the 2006 and 2008 Newport Bermuda races, those divisions had a total of 43 boats.

The other 417 boats sailed in the amateur divisions.

The Newport Bermuda Race has had a Cruiser Division since 1990 and has long enjoyed a friendly relationship with the odd-year Marion to Bermuda Cruising Yacht Race, promoting each other and jointly awarding the Bermuda Ocean Cruising Yacht Trophy to the cruising boat with the best combined performance in consecutive Marion and Newport races. (The Newport Bermuda and Marblehead-Halifax races also have a joint trophy.) Fifteen skippers in the 2007 Marion race went on to sail the 2008 Newport race. A year later, 11 veterans of the 2008 Newport race entered the 2009 Marion race (whose fleet of only 48 boats was the smallest by far in many years, suggesting that the economic recession took a toll). Six skippers took their boats in all three races.

That's the gist of my note. There was no reply.

John Rousmaniere
New York Station



events, and in the programs for the Marion and Halifax races and in *Windcheck*, a popular East Coast sailing magazine. *Cruising World* magazine will publish the official race program and is recruiting sponsors to cover the cost of trackers and other items.

The race's official Safety at Sea seminar will be held at Newport over the weekend of March 13-14, with the second day dedicated to voluntary hands-on training. Concerned about post-race delivery crews, co-moderators (and CCA members) Ron Trossbach and John Bonds will include a module on the sail home.

For a thorough and timely update on the race, see www.bermudarace.com, ably managed by CCA webmaster Dorsey Beard. A report on the 2008 race may be found in the 2009 yearbook.

A Controversy

Over the summer of 2009 some misunderstandings about the race appeared in the email newsletter *Scuttlebutt*. Contributors claimed that our race is mainly for professional sailors, and that it has been poaching on the Marion-Bermuda Cruising Yacht Race. Below is a short version of the response that the undersigned (who has taken on the volunteer assignment as editor of race media) sent in response:

Except for a brief period (1907 to 1910), what's now called the Newport Bermuda Race has focused



Chris Otorowski

Sunrise over the Sargasso Sea



News from Stations & Posts



Bermuda

While several members from the Bermuda Station went cruising or racing this summer, the top story has to be the “changing of the guard” at the Station. During the luncheon meeting at the Royal Bermuda Yacht Club in July, Rear Commodore Peter Cooper announced his desire to step down and hand the reins over to a younger member. Stephen Kempe was proposed and unanimously accepted to succeed Peter as Rear Commodore.

On the racing scene Jon Brewin entered his J160 *Big Bear* in the biennial Marion/Bermuda cruising race. After struggling out of Buzzards Bay in adverse tides, falling winds and fog, *Big Bear*, by keeping to the western side of the course, steadily moved through the fleet and was clear ahead when things began to go wrong. First, the asymmetric spinnaker blew out in relatively light air, then, later in winds gusting to 30 knots the clew pulled out of the No.3 jib. This left the storm jib for a headsail in these conditions but as a reef was being put in the mainsail, it was discovered that this sail too had ripped across the top batten. With only 70 miles to the finish line and 40 miles ahead of the next boat they made the tough but sensible decision to drop out of the race and motor-sail in.



Jon Brewin on *Big Bear* before things began to go wrong

This summer also saw Dr. Stephen Sherwin taking his *Nasty Medicine* to Annapolis for the Annapolis/Newport race. Steve, who is always up for a challenge, entered the double-handed class. After a spectacular broach near the mouth of the Chesapeake, he admits that they began sailing a bit more conservatively but only to the extent that kept them out of trouble. They

found themselves racing boat for boat with the big boats and handily won their class. While in Newport, Steve also competed in a series of races with full crew and finished in a respectable fourth place. Steve and crew returned to Bermuda in July.

At the end of May, Stephen Kempe cruised from the Chesapeake up the coast



Seaweed in the Erie Canal

to New York in his DeFever 44 *Seaweed* then spent, in his words, a delightful couple of weeks cruising up the Erie Canal to the Oswego Canal then steaming across Lake Ontario to Toronto and Oakville. He then cruised to the eastern end of Lake Ontario stopping at a number of major ports and left *Seaweed* at the Wantoos Marina near Picton. He and his wife Jill returned over the Labour Day weekend to join the CCA Cruise in Bellville Ontario with Dr. Colin and Peggy Couper. Stephen and his son-in-law Craig Davis plan to begin heading south to the Chesapeake at the beginning of October.

Jim Burnett-Herkes 

Boston

Boston Station August Cruise 2009 (AKA “The two Hurricane Cruise”)

Cruise Chairman Bill Cook, working with Rear Commodore Rob Kiley, appears to have an in with the weather gods: The June and July fog that bound the Coast of Maine relented as soon as they sailed into our waters. Through sheer force of will they drove Hurricane Bill way to the east and

they stared down Tropical Storm Danny until he fell apart, wetly, on our door step. Between the gales some forty boats and one hundred and twenty sailors enjoyed the best of the western Maine Coast. We had with us fifteen boats from six Stations other than Boston. We hope all will return as we enjoy welcoming those “from away” to our waters.

Our cruise started on a very high point at the lovely home and harbor of San Francisco Station members Bob and Joan Roy. They had obviously spent many, many hours of their own labor in preparing their gardens to welcome us. Port Captains Roger and Maggie Merrill brought together a great luncheon as they worked with several local vendors to arrange shish kabobs for all and the tables, chairs and big tents that we required. GMP Post Captain Susannah Homer and her parents Dick and Rocky



Bill Cook, Russ Field at the Willaurs'

Bill Cook

ably assisted with silverware and the set up of many smaller tents. And, yes, even in Maine, the August sun was hot enough to make dining in the shade a requirement. The GMP is most fortunate to have the Roys in our midst. Over the past years they have generously hosted many events for our Post and Station. We are grateful.

Ron Trossbach presented a most expert Person in the Water Recovery session at 0830, the second day of the cruise while we were still anchored in Billings' Cove. Ron is one of the very few moderators certified by the USSA to present Safety at Sea training and his level of preplanning and depth of knowledge clearly showed during the hours he and Kathy worked with us. Vice Commodore Shelia McCurdy made a slow pass on *Selkie* to view the opening portion. Ron

has recently developed a website: www.ron-trossbach.com for Safety at Sea topics, and it includes a good deal of information on the use of Digital Selective Calling. A number of vessels were guided by Ron in the use of DSC for non-emergency calls and position reports. If you have a DSC equipped radio, you are encouraged to look at his website and to ensure that your radio receives position information from your GPS. If you do not have a DSC equipped radio you might find it of interest to realize the capabilities



Bill Cook

Cheryl Strohmeier, Charlie & Gale Willauer, Ed Tarlov at the Willauers'.

this technology offers. *Rising Wind* enjoyed regular communication with *Sunneshine* without the need to call on channel 9 or 16; all that is needed is the MMSI number of the vessel one wishes to call (it's on the ship's station license), and many are in the CCA Blue Book. We encourage members to add this information to their entry and learn more.

Blair Pyne and Paul Perkins acted as Port Captains for our raft-ups in Greenland Cove in Muscongus Bay. We are all indebted to Paul for sharing his local knowledge and helping Leslie Schneider with this section in the cruise book. This is a little explored area of the central Maine coast with many hazards, some marked and some not. Sherry made up baskets of wine, beer, rum and comestibles that Blair brought out to each raft. Such was her shopping skill that few of us required supper after working through her very substantial provisioning of hors d'oeuvres.

Danny was still threatening gusts of wind and pails full of water when we left Muscongus Bay the next morning. Several boats which had schedules to keep broke off for safe moorings while the rest of us continued in the direction of the Sheepscot River and the Oven's Mouth. With weather warnings up for the actual day of the next event, many of us made the trip in one day so that we would be anchored and dug in

for the Rear Commodore's cocktail party at Charlie and Gail Willauers', who were our Port Captains for the day. Rear Commodore Rob Kiley hosted an impressive selection of drinks, chowder and hors d'oeuvres under a tent on their property filled with sailors in foulies. We hope the GMP will return to these waters for a future gam. A trip through the Oven's Mouth with the tide running is not for the faint of heart. The protected pool on the far side is a wonderful hurricane hole with reasonable anchoring depths and good holding in sticky grey mud.

Our thanks to Cruise Captain Bill, Rear Commodore Rob and Vice Commodore Shelia for a most excellent cruise. The GMP was pleased to welcome so many members of our Station to home waters and hope that they will come more frequently in future years.

Boston Station Calendar

Thursday, November 5, 2009

Boston Station Annual Dinner at the Dedham Club

Saturday, November 14, 2009

Gulf of Maine Post Speakers Luncheon and Yard Tour at Rockport Marine

Friday, November 20, 2009

Rats Club Lunch, Boston

Friday, November 27, 2009

Buzzards Bay Lunch at Kinsale Inn, Mattapoisett

Saturday, December 5, 2009

Gulf of Maine Post Lunch at Damariscotta River Grille in Damariscotta

Friday, December 18, 2009

Rats Club Lunch, Boston

Thursday, December 31, 2009

Buzzards Bay Lunch at Kinsale Inn, Mattapoisett
Boston Station/ Buzzards Bay Post/
Gulf of Maine Post
Winter Dinner

January 14, 2010

Program: Rich Wilson's 2009 Vendee Globe Race
Location to be Announced Later

Saturday, January 23, 2010

Gulf Of Maine Pot Luck Dinner at Jim and Ruth Harvie's in Brunswick

Bill Barton 

Buzzards Bay

The Post launched the summer season early with a Spring Gam, put together once again by Chip Johns ably assisted by Larry Hall and Sam Vineyard. Saturday of Memorial day weekend was chilly but did not stop a small fleet from sailing to Cuttyhunk, where chowder was served on the dock. An overflow crowd of eighty gathered at Beverly Yacht Club for dinner on Sunday evening.



Anthony Will

Deneb, Karina & Siren make ready for the 17:30 gam crowd

The Marion-Bermuda Race was a stormy event this year and several local boats dropped out after gear failures. The weather was better in Scotland where Bill Cook, Max Taylor and Ben Morris did a 'circumnavigation' aboard *Apogee* from Oban to Orkney and back to Oban via the Caledonian Canal. Roger Merrill joined Jack Towle on *Sisyphus* in Labrador for a couple of relaxing weeks.



Anthony Will

Leslie Will, Bob "Ladies Man" Morris and Maggie Merrill

The last weekend in September was a split decision on weather for the Fall Gam. A dozen boats gathered in Hadley Harbor on Friday night and made the short trip to Woods Hole on Saturday. Six boats were tied up in two rafts in the Eel Pond hosting fifty members and guests for libations from the rum kegs before dinner at the MBL. Stan Livingston's *Manukai* with her most experienced crew set a new record for their trip

home to Bristol on Sunday. Leave it to Stan to make the most of a soggy southeaster.

Please join us for lunch the last Friday of each month at Beverly Yacht Club in Marion.

Bob Morris 

Bras d'Or

This is the first time we have met at Lunenburg Yacht Club, at least since I have been a member, and it is good to be in a new location.

Transatlantic Crossing

Congratulations to Wilson Fitt, on his solo transatlantic crossing in July. Wilson and Thelma left Mahone Bay on July 17 for St. John's, Newfoundland and Wilson continued alone, from there to Scotland.

Fleet Changes and additions.

I reported at the spring meeting that *Philharmonic*, *Black Irish*, *Medley* and *Ulidia* have all been sold and should also add that now, *Hard Tack* is on the market. Members have been busy reviewing their options during the summer, and I am pleased to say that five new vessels will join our fleet. Phil Wash displayed his new 44 ft J109 beauty during the summer (as yet unnamed) and David Arenburg has exchanged his Hinckley for a Little Harbour, size unknown. Sam Rogers has gone from the ridiculous to the sublime with the acquisition of his 18 ft. cat boat, where, he says everything is within reach. Peter Watts is the proud owner of *M/V Katahdin*, a Seaton 42, a comfortable and functional trawler. Rod Fraser is awaiting the delivery of his Dehler Pilothouse. In addition, Al Bishop launched his beautiful new kayak at the weekend, and was seen making circles around *First Light IV*, at her mooring.

New Folks

We are happy to welcome Irwin and Diane Wanderer, *Ocean Wanderer*.

The Cruising Life

Rick and Bonnie Salsman *Aisling 1*, and Fred and Nancy Voegeli *Frisco* are still spending lots of time in the Med. John Harries and Phyllis Nickel *Morgan's Cloud* recently returned from Bermuda. I believe everyone else cruised up or down the coast,

or generally stayed close to home, or at least on board. Hans and Dani-Sue had an excellent adventure climbing Mt. Kilimanjaro, but that is so far from the Ocean, it is hard to give details here.

Ted and Liz Brainard graciously offered the use of Gooseberry Island and their boathouse for the Fall Raft-up. As *Christina Grant* is on the hard in Scotland, Wilson and Thelma rowed their Whitehall from Chester back harbour, and were roundly applauded on their arrival. We rafted up in calm waters or were ferried from the mainland by Syd and Sandy Dumaresq in *Willet* and enjoyed cocktails on the lawn followed by a delicious potluck in the boathouse. The post-dinner calm was somewhat interrupted by a 180 degree windshift and increasing breeze, sending skippers to untangle their anchors, and beat a hasty retreat to more sheltered waters.



Wilson Fitt at 53.31 N, 33.20 W

Visitors are always welcome to take part in events.

Rear Commodore	Hans Himmelman
Secretary/Treasurer	Wilson Fitt
Membership Chair	Alexander McMillan
Surgeon	Al Bishop
Historian	Iain Tulloch
Cruise Chair	Phil Wash
Shoreside events	Sam Rogers
Iain Tulloch 	

Chesapeake

The monthly luncheons of the Chesapeake Station at the Annapolis Yacht Club provide us with a chance to get together and enjoy some fine programs. Photos of a river cruise in China entertained us in early February. As a special treat in March, Gary

Jobson analyzed Olympic Sailing, trimaran development for the America's Cup Races and the changing venues of the Volvo Ocean Race. Each segment was accompanied by beautiful video footage of the events. The lunchtime crowd was enthralled by the action photography and the astute commentary.

The second day of spring, March 21, we had an elegant gathering at the home of Bob Price featuring oysters and remarkable hors d'ouvres as well as the Station Rum Keg.

Our spring cruise began May 14th with a shore party in Annapolis. Next day the fleet rafted in the Rhode River where much of the shoreline is an unspoiled sanctuary. Seven boats raced to Eastern Bay for the Chesapeake Station Commodore's Cup, which was won by *Reindeer* sailed by Peter Driscoll. Sixty members and guests attended the trophy presentation party.

The Robert Goldsborough Henry Memorial Trophy has reappeared and will be reinstated as the official award since 1971 for the annual spring cruise race.

Starting June 5, the Annapolis to Newport Race involved many of our members. Peter Gibbons-Neff sailed *Upgrade* to a third in IRC II and ninth in IRC fleet. Henry Morgan in *Dolphin* took fifth in PHRF II and seventh in PHRF fleet. Henry Gibbons-Neff in *Prim* finished seventh in PHRF III (20th in PHRF fleet.) Cary Thomson with *Freedom* finished 15th in PHRF II (33rd in PHRF fleet.)

Wally and Molly Stone were our hosts for the July Lobster Feast at their home on Crab Creek near Annapolis. The July luncheon was held at Gibson Island Yacht Club and the August event at Annie's Restaurant on Kent Island. A small gathering at AYC in September reviewed the plans for the forthcoming fall cruise while several station members were heading for the National Cruise Thousand Islands.

John Hawkinson 

Essex

Since our Pot Luck dinner in February, we held our Spring Dinner on April 9 at the Dauntless Club, Essex, and many of us had a wonderful time at the National Spring Meeting in Portland, Maine, hosted by the Gulf of Maine Post.

The ESS Spring Rendezvous was held on Friday, June 5 through Sunday, June 7. Friday's northwest wind caused the original

plans for fenders-over-the-side cocktail party at Duck Island to be moved into the shelter of Pilots Point Marina in Westbrook, CT. Duck Island affords wonderful protec-

a fair breeze. It was a beautiful day, and a wonderful start to the season.

In September, the ESS was well represented at the National cruise in the 1000 Islands. Frank and Elizabeth Bohlen were with Commodore Sherbrooke, Bob and Minday Drew were on *Nighthawk*, Fred and Bobbie Alardyce were there on *Duet*, Denny and Rollin Andrews and Fred Brook came on *Pampero*, and Paul and Carol Connor were on a charter with Dianne and Jeb Embree.

Carol Connor



Carina and her crew

tion from all directions except the north! The heavy rains were no deterrent to our enjoyment. Rear Commodore Rob Moore and his wife Stephanie were on board *Lily* with Paul and Carol Connor, Rives and Nancy Potts were on *Carina*, Paul and Patti Hamilton and their trusty Briggs were on *Saraband*, and Dianne Embree and your scribe were on *Meridian*. The lines-to-the-dock cocktail party aboard *Lily* started at 5:30, and since it was dark and stormy outside, we had rum punches to remind us of summer. Saturday morning was spent looking around the yard at all the antique and new boats. In the afternoon, we all went out for a shakedown cruise on *Carina*. It was a crystal-clear spring day with about 8 knots of breeze. Just perfect! Upon returning to Pilots Point, Paul and Patti Hamilton set about preparing the meal of steak, brats and chicken for 29 ESS members and guests from other stations.

At the dinner, Rear Commodore Moore introduced a new member Dennis Powers and his wife, Verity. Bob English, FLA, recounted fond memories of his lifelong friendship with Fred Sturges, who sailed his last voyage in May 2009. Fred was 3 weeks from his 98th birthday, and had been a CCA member for 67 years.

On Sunday the 7th after breakfast, *Meridian*, *Lily* and *Saraband* headed back to their respective ports, North Cove, Noank and Jamestown, on an ebb tide, and with

ing Centre commenced on September 17th. We welcome you all to come, and look forward to seeing you there.

Jeb Embree

Florida

CRUISING: Reconnoitering has been the name of the game for the Florida station these past few months. While Rear Commodore Paul and Jerri Ives are currently enjoying the Chesapeake on their return from Delaware to Florida, many station members have cruised further afield.

ABACOS: Milt and Judy took *Bluewater* from Florida to Abaco for two weeks to reconnoiter for the CCA 2010 Spring Cruise to Abaco.

CCC 2010 & EUROPE: Tanner Rose spent several weeks in June in delivery mode getting *Witch of Pungo* out of the Baltic. After St. Kilda, the Faroes, the Western Isles, the Irish Sea, and a fantastic cruise of NW Spain, Steve & Karyn James, on *Threshold*, are now in Lagos, Portugal for maintenance. Tom Kenney reports from the Med where he completed a three month cruise around Italy and found that the further into the Adriatic Sea the smoother the water became.

PACIFIC: Clint and Adair Bush, on *Emmanuel*, have quite thoroughly explored the eastern coast of Australia, and then sailed on to Darwin on the north coast, whence they departed for Indonesia. Scott

Piper reports that *Pipe Dream IX* is now in San Francisco after a summer in Alaska.



Adair Bush

Emmanuel lying at anchor along the northern coast of Flores, Indonesia

Once again Jim Stoll's cruising, on *Argo*, was with students. He took 20 teens from all around the world cruising in the Gulf of Thailand this summer.

Milt Baker also reported on new member, Braun Jones's transpacific passage in his Nordhavn 62 expedition trawler *Grey Pearl*.

CANADA & US: Jack Towle had a great trip on *Sisyphus* from Cape Breton, Nova Scotia, cruising the West Coast of Newfoundland.

Dave Parrot reports a peaceful summer with no groundings, no trauma, and no great excitement! *Aratinga* sailed offshore, from Fort Lauderdale to Newport, trying to keep track of a wandering Gulf Stream, in 5 days 8 hours.

Harry and Malinda Keith took *Lanikai* north up the Hudson. Sennett Duttenhofer and Ann were drawn by the lure of a delivery up the Hudson River and across the Erie Canal so they signed up for the CCA Thousand Islands Cruise after performing mark boat duty at the 420 Nationals in Jamestown.

Fred and Darlene Hosack have been cruising the coast of Maine this summer but have now taken the boat to Norfolk for the trip south. Bud and Tess Hinckley attended the Bermuda 40 50th Anniversary Cruise in the Chesapeake, on board *Edge*.

South Bristol, ME, Jim and Sue Chambers hosted the CCA cocktail and dinner event for 60.

GREAT LAKES: Jurgen Kok and Candice, on *Swallow*, cruised in the Saint Mary's River and North Channel of Lake Huron and circumnavigated Drummond Island, Michigan.

FLORIDA: David Woolsey reported he finished the new engine and wiring project in time for Bahamas in June, then the boat



Barbara Watson Clapp

STANDING: Fred Bickley, Joel & Brooke Taliaferro (guests), Jim MacLean & Tammy (guest), Skip Barlow, Joan & Harry Robinson, Pete Hoffman, Maurine & Charley Morgan, Tito Vargas, Gerry Clapp, Art Billings (guest), Jane Dragon (guest) & Pete Brown in front of Lu & Russ Tardif (guests), Don Krrippendorf and Barbara Watson Clapp. SITTING: Penny Bickley, Trish Billings (guest), Dot Hoffman, Bill Gregg, RC Paul Ives, Ada Gregg and Jerri Ives.

was hit by lightning, so they stayed home for another project.

Ron Schaper has been busy racing *Endurance* and George Bahen has been racing his radio controlled sailboat. This writer is back to racing/coaching Optis with the Salty Sisters at SPYC after a Scottish reconnoiter.

SOCIAL: A Spring Station Dinner was held at SPYC on March 13th with 45 attendees. Don Krrippendorf had *First Light* at the dock for nine out-of-towners to bunk down on. Our Summer Gam was organized by Bill Gregg and committee, June 27-28th and guests attended a pot-luck cook out at Bill and Ada Gregg's Belleair home.

As the northerners think about laying up, the Florida sailing season is about to start! The Annual Station Dinner will be at the Lauderdale YC Friday November 6th. Followed by the 53rd Wirth M. Munroe Memorial Race, from Fort Lauderdale to Palm Beach, on December 4th 2009.

All members are welcome to attend the West Coast SPYC lunches that restarted in September, on the second Thursday of the month, email charley@charleymorgan.com. The East Coast Stuart lunches which will resume in December, on the second Tuesday of the month, email gwillls3@juno.com or kabahren@bellsouth.net.

Barbara Watson Clapp

Great Lakes

Busy sailing.

Kenneth Campia

Gulf of Maine

Many, many thanks to GMP members Phin and Joanna Sprague for hosting a most successful gam at their shipyard following Saturday's Maine Boatbuilders' show. Both the show and the gam were very well attended. The Show is a fine thing that the Spragues have done for the past twelve



Chris Otorowski

Brad Willauer at Prout's Neck

years to the great benefit of all members of the marine trades in New England. In this year of economic grimness, it has to be all the more valuable. The Spragues not only

gifted our group with a generous spread of edibles but also contributed a keg of beer!

In addition to a large turn out of GMP members, we were happy to share a glass with past Commodore Bob Drew and his wife Mindy. Several years ago Bob was kind enough to provide our Post with its elegant rum keg and feels that it is his duty to stop by at least once a year to make sure that it is being well cared for. Mindy makes a great contribution to the Club with her work for the Bonnell Cove Foundation. Rear Commodore Rob Kiley was also on hand.

During the evening we heard from Ben Willauer with news of the Hurricane Island Foundation (www.hurricaneisland.net). As most of you know, Outward Bound ceased operations on the island, and many have expressed concern about the loss of an institution and training center. This new organization, currently seeking non-profit status, hopes to see to the care and feeding of Hurricane Island, protecting it in perpetuity while providing a center for learning and training for Maine youth. A number of programs in addition to Outward Bound have expressed interest in utilizing the island, and the vision of the Foundation is to share the resource with the entire educational community in Maine.

The sixth of June started as a cloudy day but happily sunshine returned to Maine to join those who gathered for the potluck supper at the Schneider home in Sargentville.

We noted that several members were unable to attend due to the scheduling of a "bon voyage" party that had been organized by the family of Brad and Ann Willauer, who will sail *Breezing Up* to Newfoundland this summer. Retirement will finally allow Brad longer time to sail.

A record number of forty-one gathered at Jim and Sue Chambers' home on Saturday June 27th, with the rain and fog lifting sufficiently to enjoy cocktails on their deck overlooking the harbor.

The home of Dick, Rocky and Susi Homer has been the site of many a GMP gathering, and this year on August 4th a record number of 71 from almost every CCA station enjoyed this idyllic spot.

Clearly Southwest Harbor attracts sailors from all over the world. Maine weather lifted enough to enjoy dinner of pork loins by Chef Susannah and the abundant potluck contributions outside all under a number of tents. It is not every family that can host

an event of this size, and thank you's are due to the many volunteers who assisted in setting up the tents, the tables and the service needs as well as to the volunteers who stayed to help with the tasks of dishes and clean-up. A round of applause for the Homer's hospitality.

Susi Homer and Garry Schneider 

New York

The summer of 2009 started on Saturday June 6th with David Tunick's now famous Clambake at his home on Shippan Point, Stamford, CT. A crowd of nearly 90 took part, with the attendees being an equal mix of NAS members, CCA members and folks who belong to both. Commodore Ross Sherbrooke presided and the sun shone on the affair. Cocktails with the Keg were



*Sandy Vietor, Larry Glenn and Jim Binch
aboard Zipper*

followed by lobsters, mussels and clams under the tent. Rear Commodore Jim Binch thanked all who arrived by car and vessel including Fred Hallett from the Chesapeake Station and Evans Wohlforth with six in tow aboard *Rockwell*. A big thank you was extended to Hiro Nakajima for mooring privileges at nearby Stamford Yacht Club.

The big show for this summer was the Thousand Island Cruise which started on Friday, September 11th with the Kick-off in Belleville. Of the 104 CCA members attending on 23 vessels, New York Station members included Rear Commodore Jim Binch and Suzie and Sandy and Carol Vietor aboard *Aphrodite*, Joe and Kris Dockery aboard *Rosy*, Larry and Anne Glenn aboard *Robin's Nest Too*, David Matheson aboard *Serica*, and Port and Kathy Draper on board *Maramor*. From Belleville, the fleet proceeded to the grand fresh water sand dunes of Picton and a vineyard dinner at The Grange Winery of



Dawn Langstroth

Prince Edward County. Tuesday the 15th, found everyone in Clayton to see the Antique Boat Museum. Many were treated to a ride upriver on the steam yacht *Zipper*. Thence, on to Gananoque and then to the Finale Party in Kingston. All were thrilled at the WW1 Memorial Hall to the songs of

Dawn Langstroth daughter of Canadian songbird Anne Murray. In all, over 150 miles of squadron run were logged and left every sailor waiting for next year in Scotland.

You had to figure that the gods of the four winds were not going to let 2009 go by without a visit, and so on October 3rd the Rendezvous in West Harbor Oysterbay the rain and wind did arrive. Anne and Larry Glenn and Bob Darbee will attest to the typical CCA resilience in which rum was mixed with rain. The NYS will shortly be announcing its Annual Meeting and hopefully a snowstorm will not arrive as one did last year.

Steve Frank 

Pacific Northwest

The PNW CCA station enjoyed two cruises and several land based activities. The Spring Cruise took place in central and northern Puget Sound and the Fall Cruise gathered at Princess Louisa Inlet and proceeded down the Sunshine Coast. 35 vessels participated.

In May, the PNW station was invited to the Trident Sub base at Bangor, WA. The trip was capped off by a tour of the Trident Submarine, *USS Henry M. Jackson*.

The most impressive thing for civilians when they get a chance to tour a Navy ship, and particularly a Navy submarine, is the crew of the ship. That was certainly the case on the *Jackson*. Of course, the technology on the ship was also very impressive, but the crew was the highlight.

We all left feeling great about our Country and our Navy. Thanks to the Navy League of the United States, Navy Region Northwest, Trident Training Facility, and *USS Henry M. Jackson* for a wonderful day.

The official start of the PNW Fall Cruise to the Sunshine Coast of British Columbia cruise was September 8th in Princess Louisa Inlet at the base of beautiful Chatterbox Falls. Most of our boats were able to tie up to the 895' long park dock, with quite a few rafted to others, and the rest anchored off. After some late night reanchoring things settled down.

The sun showed up for the official start of our cruise and everyone took advantage by taking hikes, dinghy rides, and kayaking.

We had heavy rain overnight which added more waterfalls cascading down around us and Chatterbox Falls was roaring all the way across its width.

There was a mass exodus to get through Malibu Rapids close to slack. This was a free day to work toward Pender Harbour, 45 nm. distant. On day 4, we had a 10 nm. run south to Secret Cove where a big section of the marina was reserved for us and others anchored off.

Our last day was an 11 nm. trip to Snug Cove on Bowen Island to the beautiful Union Steamship Co. Marina. This is owned by CCA member Rony Dike who was off attending the Thousand Islands cruise. This was another great cruise, well organized by Fleet Captain Gary Coard and his wife, Jean. We were honored to have eight Naval



Chatterbox Falls

Joyce Lhamon

cadets join us again on the U.S. Naval Academy's boat from the Univ. of Wash. We had 28 boats, 87 people attend this 92



Joyce Lhamon

Joyce Lhamon, Brad Downey, Rosie Downey, Lisa Laing, Larry Somers, Peter Pallette

nm. cruise of the Sunshine Coast, with three other stations joining us.

The PNW station has a number of members currently cruising. Brian and MaryAlice O'Neill are on *Shibui* in Maui, Kaspar and Trish Schibli just arrived in the Azores from Newfoundland on *Starfire*, Dick and Cindy Mettler are cruising in Southern California on *Puffin*, Peter and Molly Powell are in Tonga on *Blaze II*, Tony and Coryn Gooch are in Scandanavia on *Taonui*, Don and Sharry Stabbert are in Waikiki on *Starr*, Rod and Jill Hearn have *Look Far* in Puerto Rico, and Mark Schrader completed a successful transit of the Northwest Passage on *Ocean Watch*. Chris and Shawn Otorowski and Lee Hedge cruised Malta, Sicily and Corfu in June aboard *Aphrodite*.

Doug Cole, Jim and Susan Day and Michael O'Byrne

San Francisco

Under the steady helm of Rear Commodore Steve Hunt, the San Francisco Station has had a stimulating year. Highlighting the spring meeting schedule was the visit of CCA Commodore Ross Sherbrooke in April. We had one of our highest turnouts of the year for a lunch in the Chart



John Sanford

Marilyn Hunt, Mimi Cornelius, Bill Edinger at China Camp cruise

Room at the St. Francis Yacht Club. Eight past Rear Commodores of the Station were in attendance. This was a first-time visit by an active CCA Commodore to one of our station meetings and Ross was given a well-deserved round of enthusiastic applause. In March, we held our traditional crab feed at the Pt. San Pablo Yacht Club in Richmond where Robby and Delores Robinson organized a team of volunteers to cook and serve both hot and cold crab, salads and desert.

In May, we were back again in Richmond, this time for a box lunch at the Richmond Yacht Club and then a tour of the Hawkes Ocean Technology factory where



John Sanford

Wyman Harris and Jerry Knecht viewing Hawkes flying submersible

we viewed the unfinished sub of the late Steve Fossett which was designed to dive 37,000 feet deep in the Mariana Trench.

Cruising

Three cruises have been held so far this year under the leadership of our energetic cruise chairman, Bill Edinger. Reports from the Petaluma Cruise in May with six boats indicate that it was hot and crowded and coincided with the Annual "American Graffiti" celebration in town. The Montezuma Slough Cruise in July was a great success with eleven yachts and 30 people in attendance. Bill's trimaran *Defiance* served as the host boat and barbeque site. An early September storm scuttled plans for our annual cruise to Tomales Bay.

Member Cruising

When Bob Van Blaricom's *Misty* slipped under the Golden Gate Bridge on August 29, it marked the completion of a 5,050 mile, two-year voyage up to Prince William Sound in Alaska. On his passage back this summer Bob had the assistance of Zia Ahari and Chris Parkman for the first leg to



John Sanford

Don Bekins, John Sanford, Steve Hunt

Bellingham and Robby Robinson on the final leg home. Wyman and Gay Harris have spent the summer cruising the Pacific Northwest as did David and Betsy Fullagar. For the second year in a row, John Swain organized "The Great Schooner Race" on San Francisco Bay. Over on the East Coast, Jerry Eaton completed a smooth passage on *Blue Heron* from the Virgin Islands to Bermuda with Walter Sanford, Nick Orem and Nick's son as crew. Bill and Karen Foss continue to sail on *Détente* in the Med and may spend the winter in Turkey. On perhaps her final passage to the Bay Area, Roger Swanson and Gaynelle Templin's *Cloud Nine* arrived at the San Francisco Yacht Club on September 13 on her way from Seattle to Alameda for a haul out and for sale after three circumnavigations and an historic East-West trip through the Northwest Passage.

Final Voyage

The San Francisco Station lost three long-term members this year: Chet Noyes, Lloyd Rees and Craig Rowley. Lloyd Rees was the last survivor of the 24 members who were listed when San Francisco moved from a Post to Station in 1958. Lloyd served as Rear Commodore for four years: 1954-1955 and 1992-1993. Full obituaries on each of these shipmates will be in the next Cruising Club News.

John Sanford

Southern California

A group of our more stalwart members and guests enjoyed a week circumnavigating our own Catalina Island.

The first day we rendezvoused in charming Avalon Bay. After a spectacular opening cocktail party aboard Cruise Chairman Rick and Elaine Williams *Festival*, we all ventured ashore to partake of a special event that was happening that night in town. It was dubbed "A taste of Avalon". The drill was to



Big Fisherman's Cove

visit the participating restraints for a small sample of their fare. A fun event.

The next day, still in Avalon, Chairman Rick had put out a list of adventures that were available for those that wanted to do something other than, shamefully, lollygag around and do nothing but relax. We of *M/V Festival* chartered a 6 passenger golf cart and went exploring. As usual we turned up things we had never seen before and enjoyed those couple of hours thoroughly. After some serious nap time, we all congregated aboard Seymour Beek's *Vamos* for cocktails and sea stories. Then back ashore to meet a van that took us out to a funky Mexican restaurant – the Buffalo Nickel. Great food and margaritas.

Day 3 – cast off the mooring lines and headed up the island to the Two Harbors

area, we used to call it the Isthmus, for a visit to the University of Southern California Wrigley Institute of Environmental Studies. We used to call that the S.C Marine Lab. By this time the fleet was complete and tied to mooring buoys in Big Fisherman Cove.

The tour of the U.S.C. facility was well done and most interesting. In addition to the chance to see various critters of the sea, we

also had a close up look of their Decompression Chamber. There is a lot of diving activity around the Island and accidents do happen. The gentleman who runs the operation, a volunteer as are all of the others that man the chamber, has been at it for 28 years. They have never lost a victim!



Party aboard Festival

Day 4 took us around to the other side of the island, to Catalina Harbor. We all gathered aboard *Ocean Fox* for cocktails that night. Most of the group went ashore and walked across the very narrow part of the island, at that point, the Isthmus, for dinner at the Harbor Reef.

Day 5 – most of the fleet headed for home but *Festival* and *Bon Ami* carried on and continued around to Hen Rock Cove for a very pleasant afternoon and evening at anchor.

Day 6 – A very pleasant crossing back to our home ports

Rick Williams did an outstanding job of organizing the cruise and we all take our hats off to him. Our only criticism was that he obviously had not spent enough time in church and as a result we did not have much sun, but we did have fair

winds (a tad light) and flat water. Most important – everyone had fun.

Dick Lawrence 🇺🇸

BERMUDA-40 50th Anniversary Cruise

August 29 – September 4th

CCA members attending were Dick & Edythe Gantt owners of *Celerity*, a Mark III and, John & Carol Melchner aboard *Jocar*, a Mark II for the first day only; due to fuel system problems. Bud & Tess Hinckley attended aboard their *M/V Edge*.

The first BERMUDA-40, *Huntress*, was present for the celebration from Honolulu with its owner Paul W. Dale. The last boat hull 203 was also present for the Annapolis event at the National Sailing Hall of Fame. The cruise started in the Wye River and ended at The Gibson Island Club with overnights at Saint Michaels, Oxford, Rhodes River and Annapolis.

All that attended enjoyed seeing the differences in the boats and discussing why certain items were different from boat to boat. All models built were represented in the fleet, Mark I, Mark II, Mark III and Mark III Sloop.



Huntress

Bud and Tess Hinckley



HISTORY OF THE CCA



TRACING OUR HISTORY THE FIRST THREE YEARS

DATING BACK TO ITS INCEPTION AT A DINNER IN NEW YORK IN 1922, THE CRUISING CLUB OF AMERICA HAS BEEN RICH WITH HISTORY. MOST OF OUR MEMBERS HAVE READ **THE STORY OF THE ORIGIN OF THE CRUISING CLUB OF AMERICA** IN THE INTRODUCTION OF OUR YEARBOOK AND, WHILE THIS BRIEF AC-

LIVING ON BOARD GILBERT GROSVENOR'S **ELSIE**. ONE EVENING, AFTER SOME SOCIALIZING WITH "A CERTAIN JOHNNY WALKER", THEY ENVISIONED THE IDEA OF SAILING NUTTING'S **TYPHOON** ON A TRANSATLANTIC CROSSING. **TYPHOON** WAS A 45-FOOT GAFF-RIGGED KETCH DESIGNED BY WILLIAM ATKIN, BUILT IN BADDECK, EQUIPPED WITH A MALFUNCTIONING ENGINE AND WAS CONSIDERED A CRUDE VESSEL, EVEN IN THOSE DAYS.

IN 1921, SEVERAL OF THOSE PRESENT (NUTTING, BALDWIN AND DORSETT) SAILED **TYPHOON** TO ENGLAND WHERE, WHILE SOCIALIZING, THEY MET MEMBERS OF THE ROYAL CRUISING CLUB THAT HAD PROMOTED SIMILAR GOALS IN GREAT BRITAIN. THE IDEAS THEY GAINED AT THIS TIME PROMPTED THEM TO START A SIMILAR ORGANIZATION WHEN THEY RETURNED HOME. THE COMPLETE ACCOUNT OF THEIR VOYAGE, DETAILING NUTTING'S HARSH EDUCATION AT SEA, MAKES AN INTERESTING STORY OF ITS OWN.

THE FIRST OFFICIAL MEETING OF THE THIRTY-FOUR CHARTER MEMBERS TOOK PLACE AT THE NEW YORK YACHT CLUB ON MARCH 22, 1922 WHERE NUTTING WAS ELECTED CHAIRMAN OF THE BOARD OF GOVERNORS AND HIS BURGEE DESIGN ACCEPTED. AT A SUBSEQUENT MEETING IN MAY, NUTTING WAS ELECTED AS THE FIRST COMMODORE OF THE CRUISING CLUB OF AMERICA. VICE COMMODORES (NOT REAR COMMODORES) RESIDING IN PORTS OTHER THAN NEW YORK WERE TO BE DESIGNATED BY THE BOARD AND ELECTED BY MEMBERS OF THEIR STATIONS.

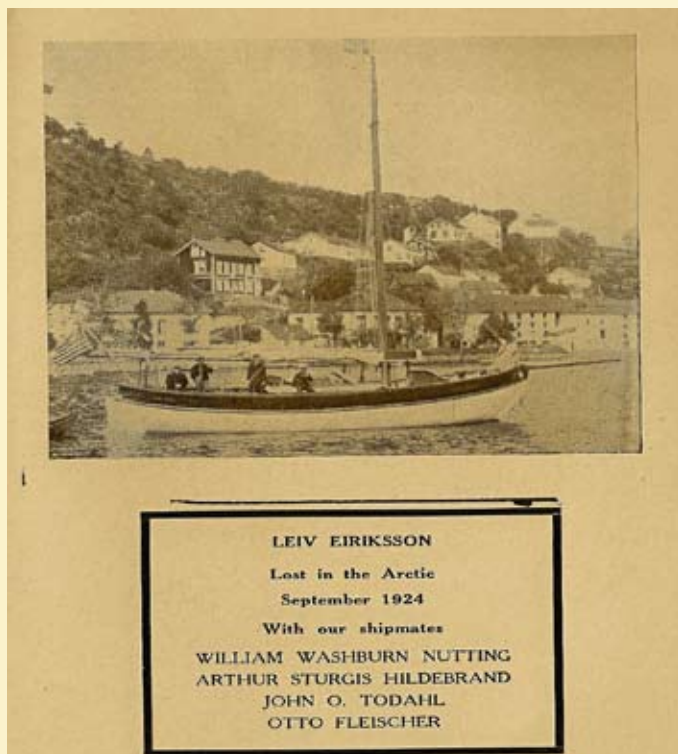
THE MONTHLY MEETINGS CONTINUED AND, AS THE CCA BEGAN TO EVOLVE, VARIOUS IDEAS CAME FORTH. AT A MEETING ON JANUARY 7, 1923, IT WAS SUGGESTED THAT THE CLUB SHOULD HAVE A "CLUB CHANTEY" AND HERBERT L. STONE VOLUNTEERED TO COMPOSE AN APPROPRIATE DITTY AND REPORT BACK. WHETHER THE NIGHT HAD BEEN LATE OR, FOR WHATEVER REASON, NO FURTHER MENTION WAS MADE OF THE IDEA. PERHAPS THAT PROPOSAL IS STILL ON THE TABLE?

MORE IMPORTANT IDEAS BEGAN TO BE PRESENTED AND AT THE ANNUAL MEETING ON FEBRUARY 27, 1923, IT WAS MOVED THAT THE CLUB ENCOURAGE "LONG DISTANCE OCEAN RACING UNDER THE PROPER CONDITIONS". THE CLUB WAS DIVIDED ON THIS ISSUE FEELING THAT THE PURPOSE OF THE ORGANIZATION WAS TO PROMOTE CRUISING AND THAT RACING AND CRUISING WERE "AS DIFFERENT AS OIL AND WATER". THE MOTION WAS DEFEATED 11 TO 10, BUT THE MEMBERSHIP WAS TO BE POLLED ON THIS QUESTION AND DISCUSSION WOULD CONTINUE.

A RACE TO BERMUDA HAD NOT BEEN HELD SINCE 1910. IN 1923, WITH HERB

STONE AS RACE COMMITTEE CHAIRMAN AND THE REMAINDER OF THE COMMITTEE BEING CCA MEMBERS, THE RACE WAS HELD ONCE MORE, BUT WITHOUT THE IN-

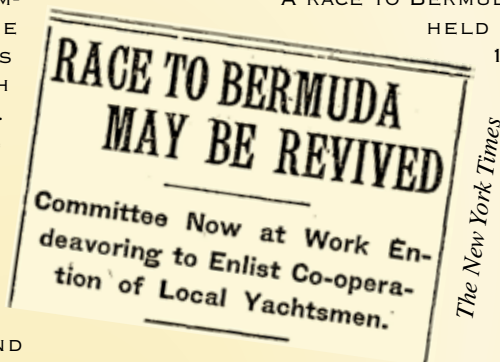
VOVEMENT OF THE CCA AS A GROUP. ENTRANTS EXCEEDED THE ORGANIZER'S EXPECTATIONS. THE FLEET OF 22 BOATS WAS DIVIDED INTO THREE CLASSES: "A - SCHOONERS, YAWLS AND KETCHES 53



COUNT GIVES AN EXCELLENT THUMBNAIL SKETCH OF OUR HISTORY, THERE ARE MANY OTHER STORIES TO BE TOLD. IN THIS AND FUTURE ISSUES OF THE **GAM**, WE WILL ATTEMPT TO HIGHLIGHT SOME OF THE INTERESTING EVENTS AND ACCOMPLISHMENTS OF THE CCA AND OUR NOTEWORTHY MEMBERS.

ON THE NIGHT OF FEBRUARY 9, 1922, NINE MEN MET AT THE HOME OF STANLEY L. BREEZE, 145 WEST 57TH ST., NEW YORK CITY AT 1800 HOURS. THE PURPOSE OF THIS MEETING, THE FIRST GATHERING OF THE FOUNDERS, WAS TO FORM A CLUB DEDICATED TO SAILING, THE DEVELOPMENT OF SUITABLE OFFSHORE VESSELS, AND EXPLORING DISTANT SHORES. THEIR ZEST FOR OFFSHORE SAILING BEGAN IN MASKELL'S HARBOUR, BADDECK, NOVA SCOTIA IN 1920 WHILE WILLIAM WASHBURN NUTTING AND CASEY BALDWIN WERE DUCK SHOOTING IN THE AREA AND

OF THAT FIRST EVENING DINNER, NUTTING, ORIGINALLY FROM THE FLATLANDS OF THE MIDWEST, WAS APPOINTED CHAIRMAN AND GEORGE P.P. BONNELL, SECRETARY, OF A COMMITTEE TO EXPLORE THE POSSIBILITIES OF FORMING SUCH AN ORGANIZATION. THE NAME CRUISING CLUB OF AMERICA WAS CHOSEN WITH NUTTING GIVEN THE TASK OF DESIGNING AN APPROPRIATE BURGEE. A \$15.00 INITIATION FEE AND ANNUAL DUES OF \$10.00 WERE ESTABLISHED WITH THE INITIATION FEE BEING WAIVED FOR THE CHARTER MEMBERS. THE CHAIRMAN OF THE BOARD OF GOVERNORS WAS TO SERVE AS THE COMMODORE FOR A TERM OF ONE YEAR.





HISTORY OF THE CCA



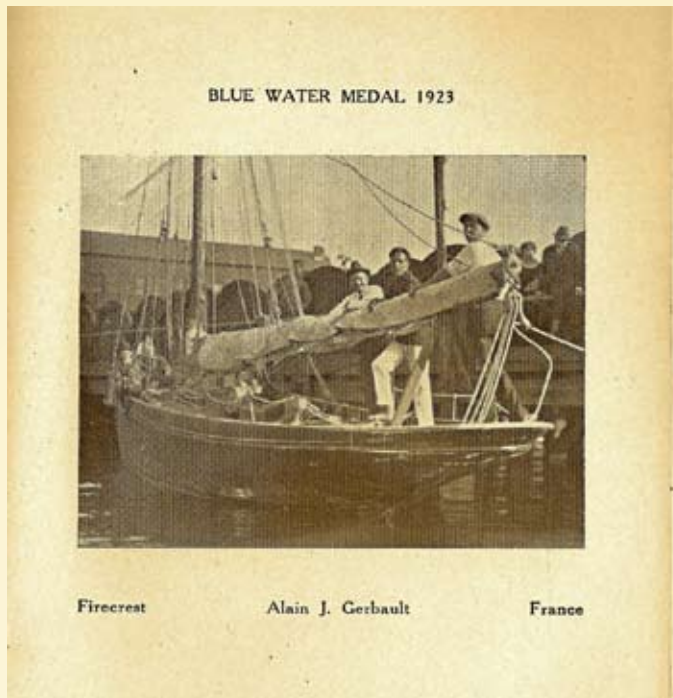
TO 70 FEET OVERALL; B – SCHOONERS YAWLS AND KETCHES 53 TO 70 FEET OVERALL; C –SLOOPs UNDER 60 FEET”. HANDICAPPING WAS QUITE SIMPLE – “60 MINUTES PER OVER ALL FOOT FOR THE ENTIRE COURSE PLUS A PROPELLER ALLOWANCE”. BOB BAVIER’S **MEMORY**, CONSIDERED A QUESTIONABLE FINISHER WITH HER RADICAL DESIGN, LIGHT CONSTRUCTION AND MARCONI RIG, THE FIRST OF THIS DESIGN TO RACE OFFSHORE, WAS FIRST TO FINISH WITH JOHN G. ALDEN’S BEAUTIFUL **MALABAR IV** THE OVERALL WINNER WITH AN ELAPSED TIME OF 115 HOURS AND 31 MINUTES.

AT THE SAME MEETING, IT WAS MOVED AND SECONDED THAT MEMBERS WHO WISHED TO HAVE THEIR PERSONAL FLOATS OR DOCKS USED AS A “STATION” OF THE CLUB, INVITING OTHER MEMBERS TO USE THEIR FACILITIES, SHOULD FLY THE CLUB FLAG TO INDICATE SUCH STATION. (FAR DIFFERENT FROM OUR CONCEPT OF A STATION TODAY!)

LATER THAT EVENING A RESOLUTION WAS PASSED THAT THE BLUE WATER MEDAL BE ESTABLISHED. THE INTENT OF THE BLUE WATER MEDAL WAS TO RECOGNIZE EXAMPLES OF OUTSTANDING SEAMANSHIP AND VOYAGING BY AMATEUR SAILORS. DESIGN OF THE BLUE WATER MEDAL WAS TO COMMENCE WITH THE COST OF THE DESIGN AND THE DIE BEING ESTIMATED AT “SEVERAL HUNDRED DOLLARS”. MEMBER ARTHUR STURGIS HILDEBRAND DESIGNED THE MEDAL, FIVE INCHES IN DIAMETER.

AN ANNUAL CRUISING COMPETITION WAS ESTABLISHED TO DEMONSTRATE THE MOST “SKILL AND ENTERPRISE” ON A CRUISE WITH STRICT “RULES FOR CRUISING COMPETITION” INCLUDING THE PRESENTATION OF A “CLEARLY WRITTEN OR TYPED” ENTRY. IN ADDITION TO DEMONSTRATING GOOD SEAMANSHIP, THE CONTESTANT WAS REQUIRED TO PRESENT AN ACCURATE LOG WITH SMALL-SCALE CHARTS AND DRAWINGS PLUS “PRECISE

INFORMATION ON PILOTAGE THAT MAY BE OF USE TO OTHER CRUISERS, AND WHICH IS NOT FOUND IN THE OFFICIAL PUBLICATIONS”. THESE EARLY CONTESTS WERE MOST CERTAINLY THE FORERUNNERS OF OUR CURRENT CRUISING GUIDES.



Firecrest Alain J. Gerbault France

THE FIRST BLUE WATER MEDAL WAS AWARDED IN 1923 TO A NONMEMBER, A FRENCHMAN NAMED ALAIN J. GERBAULT, WHO SINGLE-HANDED HIS BRITISH STYLE CUTTER, **FIRECREST**, FROM GIBRALTAR TO LONG ISLAND SOUND. THE 35-FOOT CUTTER, BUILT IN 1891 AND CONSIDERED “OLD” AT THE TIME, WAS A HEAVILY BUILT VESSEL, BUT GERBAULT, A FRENCH AIRFORCE PILOT IN WORLD WAR I, INTERNATIONAL TENNIS PLAYER, AND BRIDGE EXPERT WAS BY NO MEANS A COMPETENT SEAMAN. AFTER PURCHASING **FIRECREST** IN ENGLAND, GERBAULT SAILED HER TO GIBRALTAR WHERE SHE WAS FITTED OUT FOR THE SINGLE-HANDED, TRANS-ATLANTIC VOYAGE, DEPARTING FOR NEW



Herb Stone

New York Yacht Club

YORK ON JULY 7, 1923. AFTER SEVERAL DAYS OF FAIR SAILING, **FIRECREST** WAS BESET BY CONTINUAL GEAR FAILURES AND FICKLE WEATHER. EIGHTY-FOUR DAYS OUT, GERBAULT SPOTTED A

GREEK STEAMER, THE FIRST SHIP SEEN SINCE LEAVING GIBRALTAR, THE STEAMER PROVIDING A SUPPLY OF FRESH WATER AND “A BAG OF SHIPS BISQUITES”. LAND, PROVING TO BE NANTUCKET, WAS RAISED TWELVE DAYS LATER AND GERBAULT

CONTINUED TO WHITESTONE, LONG ISLAND, DROPPING ANCHOR EXACTLY ONE HUNDRED DAYS AFTER LEAVING GIBRALTAR. **FIRECREST**’S FINAL DESTINATION, THE HOMEPORT OF CRUISING CLUB MEMBER, FOUNDER AND PAST COMMODORE WILLIAM WASHBURN NUTTING, HAD BEEN CHOSEN BY GERBAULT AFTER LEARNING ABOUT NUTTING’S PREVIOUS PASSAGE IN **TYPHOON**. BY TODAY’S STANDARDS FOR THE AWARDED OF THE BLUE WATER MEDAL, GERBAULT’S LACK OF PLANNING, A POORLY EQUIPPED BOAT AND LACKING SEAMANSHIP WOULD HAVE PLACED HIM VERY FAR DOWN THE LIST.

ON JULY 31, 1923, THE OFFICERS RECEIVED A LETTER FROM CHARLES COBB STATING THE DESIRE OF A GROUP OF MEMBERS TO FORM A BOSTON

CHAPTER. ALTHOUGH THE RESPONSE WAS, “ACTION DEFERRED TO A LATER DATE”, THE CLUB WAS GROWING! AT THE SAME MEETING A MOTION WAS PASSED THAT, “NO MEMBER SHALL FLY THE CLUB BURGEES WHILE ENGAGED IN COMMERCIAL ACTIVITIES”. AN EXCELLENT EARLY DECISION STILL IN EFFECT TODAY.

THE FIRST YEARBOOK, PUBLISHED IN 1923 WITH A WHITE COVER AND MEASURING FIVE BY SEVEN INCHES, INCLUDED PROVISIONS THAT A YEARBOOK BE PUBLISHED EVERY YEAR. THE BREAKDOWN OF MEMBERS’ YACHTS SHOWED FIFTEEN YAWLS, TWO CATBOATS,



The New York Times

HISTORY OF THE CCA

TWENTY-ONE MOTOR CRUISERS AND TWENTY-FOUR SCHOONERS.

BY 1924, WITH COMMODORE MARTIN KATTENHORN AT THE HELM, THE CLUB HAD GROWN TO 137 MEMBERS. THE FIRST PERMANENT HEAD-

QUARTERS WERE ESTABLISHED AT THE OFFICE OF THE SECRETARY-TREASURER, EDWIN H. TUCKER AT 110 WILLIAMS ST., NEW YORK, AND PHONE BEEKMAN 4963-4. THE OFFICERS MET EVERY TUESDAY AT DAVIDSON'S RESTAURANT, 16 STONE STREET, NEW YORK, AND "ALL MEMBERS WERE INVITED TO DROP IN WHEN CONVENIENT".

Cruiser to Search Sea for Missing Sloop; Lief Ericsson, a 40-Footer, 42 Days Overdue
The New York Times

AT THE JANUARY MEETING IN 1924, THE OCEAN RACING ISSUE WAS REVISITED AND IT WAS PROPOSED AND SECONDED THAT THE CCA ADMINISTER THE AFFAIRS OF THE UPCOMING BERMUDA RACE. ONE REQUIREMENT FOR ENTRANTS WAS THAT ALL PARTICIPANTS KEEP A LOG AND SEND A COPY OF THE LOG TO THE SECRETARY UPON THEIR RETURN. AT A MEETING IN FEBRUARY IT WAS MOVED AND SECONDED THAT THE CLUB WOULD START THE RACE AND KEEP THE RECORDS OF THE RACE BUT WOULD NOT "PROMOTE" THE RACE. THUS STARTED THE REBIRTH OF THE BERMUDA RACE WITH THE LONG INVOLVEMENT OF THE CRUISING CLUB OF AMERICA, IN CONJUNCTION WITH THE

WAS STARTED FROM SARAH'S LEDGE, THE FLEET CONSISTED OF ONLY FOURTEEN BOATS AND ONCE AGAIN, **MEMORY** WAS THE FIRST TO FINISH ON

CORRECTED TIME. IT WAS DECIDED THAT IT WAS NOT PRACTICAL TO HOLD THE RACE ON AN ANNUAL BASIS WITH SUCH A SMALL FLEET. THE CLUB BEGAN TO REALIZE THE IMPORTANCE OF MAINTAINING AND STORING ITS RECORDS AND, IN FEBRUARY 1924, "THE SECRETARY WAS AUTHORIZED TO PURCHASE A STEEL FILING CASE FOR \$65.83 TO STORE THE CLUB RECORDS AND TO BUDGET \$600.00 PER YEAR FOR CLERICAL EXPENSES INCLUDING STATIONERY". THE TREASURE'S REPORT ALSO CONTAINED EXPENDITURE FOR, AMONG OTHER ITEMS, PRINTING THE YEAR-BOOK \$268.50, EXPENSE OF THE ANNUAL MEETING \$16.95, TOTAL INCOME OF \$3,688.10 AND CASH ON HAND \$649.14.

AT THE APRIL MEETING IN 1924, THE "BOSTON DIVISION" WAS ALLOWED TO DRAW ON THE TREASURY A SUM NOT

PER PLATE AND DREW 79 MEMBERS! "REFRESHMENTS" FOR THIS EVENT WERE LISTED AT \$22.50.

AT THE MEETING ON MAY 1, 1924 THERE WAS A NOTATION THAT, "THE COMMITTEE ON STATIONS HAS NOT FUNCTIONED PARTICULARLY WELL DURING THE PAST YEAR BUT A NUMBER OF STATIONS OF THE CLUB HAVE BEEN ESTABLISHED" NAMELY, ROQUE ISLAND, (RUN BY TWO FISHERMEN), NORTH HAVEN, NANTUCKET AND BERMUDA. A FLAG OR BURGEE HAD BEEN LEFT IN TAHITI BUT NO FURTHER MENTION OF THAT STATION WAS EVER MADE.



Gilbert Grosvenor

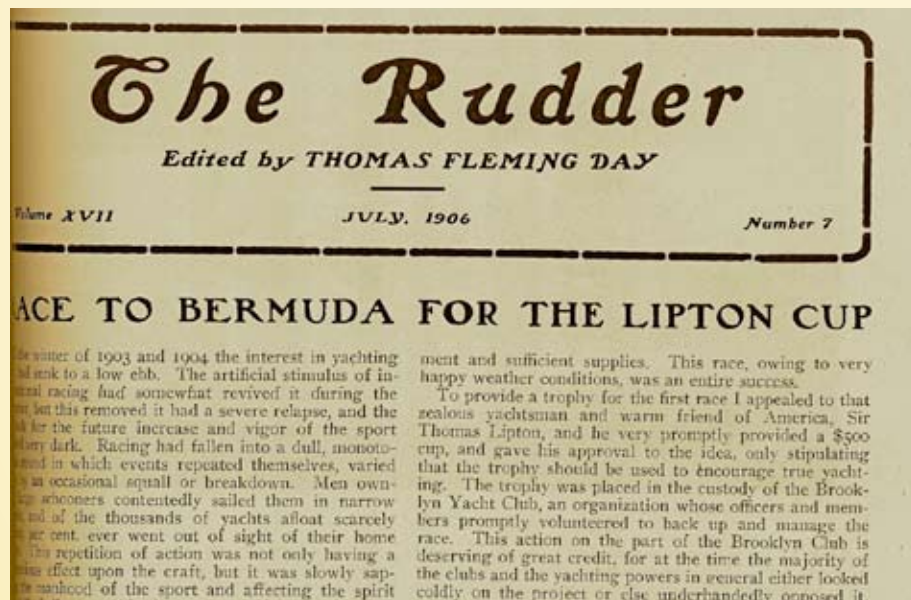
George Grantham Bain Collection/
Library of Congress, Washington, D.C.

BOSTON MEMBERS PROPOSED FORMING THE FIRST LOCAL ORGANIZATION OF THE CRUISING CLUB AND NUTTING AND STONE SEIZED THE OPPORTUNITY TO FORM SUCH A STATION. OF THE 110 ORIGINAL MEMBERS LISTED IN THE 1922 YEAR-BOOK, 20 WERE FROM NEW ENGLAND AND EAGER TO BECOME A PART OF

THIS FIRST STATION. IT WAS THE BOSTON STATION THAT STARTED THE CUSTOM OF RAFTING FOR GAMS AND THEIR MEMBERS "HAVE ALWAYS FLOWN THEIR BURGEE DAY AND NIGHT - WHETHER FROM INDEPENDENCE OR LAZINESS" IS DEBATABLE.

THE CLUB HAD BEEN INCORPORATED ON MARCH 24, 1924 UNDER THE LAWS OF THE STATE OF NEW YORK AND THE CONSTITUTION DRAWN TO ALLOW FLEXIBILITY AS THE CLUB GREW. BOTH ARTICLES WERE ADOPTED ON NOVEMBER 19, 1924.

THE FIRST LOSS OF LIFE AND A CRUISING CLUB VESSEL OCCURRED IN 1924. ON JULY 4TH, THE **LEIV EIRIKSSON**, OWNED AND SKIPPED BY WILLIAM NUTTING, WITH FELLOW MEMBER, ARTHUR S. HILDEBRAND, AND TWO OTHERS DEPARTED BERGEN, NORWAY FOR AMERICA. THEIR INTENTION WAS TO FOLLOW THE ROUTE THE VIKINGS HAD TAKEN APPROXIMATELY ONE THOUSAND EARLIER WHEN THEY SAILED TO ICELAND, GREENLAND AND LABRADOR. THE ANCILLARY PURPOSE OF THIS EXPEDITION WAS TO "STUDY THE OCEANOGRAPHY, FAUNA, FLORA AND NORSE DRINKING CUSTOMS OF THE REGION".



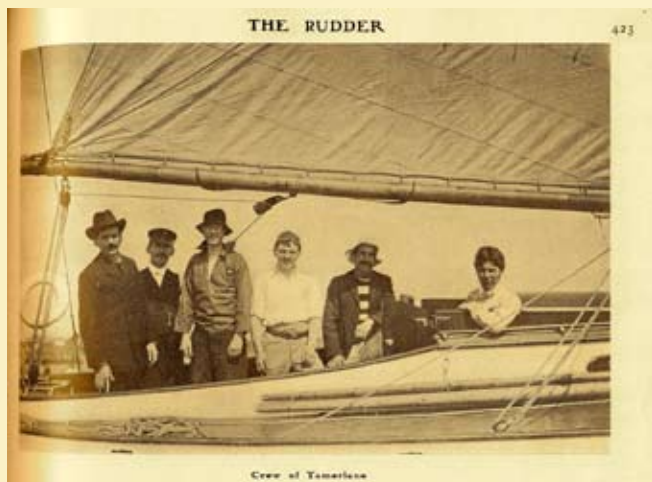
The Rudder

ROYAL BERMUDA YACHT CLUB. A PRIZE OF \$75.00 WOULD BE GIVEN TO THE NAVIGATOR WHO KEPT THE BEST LOG. THAT YEAR WHEN THE BERMUDA RACE

TO EXCEED \$50.00 TO DEFRAY THEIR ORGANIZATIONAL EXPENSES WHILE THE DINNER FOR THIS MEETING AT THE HARVARD CLUB IN NEW YORK COST \$4.50



HISTORY OF THE CCA



*Crew of the Tamerlane in 1906.
Thomas Fleming Day, second from left*

THE **EIRIKSSON**, A 42 FOOT COLIN ARCHER DESIGNED CUTTER WAS WELL BUILT, EQUIPPED WITH A TWO CYLINDER KELVIN MOTOR, NO RADIO TRANSMITTING FACILITIES, BUT WELL PROVISIONED AND UP TO THE TASK OF THE VOYAGE. NUTTING REACHED REYKJAVIK, ICELAND ON JULY 25TH WITHOUT MISHAP AND, DUE TO HEAVY ICE SURROUNDING GREENLAND, DECIDED TO LEAVE ON AUGUST 10TH AND SAIL DIRECTLY FOR BATTLE HARBOUR, LABRADOR, EXPECTING TO ARRIVE BEFORE SEPTEMBER 15TH. IN THE MEANTIME, A REPORT WAS OBTAINED THAT THE **EIRIKSSON** HAD ARRIVED IN JULIANEHAUB, GREENLAND AND WOULD BE DEPARTING FOR BATTLE HARBOUR, A DISTANCE OF APPROXIMATELY 600 MILES, ON SEPTEMBER 8TH. BY OCTOBER 1ST, NUTTING HAD NOT ARRIVED IN BATTLE HARBOUR. AS CONCERNS MOUNTED, DONALD MCMILLAN ARRIVED IN BATTLE HARBOUR AND, BEING QUEERED CONCERNING

BETWEEN GREENLAND AND LABRADOR. THIS ELABORATE SEARCH LASTED FOR TWELVE DAYS COVERING 4,100 MILES AT SEA UNDER UNFAVORABLE FALL SAILING CONDITIONS, WINDS OFTEN REACHING FORCE 9, POOR VISIBILITY AND LIMITED DAYLIGHT HOURS. ON NOVEMBER 4TH, A TRANSMISSION WAS RECEIVED FROM THE **S.S. AROLI AMENDI** INDICATING THEY HAD PASSED A FLOATING OBSTRUCTION RESEMBLING THE MISSING CUTTER. THIS WRECKAGE WAS NEVER SPOTTED AGAIN AND THE CRUISER EVENTUALLY ABANDONED THE SEARCH. CCA MEM-

The Rudder

ANY SIGHTING OF THE VESSEL, STATED THAT THE WEATHER CONDITIONS IN THE AREA WHERE NUTTING WAS SAILING WERE "MOST UNFAVORABLE".

REQUESTS WERE MADE TO THE UNITED STATES, CANADIAN, DANISH AND NORWEGIAN GOVERNMENTS TO BEGIN A SEARCH AND RESCUE OPERATION AND REPORT ANY SIGHTINGS. THE U.S. CRUISER **TRENTON** PUT TO SEA ON NOVEMBER 3RD TO SEARCH THE AREA

BER HARRY GREENING, FROM CANADA, POSTED A \$5,000.00 REWARD FOR ANY SIGHTING WITH THE REWARD BEING CIRCULATED THROUGH THE HUDSON BAY POSTS ON THE COAST.

NUTTING HAD SUPPOSEDLY BEEN GIVEN TWO CARRIER PIGEONS TO RELEASE IN THE CASE OF AN EMERGENCY. SINCE THESE MESSENGERS NEVER RETURNED TO THEIR NESTS, IT IS ASSUMED THAT NUTTING AND HIS CREW, LEAVING LATE IN THE SEASON FOR THIS TYPE OF PASSAGE, HIT A GROWLER OFF THE COAST OF GREENLAND AND WENT DOWN BEFORE THE BIRDS COULD BE RELEASED. THE ONLY CONSOLATION FOR THEIR SHIPMATES AT HOME WAS THAT SINCE THE SHIP WENT DOWN QUICKLY, THE CREW DID NOT SUFFER. THE SEARCH WAS TO BE CONTINUED BY DONALD MACMILLAN ON THE WEST COAST OF GREENLAND THE FOLLOWING SUMMER BUT NOT FURTHER SIGHTINGS WERE REPORTED.

JACK TOWLE, HISTORIAN



New York Yacht Club

Bermuda Race 1923 Start

MORE STORIES WILL FOLLOW IN A LATER ISSUE. SEVERAL BOOKS ARE OF PARTICULAR INTEREST TO ANYONE WANTING MORE INFORMATION ON THE HISTORY OF THE CRUISING CLUB OF AMERICA. OF PRIMARY INTEREST IS THE BOOK ENTITLED **NOWHERE IS TOO FAR – THE ANNALS OF THE CCA** BY JOHN PARKINSON JR. (CCA HISTORIAN AND NAMESAKE OF THE JOHN PARKINSON MEMORIAL TROPHY). MOST RECENTLY, **A BERTH TO BERMUDA** BY JOHN ROUSMANIERE AND PUBLISHED BY THE CCA, GIVES LIFE TO MANY OF THE GREAT STORIES OF THE BERMUDA RACE AND CCA HISTORY AND A DEFINITE LIBRARY ADDITION FOR ALL MEMBERS. (AVAILABLE THROUGH MYSTIC SEAPORT AT WWW.MYSTICSEAPORT.ORG.) ALSO OF NOTE IS THE COMPREHENSIVE BIBLIOGRAPHY OF CCA AUTHORS THAT IS BEING COMPILED BY TANNER ROSE ON THE CCA WEBSITE.

THE MATERIAL FOR THIS, AND FUTURE ARTICLES, WAS DERIVED FROM THE CCA YEARBOOKS, **NOWHERE IS TOO FAR** AND FROM THE ARCHIVES AT MYSTIC SEAPORT. WE ARE CURRENTLY TRYING TO BUILD A COMPLETE SET OF CCA YEARS BOOKS TO BE PASSED FORWARD TO ONCOMING HISTORIANS. SPECIAL THANKS TO SHEILA BEEBE, WIDOW OF CCA MEMBER JUNIUS BEEBE II, AND CCA MEMBER BILL MONROE FOR THE DONATION OF MANY OF THE EXISTING BOOKS. ADDITIONAL COPIES ARE NEEDED TO COMPLETE THE SET AND I WOULD WELCOME THE DONATION FROM ANYONE WHO IS SO INCLINED. THE CCA ARCHIVES ARE STORED AT THE MYSTIC SEAPORT AND ARE AVAILABLE TO ALL MEMBERS. THESE ARCHIVES, IN CONJUNCTION WITH THE CONTINUING UPDATE OF THE CCA MATERIAL AND DISPLAYS IN THE CCA OLIN STEPHENS READING ROOM, MAKE A WORTHWHILE VISIT FOR ANYONE PASSING THROUGH OR RESIDING IN THE MYSTIC AREA. – JACK TOWLE, HISTORIAN

Liveboards Take Notice

This is a call for all liveboard CCA members to get in touch to write an article for the *GAM* to include a thumbnail sketch of where they are, what they are up to and where they intend to head next. I would hope an article would be of interest to many and useful to a few and might become an occasional feature of the *GAM*.

I am Dick Stevenson (NY Station), and, with my wife, Ginger, have lived aboard *Alchemy* (a Valiant 42) for seven years now. We are in our third year of cruising the Eastern Mediterranean using Turkey as our home base for winters. After spending a couple of winters wandering the Northwest Caribbean, our interest in old cultures was stimulated by the Maya ruins that abound in that region. It then seemed natural to come to the Med to experience firsthand the rich history of this part of the world. It has been everything we have hoped for and much more. During this time we have cleared ports in Egypt, Israel, Lebanon, Syria, Cyprus, Greece and, of course, Turkey as well as doing inland travels. Our boat is our home and if we are curious about an area we try to "move" there. I know there are others like us in the CCA and have met and/or read about a few, but I have no idea how many there actually are or where others are spending their cruising time.




Dick and Ginger Stevenson

I would hope, first off, that it would be interesting to read in a *Gam* article what a small group of our members are doing. I also hope that learning where full time cruising members have been immersing themselves would be of use to the membership and facilitate communication and information sharing among members. Liveboards often have a unique perspective and knowledge base about the areas we live. I could see us as a resource for those who may be thinking of cruising or chartering near us. For *Alchemy* (and I know of at least three other CCA boats in Turkey) this would mean the Eastern Mediterranean. Liveboards often do a great deal of land cruising and so could be helpful to those foregoing a water based trip and

thinking of traveling to the areas where we have spent time. The Turkish coast is great, but inland Turkey has some pretty incredible places to visit as well. Most of us love sharing the knowledge we have accrued and the excitement of exploring new areas.

To get this going, I am happy to have those who are liveboards send me an email at alchemy128@aol.com (or KC2HKW@winlink.org if an airmail or sailmail user). If readers know of liveboards who don't get the *Gam*, feel free to contact me with their info and I will get in touch with them.

Dick Stevenson 

DID YOU KNOW...

**THAT YOU CAN USE
GOOGLE EARTH
AND VIEW
NOAA CHARTS
FOR THE
EAST AND WEST COAST
OF THE US?**



TRY:

<http://demo.geogarage.com/noaa/>

In Memoriam

J.Randolph Bartholomew, NYS, 12/1/2008

Bronson W. Chanler, NYS, 4/10/2009

Walter Cronkite, NYS, 7/18/2009

John M. Doull, BDO, 4/30/2009

Joseph Gardner, FLA, 3/31/2009

Ernest L. Godshalk, FLA, 7/16/2009

Peter Hawkes, BDA, 1/30/2009

William D. Johnson, FLA, 7/2/2009

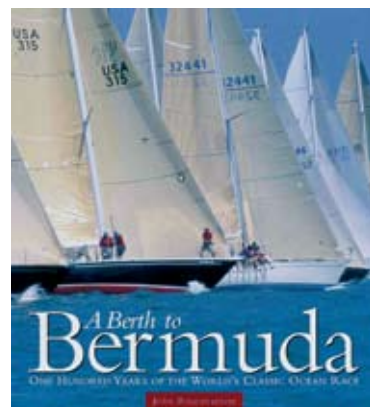
Chester B. Noyes, Jr., SAF, 4/30/2009

Raymond S. Peterson, BOS/BUZ, 4/25/2009

Lloyd D. Rees, SAF, 05/31/2009

MacVicker Snow, NYS, 5/31/2009

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



*The must read for anyone racing to
Bermuda.*

Berth to Bermuda

by John Rousmaniere

available through Mystic Seaport.

www.mysticseaport.org

1000 Islands Cruise *continued from page 1*

epic two-year 'round the world cruise aboard *Yankee* in 1947. His second mate, Jack Braidwood, was the second Canadian elected to the CCA in 1949, and a staunch supporter of our host club, the Bay of Quinte Yacht Club, also noted as a challenger for the America's Cup in 1881! Following a detailed briefing on the thousands of rocks in our paths the next morning by noted designer and CCA member Mark Ellis, the fleet departed under sunny skies, light breezes and warm temperatures. That evening produced one of the many spectacular sunsets we enjoyed in quiet, protected anchorages.

On Saturday, the fleet rejoined in the picturesque town of Picton, the epicenter of what is known as Prince Edward County, an unspoiled peninsula jutting into the eastern end of Lake Ontario, with more than 500 miles of coastland, and home to the largest fresh water sand dunes in the world, more than 18 vineyards, gently undulating fields and lots of arts and epicurean delights. In addition to a spectacular walking tour of the dunes (and in clear 80 degree water!), one of the true highlights of the trip was being hosted by the founder, owner and charming owner of the Grange Winery and Estate Vineyard. We heard a splendid explanation of her 60 acres of vineyards, followed by a sumptuous dinner made exclusively of locally grown foods, all served in her tasting room. It didn't hurt that we were basking in 70-degree temperatures without a cloud in the sky! Ah, how provident weather can be – and was for the whole cruise.

The next morning the fleet once again spirited itself eastward, through the lower portion of the Bay of Quinte and into the head of the St. Lawrence River. Nearly all enjoyed a wonderful day of sail, and our motoring brethren sped along without chop in a following sea, some to the River, and others to anchorages along the way.



Hay Bay



Sand Dunes Provincial Park, on Prince Edward County, Bay of Quinte



Zipper



The group at Singer Castle

On Tuesday, all once again collected, this time in Clayton, New York, one of two US ports in the 1000 Island region of the River, known today most especially for being home to the Antique Boat Museum, the pre-eminent museum in the world for antique fresh water craft. The Trustees and entire Museum staff welcomed the CCA fleet to its docks, provided extensive tours of their vast collection, and even took members out for spins on 1930's high speed runabouts. Our famous Rum Keg made itself known at the cocktail hour, traveling as it did all the way from the New York Station, followed by a wonderful cookout in the Museum as, once again, a multi-colored sunset brought the day to a close.

The next morning brought a brisk – and cool – twenty-five knot easterly to our fleet. Undaunted,

forty members and guests were treated to a 45 mile sojourn down river aboard the Museum's 1930's classic commuter yacht *Zipper*, in company with two member power yachts (Bob Mathew's beautiful new Hunt 52 *Blue Moon* and Port Draper's host John Love's Grand Banks 42 *Pampero*) and *Trilogy*. At the halfway



Commodore Ross Sherbrooke and Bob Luthow aboard 1930 Gar Wood Replica

point all disembarked for a private tour of what is known as Singer Castle, on Dark Island. This "hunting lodge" built by one of the Singer



Kingston Tour Trolley

Company's presidents in 1899-1903, has only been opened to the public for the past eight years, and what a sight it is, inside and out. When built, it had room-to-room telephone service, a sauna, hot running water, tennis courts, and its own generators for electricity, and on and on. We'll not forget this for a very long time, even if the décor was dated!

A highlight for many, though not as many as would have liked, was the opportunity to steer the magnificent *Zipper* on the way down river or back. Remarkably, this vessel cut through the two-foot seas at 18 knots with nary a bounce!

While the intrepid forty were braving the cold and enjoying the river ride, the remainder departed Clayton and headed into more of the 1000 Islands, some staying in one of the more than twenty St. Lawrence Islands National Park island moorings, and others dropping their hooks behind rocky headlands among the vast array of islands here. A fortunate few anchored off Mark Ellis's private island, Dumbfounder, where Mark and Barbara hosted cocktails and an island dinner for all they could accommodate! Thank you Ellis'!



*Antique Boat Museum's classic commuter yacht, named **Zipper**, with fourteen CCA members on board departing Clayton, NY*

So much for tarrying, as on Thursday, the fleet all met up in Canada's principal 1000 Island community, Gananoque, for a private tour aboard a large guided tour vessel of the entire Canadian chain of islands, with more nibbles and wines to keep everyone occupied. Following the tour, some headed back out into the islands for a quiet anchorage while others stayed in Gananoque for the evening and enjoyed this picturesque town. Friday saw all the boats headed westward through the islands toward the Cruise's endpoint in Kingston, Ontario, Canada's first capital city and home to Canada's Royal Military College, Queens University, the Great Lakes Maritime Museum, Fort Henry (of the War of 1812 fame) and numerous other sites.

Saturday, our final day, witnessed nine of our members match racing in teams of three aboard two Sharks, courtesy of two fine members of the Kingston Yacht Club. The highlight of this series had to be noticing why one of the two boats came to an abrupt stop in the middle of a race for no apparent reason. That is, until the crash boat (Bob Mathews aboard his beautiful *Blue Moon*) observed a rather large, flailing



Larry Glenn

object in the water alongside – none other than Chip Willauer, who it seems departed the foredeck abruptly and one would assume unintentionally! The winners, notwithstanding a protest launched by the Race Chairman, David Matheson (past Canada's Cup Race Chairman

no less), for unsportsmanlike conduct (to wit: bragging too loudly about their victory!), were Skipper Les Crane (Bermuda) with able crew Sandy Viotor (New York) and Bob Medland (Great Lakes and Cruise Co-chair). Three cheers to all participants and organizers!

After others had taken in the sites and tours of Kingston, all readied themselves for our farewell dinner, held in the beautiful Memorial Hall, Canada's first ever Parliament Building, and now Kingston City Hall. Kudos to the decorating team who made this a magical place, complete with a piper and Town Crier welcoming all, and a sumptuous salmon dinner. Commodore Sherbrooke gave his thanks to all those

who had worked so hard to make this cruise the success it had been, in particular Messrs. Binch, Medland and Matheson. Following his remarks, Cruise Chairman Binch handed out special Bullwinkle Awards – to the Mulock's for having brought their 29' power boat all the way from Florida, to Dan and Mimi Dyer for the distance award for a sailboat (from Jamestown, R.I.) and to Neal Finnegan and his crew David Frazier for the longest on-water distance in the shortest possible time in the smallest possible boat (from Marblehead to Picton, Ontario in five days aboard their Grady White 27!!!).

As a fitting end to this wonderful journey, the group then sat back and heard a beautiful young woman, Dawn Langstroth, only daughter of Canada's famed Anne Murray, serenade us with songs ancient and modern, sea shanty and jazz.



Piper and Town Crier

Sunday morning saw us all witnessing a morning mist spreading a beautiful white blanket over the waters we had just sailed, as a bright clear sun rose above. A fitting end to the 2009 Bay of Quinte and 1000 Islands Cruise, as we headed to airports and pointed our bows southward once more.

Jim Binch 

Photos by Ann Willauer and Carol Connor



Bostwick Island – 1000 Islands

Spring Meeting 2009 – Portland, Maine

Commodore Sherbrooke was most kind to the Gulf of Maine Post when he tasked us with coordination of the annual Spring Meeting and suggested that we host it in Portland, Maine. With his assistance and expression of confidence we were able to enlist the aid of a great number CCA members to work together to put on a pretty fine party. In the process we had a lot of fun and had the chance to make many new friends.

Central to our local effort were the organizing committee lead by Post Captain Susannah Homer and made up of: Peter Chandler, Phin and



Commodore Sherbrooke at Friday Night's Dinner

Joanna Sprague, Brad and Ann Willauer, Peter Stoops, David Pratt, Peter Plumb, Claudette Thing, Buell Heminway, and Garry and Leslie Schneider.

Commodore Ross thought that it would be well if as many members as possible from away could bunk with local members of the Club.



Rich Wilson, fresh from the Vendee Globe

Those who preferred the comforts of a good hospitality found them at the Portland Harbor Hotel.

We began the meeting on Thursday, April 30, with registration and cocktails at the hotel. Your author had the privilege of filling both the GMP and Boston Station Rum kegs. The mix that night met sufficient approval that he was allowed to refill them for the remaining evening events.

Friday's morning meetings were held at Peter Chandler's spacious offices at with Peter and Liza hosting. Lunch at the Mariner's Church, which had been organized by Peter Stoops, was enhanced by a presentation by Jim Millinger on the history and future of Portland's Harbor. We can thank David Elliot for coordination of this event and also for help in organizing the mariner scavenger hunt. Claudette Thing led an Art

and Architecture tour, and the attendees of the scavenger hunts all reported a fine time.

Our Friday evening gala dinner was held at Phin and Joanna Sprague's Portland Yacht Services, with a presentation of Gary Jobson's documentary on Maine boat builders followed by a traditional Maine lobster dinner. Members from the Boston Station



joined us for what was also the Station's spring dinner, and we just fit in under the fire code capacity of 160.

Lisa Laing and Larry Somers at the Willauer residence

Speeches, including the Commodore's award to Nick Nicholson, gave way to derigging, as the evening ended and sails and lights came down



Gary Jobson and Elaine Scott



Building mural depicting days gone by

in a trice compared to the time that had been required to hoist them Thursday in preparation for the event.

Saturday dawned with meetings for some at the Gulf of Maine Research Institute. Others enjoyed a tour of the Portland Museum of Art with the company of Kathleen Sherbrooke. Thank you's to Jesse Deupree for once again organizing a fine lunch at the GMRI. Members were invited to a tour of the Research Institute's facilities led by their President, Don Perkins.

The afternoon found members focusing on art at Prouts Neck, with a tour of Winslow Homer's studio guided by Chip Willauer. Cocktails and dinner followed at Brad and Ann's nearby home for a record 120 or so. The fortitude of our membership shone forth on this last evening as the lifting of glasses and the telling of sailing stories continued long, long after the dinner dishes were cleared. We owe a debt to the extended Willauer family who contributed many hours to the success of our three days.

The GMP thoroughly enjoyed hosting the spring meeting and by all accounts it was

Spring Meeting 2009 – Portland, Maine

well received! There are photos posted on the CCA website, to view. Thank you's to the many members who helped put this Club event together. Susannah noted many in her remarks Friday and Saturday evening: Phin and Joanna Sprague



Barbara Watson-Clapp at the Winslow Homer residence

packet preparation and Saturday preparations), David Elliott (scavenger hunt and Friday speaker), Lise Pratt (dining guide), David Pratt (Fri.AV coordination), Ross Santy (Friday dinner seating) and Lucia Santy (coordination of Sat. cocktails, packet stuffer, and Ross' assistant Friday evening),



Ron and Kathy Trossbach at Prout's Neck



Phin and Joanne Sprague and Susi Homer

(hosts of Friday's dinner at PYS), Brad and Ann Willauer (hosts for Saturday's dinner – with Ann also serving as housing chair), Peter Chandler (Treasurer for the event and with Liza host for Friday meetings), Garry and Leslie Schneider (registrar/volunteer coordinators) Max Fletcher (bookkeeping for the event), Peter Stoops (coordination of supplies and Mariner's Church lunch), Jesse Deupree (GMRI luncheon) Claudette Thing (Scavenger hunt, assisting also with



Chip Willauer in the Winslow Homer living room explaining the history of the Homer residence and studio

Trossbach the Homers, and Peter Stoops and for tables Claudette Thing, Sue Chambers, and M.E. Taylor. Many helped with restoring the Willauer home to a semblance of normal. If those who helped were tired at the end of the event, they should know how much their assistance was appreciated. Our apologies for any omissions. There are always many who assist behind the scenes making things work. Congratulations to Susannah for leading the GMP effort.

*GMP Secretary,
Garry and Leslie Schneider*

Photos by Chris Otorowski



Mariners' Church

Saturday lighting – flags – packets – you name it), Jim Harvie (Friday's MC and general counsel). Kudos to the crew that rigged lighting and sails at PYS for Friday's dinner, all at the direction of Dick Homer with assistance also from Rocky (who also



National Register of Historic Places plaque at Homer residence



Gulf of Maine Research Institute

assisted at registration and throughout). That effort included: Alex Agnew (who also donated copies of Ocean Navigator), Buell Heminway, Malcolm Poole, Brad Willauer, and Peter Stoops. And Susi's friends Henry Hall, and John and Laurie Humbert. Thank you's to those who assisted with set-up at the Willauers, especially Paul Rogers, Jim Chambers, Ron



Winslow Homer residence



Welcome New Members



BARNEY BAKER

Yarmouth, Maine
Station: Boston
Spouse: Caroline
Yacht: Sabre 32 *Libra*
Proposer: Stuart Macdonald



Barney Baker's seafaring experiences emanate from points in his life that form a kind of North Atlantic polygon. He cut his teeth sailing small craft while summering in Penobscot Bay. As a youngster, his parents relocated to Panama, where the Bakers cruised a 32' steel sloop along the coast and out to the Perlas Islands. His teen years found him attending high school in Scotland on the Moray Firth, where the curriculum included classes in seamanship and Outward Bound-style cruises in open, lugger-rigged boats. In his mid-twenties, Barney and his new bride Caroline undertook a double-handed voyage from the British Isles through the Mediterranean and across the pond to North America aboard the Rival 34' sloop *Lady Dona*. And then to his current home port, joining (and ultimately leading as commodore) the Harraseeket Yacht Club, purchasing the Maine-built *Libra*, and outfitting her for serious offshore work. In the last decade and a half, Barney completed three Marion-Bermuda races (celestial division), numerous Falmouth-Yarmouth races and other local events, frequently making return deliveries with Caroline and their two daughters. Barney Baker crosses big water in small boats, inspires and contributes to his local sailing community, and will be a welcome addition to the Cruising Club.

Membership: Harraseeket Yacht Club
Military Service: United States Navy, ROTC

PAUL ALLAN BAKER

Seattle, Washington
Station: Pacific Northwest
Spouse: Suzette Connolly
Yacht: Cal 35 *Altair*
Proposer: Thomas D. O'Brien



Paul and Suzette's six-year, 43,000 mile circumnavigation in *Altair* is only the latest installment in an accomplished career of offshore sailing. Paul grew up in Panama, where it seems he endeavored to sail pretty much anything that floated. That penchant was hardly a surprise for a lad whose first experience at sea at the tender age of two was a 2,400 mile run from San Diego to the Galapagos aboard a 100' converted fishing vessel. He moved to Seattle at age 21 and promptly purchased his first command, a Ranger 24, beginning a distinguished career in local racing that continues to this day. At 26, he landed a berth as crew on a 105' Cayman Island schooner and sailed from Seattle to Rotan, and thence to the Cayman Islands. The next boat, a Schumacher 30, afforded the opportunity to extend Paul's cruising range in the Pacific northwest. By this time, he'd become a sought-after crew for racing aboard some of the area's storied maxi racing machines, such as *Cassiopeia* (Davidson 72) and *Obsession* (S&S 70). Then came Paul and Suzette's purchase of *Altair* in 1999, their fitting her out for prolonged offshore work, and the globe-girdling voyage, which, perhaps not surprisingly, included gams with CCA members in distant ports and, in the natural course of things, the proposal by Tom O'Brien that has brought this accomplished sailor into the CCA's ranks.

PAUL CAMBRIDGE

Greenwich, Connecticut
Station: New York
Spouse: Jean
Yacht: Alden 45' *Selkie*
Proposer: Louis Meyer



Paul Cambridge comes to the CCA with many tens of thousands of miles of offshore cruising experience, both as skipper and shipmate, in the waters from Maine to Tortola. He got his start screwing on smaller boats in the British Isles and France. With the sailing bug well ensconced, he honed his skills at the Offshore Sailing School and as a student-crew studying general seamanship and celestial navigation on a 70' schooner in the Caribbean. Next came extensive cruising on charter vessels in the Caribbean. In recent years, he and Jean have completed numerous offshore passages, usually short-handed, and Paul as crewed on multiple Newport-Bermuda and Marion-Bermuda races, usually contributing his seamanship and companionship to the return delivery. Paul and Jean are also known as helpful hands ashore, having devoted time an expertise to helping the newly founded Stonington Harbor Yacht Club get off to a splendid start. Kudos to Louis Meyer for proposing Paul for membership.

Membership: Stonington Harbor Yacht Club

Offshore Communications Resources:

http://www.cruisingclub.org/seamanship/seamanship_offshore.htm

RONALD L. CHEVRIER

Marion, Massachusetts
Station: Boston
Spouse: Lucretia
Yacht: Custom 38' sloop *Seaflower*
Proposer: John W. Braitmeyer



Fans of the Marion-Bermuda race may want to raise a glass to Ron Chevrier, who helped found the event, served actively on its Race Committee for many years, and established a program for medical emergency assistance via SSB and station "WLO" in Mobile, Alabama to the EMA at Georgetown Medical. Given that background, it's no surprise to learn that he's raced in the event many times, the last three in command of his custom Niels Helleberg double-ender *Seaflower*, which in 2001 took a fourth in class and seventh in fleet. Needless to say, Ron's sailing experience long precedes his involvement in the Bermuda Race, and extends to waters familiar to several other CCA stations, including Great Lakes, where he got his start sailing in the 1960s, and Pacific Northwest, where he lived and cruised during the 1980s. But recent decades have been built around his home base in Marion, where he is a member and steady contributor to the Beverly Yacht Club. Indeed, he and Lu have well earned reputations as the go-to couple for helping to organize club cruises and for making sure all participants have a fun and safe cruise. Thanks to Jack Braitmeyer's proposal, *Seaflower's* next venture will be under the CCA burgee.

Military Service: United States Navy, Lieutenant, U.S. Navy Reserve
Membership: Beverly Yacht Club

EDWARD WELCH CLUCAS, III

Oxford, Maryland
Station: Chesapeake
Spouse: Anne
Yacht: O'Day 39 *Manxman*
Proposer: Henry Gibbons-Neff



Ted Clucas comes from a sailing tradition: his grandfather owned a 117' Burgess designed, Herreshoff-built yawl *Manxman*. With love of the sea in his genes, Ted followed a career in running boatyards, eventually becoming an independent contractor. His racing experience runs the gamut, having crewed in races from the Great Lakes (Chicago-Macina-Port Huron) to California (Oakland-Catalina Island) and numerous Marion and Newport-Bermuda Races with Eric Crawford on *Restless*. Though the ocean racing bug has clearly bitten, *Manxman's* main pursuit has been cruising, Ted having skippered her on numerous voyages from the Chesapeake to Bermuda and Maine. Closer to home, Ted served as a founding member of OARS, the Oxford Amateur Racing Series, a Friday-evening series open to all boats. Thanks in no small part to Ted's tireless efforts, the venture has met with success, regularly attracting some 20-30 boats to the starting line. Henry Gibbons-Neff's proposal has added a true all-rounder to the CCA's ranks.

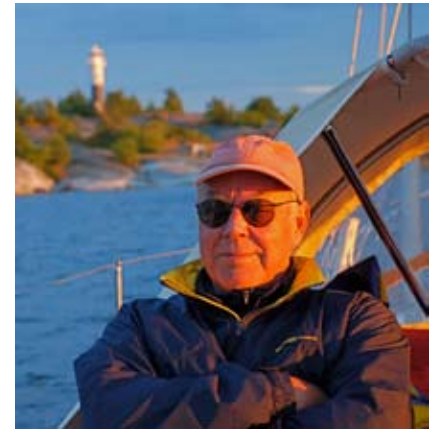
What Inflatable PFD Should I Buy?

This response was prepared for *US Sailing* by Ron Trossbach to answer the question "What inflatable should I buy?" It also serves as a reminder to review our personal life jacket situation as we go out on the water this spring. See our Safety at Sea section for this and more.

http://www.cruisingclub.org/pdfs/safety_inflatable_pdfs.pdf

WILLIAM FREDERICK GIEG

Richmond, Virginia
Station: Chesapeake
Yacht: Cape Dory 28' *Pippin*
Proposer: C. Tanner Rose, Jr.



Bill Gieg is so well known to CCA members from different stations that we could be excused for thinking he was already a member of the club. He's a veteran of some four four Marblehead-Halifax races and seven Bermuda races, having crewed with the CCA's Gene Snyder, Rives Potts, Dick McCurdy, Tom Morris and Tanner Rose over the years. Having grown up sailing New England waters with his family (his father owned one of the earlier Bermuda 40's), Ted owned a series of boats from the Alden 26 *Mamselle* to the Luders 36 *Licorne*. In the 1980s, he was co-owner of *Blow Up*, a Swan 44, which he cruised in the Mediterranean and skippered transatlantic. In addition to the North Atlantic, Mediterranean and Caribbean Seas, Bill has cruised the Baltic, where last summer the crew of Tanner Rose's *Witch of Pungo* got to witness some of Bill's whiz-bang celestial navigation. With 40 years of racing and cruising under his belt, it's hard to find anything on board that Bill can't do well. It is a pleasure to welcome him to the CCA's ranks.

Memberships: Fishing Bay Yacht Club; Ocean Cruising Club; Chesapeake Bay Yacht Racing Association

Safety at Sea Resources:

http://www.cruisingclub.org/seamanship/seamanship_safety.htm

ROBERT A. GREEN, Jr.

Westerly, RI
Station: Essex
Spouse: Ami
Yacht: Alden 46 *Scallywag II*
Proposer: Richard Holliday



Between Bob's first four transatlantic crossings as a Deck Officer in the U.S. Navy back in the 1960's and his more recent four in *Scallywag II* and her predecessor, he is reported to have spent a little time ashore designing houses (most probably situated within sight of the sea). He grew up cruising and racing on his family's Concordia yawl and racing Beetle Cats, Wood Pussys, Comets and Watch Hill 15's at the Watch Hill Yacht Club. He and Ami purchased a Cal 39 in 1992, cruising her Down East before moving up to the Alden 44 *Scallywag* in 1998. They completed an Atlantic circle (Azores-Ireland-Mediterranean-Canaries—St. Lucia), which was ended in a most extraordinary manner by a 28' shoaling wave—an event best described by Ami in her August 2002 article in *Cruising World*. Bob and Ami have only recently returned from a four-year cruise with *Scallywag II* that extended over 20,000 miles and included at thousand-mile cruise up the Amazon River with the Rallye Iles de Soleil. Back at WHYC, Bob is known as a leader and organizer, having been elected Commodore at the comparatively tender age of 33 and served in many other capacities since.

His decades of service to that club were recognized in the late 1990s by his election as Honorary Commodore. He and Ami will be assets to the Essex Station and the CCA.

Membership; Watch Hill Yacht Club
Military Service, US Navy, R.O.T.C., commissioned as Lt.

ALLAN M. HEYWARD, JR.

Richmond, VA
Station: Chesapeake
Spouse: Laura (Lolly)
Proposer: David P. Tunick



Even as a young lad getting his start racing small boats, Allan Heyward had a knack for exploring new waters. His youthful career included Barnegat Bay and Chesapeake Bay, Long Island Sound and Southwest Harbor, Maine. In the five decades that have passed since those days, Allan's commitment to our sport has never wavered. For years, he and Lolly enjoyed racing and cruising the Chesapeake in their Frers 33 *La Maga*. Allan's offshore experience includes many passages along the East Coast and the Caribbean, four Newport-Bermuda races, an Annapolis-Newport Race, and numerous return deliveries. In recent years he has sailed as crew boss, helmsman and watch captain on Dave Tunick's 54 S&S yawl *Night Watch* in England, Ireland, Denmark and Sweden. A long list of sailing organizations have benefited from Allan's time and effort, not least the Fishing Bay Yacht Club, where he has

served as Commodore, inaugurating its Safety at Sea seminar and revamping its youth program. Correspondents who have spent some storm-tossed times at sea with Allan report a rare set of talents: a strong helmsman, a top navigator, a remarkably nimble foredeck hand, and a gifted cook able to work wonders in the galley. And it that weren't enough, on the quieter watches he can keep crewmates laughing with a good joke or mesmerized by a good yarn. Kudos to Dave Tunick for an inspired proposal.

Memberships: Fishing Bay Yacht Club; Hampton Yacht Club; North American Station of the Royal Scandinavian Yacht Clubs and Nylandska Jaktklubben

DONNA HILL

Toronto, Ontario
Station: Great Lakes
Spouse: Michael
Yacht: Oyster 56 *Baccalieu III*
Proposer: Andrew L. Jones



At last count, Donna Hill had crossed four oceans under sail. She likes one, the North Atlantic, so much that she's crossed it four times. And most of these passages have been double or short handed. She and Mike, a Cruising Club member, got their start back in the 1970s cruising Newfoundland's coast from St. John's to St. Pierre. The 1980s found them in Toronto, cruising a succession of yachts on the Great Lakes. Horizons widened in the early 2000's with the purchase of a Passport 40 and cruises along the northeastern U.S. seaboard. But Donna's seafaring really ramped up when they decided to have *Baccalieu III* built in England. During her construction, Donna was able to crew on other Oyster 56's, accounting for

two of her transatlantic passages. In June 2006, Donna and Mike embarked from St. Catherine's docks in London for their three year circumnavigation. The stories from this voyage are too many to be told here, but one thing comes through all of them: Donna is a thoroughgoing sailor, up to most any task on a boat, and a full sailing partner with her husband. It is a pleasure to record that her accomplishments are now recognized by membership in this Club.

Membership: Royal Canadian Yacht Club

THOMAS J. HOGAN

Newport Beach, CA
Station: Southern California
Spouse: Marion (Mimi)
Yacht: Santa Cruz 70' *Westerly*
Proposer: Edwin A. Meserve



A racing and cruising man for over 50 years, Tom has come a long way from his early days racing a Sabot 8' pram at the Newport Harbor Yacht Club. He went on to sail for the USC sailing team, compiling an impressive record in small boats of a vast array of classes from Solings and Etchells to international and Olympic. Before *Westerly*, Tom owned a Cal 48, and a 56' motor sailor. He's a veteran of three Transpac races, six Newport-Cabo San Lucas races, two Mazatlan races and too many other bluewater events to mention here. Cruising adventures have encompassed a little taste of New England cruising back in the 1960s to lighten the

extensive Pacific voyaging that includes a 2,500 mile cruise from Maui to the Marshall Islands. It is no surprise to learn that someone coming from such sailing tradition and with a lifelong commitment to the sport has passed it on to his two sons. His involvement with the sport extends to organizational and volunteer efforts as well. NHYC members recall his successful term as commodore—one of the youngest in the club's history, and many younger sailors in the area count him as a pivotal mentor. We applaud Ed Meserve's good sense in proposing Tom for membership.

W. BRAUN JONES, Jr.

Fairfax, Virginia
Spouse: Martina (Tina)
Station: Florida
Yacht: Nordhavn 62 Expedition Trawler
Grey Pearl
Proposer: Milt Baker



Son of a U.S. Navy officer who taught him to sail, Braun decided as a boy that he would sail around the world. In 1977

he helped deliver a 44-foot ketch on an offshore passage from Annapolis to the Caribbean, and the hook was firmly set. For 8 years, Braun was a partner in a St. Thomas-based sailing charter business, which operated 26 boats at its peak, with Braun acting as captain and crew on many occasions. Braun and his wife Tina have both obtained their Master Captain's Licenses. In 2004, following his retirement, Braun and Tina spent 3 years cruising *Grey Pearl* throughout the Mediterranean, and have put almost 40,000 NM on her since they acquired her in 2000. They recently completed a passage from Seattle through Alaska, the Aleutians, and Pacific Russia to Japan. The crossing was done in company with two other yachts on the Great Siberian Sushi Run for a total distance of 5,938 nm. Braun is a highly regarded skipper, who inspires others with his seamanship and knowledge of yacht maintenance. Thanks to Milt Baker's proposal, Braun's continued circumnavigation will be carried out under the CCA burgee.

Military service: US Navy 1963-69

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* are available on the website.

Dianne Embree joined Evans and Bill Wohlford writing the new members profiles for this issue.

If you are interested in getting involved in this part of the GAM, please contact Chris Otorowski, ccagam@mac.com.

PETER E. KELLY

Mamaroneck, New York
Spouse : Betty
Station: New York
Yacht : Huckins 48' *Dolphin*
Proposer : Stephan A. Frank



Peter grew up at Larchmont Yacht Club, and has raced and cruised for 55 years in his home waters of Long Island Sound, as well as completing many Bermuda Races, Transatlantics and Trans-Pacs, where he honed his skills as skipper, helmsman and navigator, and acquired a reputation as a great shipmate. He has been a keen competitor in the J30 class in Western Long Island Sound, and has also cruised widely with his wife Betty and their children. Peter was Commodore of Larchmont YC from 2002-2004, a position he held with distinction, as evidenced by a special award presented to him by the Club. During his tenure, Peter was instrumental in developing a new racing fleet, and expanding sailing participation in the Club. The CCA is delighted to welcome Peter, and thanks Stephan Frank for this fine nomination.

Membership: NYYC, Larchmont and Storm Trysail Club

CHRISTOPHER KNIGHT

Cambridge, Massachusetts
Spouse: Kathy
Station : Boston
Yacht : Able 48' Cutter *Alice*
Proposer : Dr. Edward C. Tarlov



Chris grew up sailing in Maine, and after graduating from Dartmouth, set off on several photographic adventures for *National Geographic*, including a kayak trip with his brother from Alaska to Seattle. Besides his contributions to many sailing magazines, Chris founded his own film company in 1969, and produced a wide variety of video and films, covering subjects from single-handed sailing to kayaking, as well as a notable film of the 1980 OSTAR race. His wife, Kathy is also an accomplished author, including children's books which are illustrated with photographs taken by Chris. Kathy chronicled their transatlantic voyage and subsequent sailing in Europe in a book entitled *Atlantic Circle*. Besides two transatlantics, Chris has sailed extensively in Scandinavia, the Mediterranean, the Caribbean and the Bahamas, and has earned the reputation of being able to fix anything on a boat, as well as making a great spaghetti sauce! Our thanks to Dr. Edward Tarlov for proposing Chris to membership of our Club.

JOSEPH MCDONOUGH

Marion, Massachusetts
Spouse: Holly
Station : Boston
Yacht : 47' Saberline *Scamper*
Proposer : David 'Chip' Johns



During his long sailing career, Joe has skippered his own boats along the entire eastern seaboard, as well as having done multiple NE to Caribbean deliveries. Joe's skills as navigator and weather researcher have served him and his shipmates well in Bermuda races and a Transatlantic crossing, as well as on a recent cruise from Acapulco through the Panama Canal aboard *Margalo*. Joe retired as CFO of Analog Devices, which may explain his capacity to "get under the hood" and repair and improve on any items on board, usually carrying a spare part for everyone in the fleet! Joe and his wife Holly, on board *Scamper*, are often the social center of cruises, and bring a great sense of camaraderie and friendship, which we all appreciate as members of the CCA.

Memberships: Beverly Yacht Club

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, 2010 to TL and Harriet Linskey at CCNews@HandsAcrossTheSea.net and HarrietLinskey@GMail.com.

For photo and text specs, see the 2009 edition of the CC News.

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

PETER MCPHEETERS

Biddeford Pool, Maine
Spouse: Eve
Station: Boston
Yacht: F-31 Trimaran
Proposer: Jesse C. Deupree



Peter McPheeters has amassed a lifetime of notable sailing exploits from his home base in Biddeford Pool, where he began sailing as a young teenager. He has sailed and owned a variety of boats, and, most recently, likes to sail fast on his F-31. He is the lifelong sailing companion of his proposer, Jesse Deupree, with whom he has shared numerous adventures. These include the 1990 Bermuda Race, in a Concordia yawl. Electronics were down due to low power on board, and Peter steered the venerable woodie through gusts over thirty by intermittent glances at the compass with a flashlight. He was a watchcaptain on Greg Carroll's *Thunderhead* in the 2004 CCA Irish Transatlantic Crossing. Peter has done most of the other classic east coast races, including Marblehead/Halifax and Monhegan. Peter is rightly celebrated for his talents in the galley underway, "one of the best sea cooks I've ever known" writes one of our correspondents. He is active in organized sailing, having served as Commodore of the Biddeford Pool Yacht Club.

Memberships: Biddeford Pool Yacht Club

Fleet Surgeon



The CCA Fleet Surgeon offers these documents, potentially useful in preparing a yacht for offshore passages. Suggestions are welcome (egfischer46@verizon.net).

http://www.cruisingclub.org/seamanship/seamanship_surgeon.htm

BENJAMIN G. MORRIS

Marshfield, Massachusetts
Station: Boston
Yacht: Laser
William E. Cook

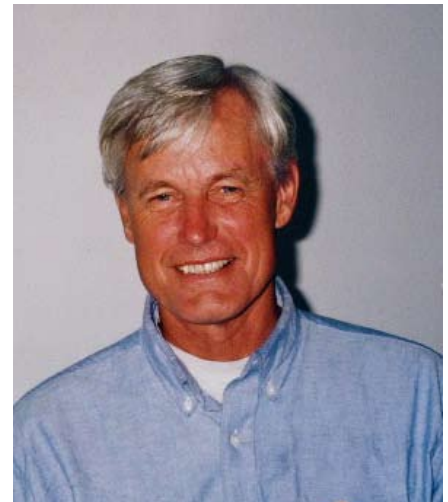


Ben Morris is that uncommon and highly prized new member who has amassed the requisite stature as a sailor at a young age. He started sailing his family's boats, including Valiant 40, in the Woods Hole Eel Pond. At 22, Ben can say he sailed trans-Atlantic, in 2007, raced to Bermuda twice, once double-handed in 2006 and to Greenland in 2003. He has a number of other notable passages under his belt, primarily between the United States and Nova Scotia, including running the foredeck on Nick Mewman's *Deneb* in the Halifax Race at the age of 15. He is that invaluable type of shipmate that can tackle those prosaic yet important obstacles to a successful cruise, from a wiring issue to a recalcitrant head. Ben has been head instructor in the junior sailing program of the Quissett Yacht Club junior sailing program where he has taught for some years, passing his knowledge and enthusiasm to yet younger sailors. We are delighted to have Ben flying our burgee and look forward to many years of exploits adding to its distinction.

Membership: Quissett Yacht Club

ALAN OLSON

Mill Valley, California
Spouse: Angela Lackey-Olso
Station: San Francisco
Yacht: Knarr Sloop
Proposer: John C. Swain



Alan Olson has had a fascinating and varied history of maritime activities, spending much of his career as skipper of large schooners. In the fifties, he was a driver for a water ski show. He built a 40-foot catamaran in Minnesota and sailed it down the Mississippi River to the Caribbean. In the seventies, Alan built the 70-foot brigantine schooner *Stone Witch* and sailed her over 50,000 throughout the Pacific operating sailing programs for youth and as a charter business. *Stone Witch* went on to become the flag ship for the Greenpeace organization. In 1984, Alan founded the Call of the Sea organization with other local sailors. In the eighties and nineties, he restored a 1929 54-foot staysail schooner for use under Call of the Sea's auspices in educational programs, including many trips to Mexico and a 15,000 mile cruise of the Pacific Rim, including China. Up to 2008, Alan was skippering the 82-foot schooner *Seaward* for educational cruises with Call of the Sea. He holds a 100-ton master's ticket. His 50-year career sailing large and challenging boats and teaching disadvantaged youth the lessons the sea has to offer is an example to admire and to envy. We are proud that this distinguished deep-water man is one of us.

NICHOLAS RADCLIFFE OREM

Spouse: Phyllis
Station: San Francisco
Yacht: Najad 40 *Wassail*
Proposer: James E. Eaton



Nick Orem is a very accomplished sailor and offshore passagemaker, who has specialized in Scandinavian cruising. Nick and Phyllis had their Najad 40 built and they took delivery in Sweden. Since, then for the past five seasons, they have cruised the Baltic, the low countries, England and down to Spain. Nick completed a trans-Atlantic in 2007 with four on board Jerry Eaton's Blue Heron as 1st mate and communications officer. Although Nick drops anchor in New Hampshire, he is a frequent visitor to the Bay Area and well-known to CCA members there. We thank Jerry Eaton for proposing him and look forward to hearing about the further adventures of Nick and Phyllis.

Armed Services: Staff Sgt., U.S. Army, Bronze Star

Memberships: North American Station, Royal Scandinavian Yacht Club

Helicopter Rescue

Download USCG Helicopter Rescue Pamphlet

As part of The Cruising Club of America's mission to promote seamanship and safety at sea, a group of members, supported by funds from Bonnell Cove Foundation, collaborated with the U.S. Coast Guard to produce this Helicopter Rescue Guide.

http://www.cruisingclub.org/pdfs/safety_helo_pamphlet.pdf

DONALD L. PATTERSON

University Place, Washington
Spouse: Stella
Station: Pacific Northwest
Yacht: Maple Leaf 42,
Hunter 450 *Balquidder*
Proposer: Roger L. Rue



Don has not been sailing as long as some of our other members, but he has made up for it quickly. He and Stella have amassed some 12,000 miles at sea in the last ten years in the Pacific, offshore and in coastal and near-coastal waters. He has cruised down to Mexico, transited the Panama Canal, cruised the Caribbean and crossed the Atlantic to Ireland via the Azores. With their new Hunter 450, also named *Balquidder*, Don and Stella will be taking off for an extended South Pacific cruise in 2010. Truly, they have realized that of which so many merely dream. Don's contributions to sailing institutions are impressive. He is presently Commodore of the Tacoma Yacht Club. He is on the board of the Foss Waterway Seaport, a working waterfront maritime museum and education facility in Tacoma. He is also Vice-president of Tall Ships Tacoma 2011. Don has clearly demonstrated his energy and willingness to contribute to organized sailing. Thanks to Roger Rue for proposing him. The CCA will be the beneficiary.

Armed Services: Col., U.S. Army (ret.)
Memberships: Tacoma Yacht Club;
Seven Seas Cruising Association

DENNIS W. POWERS

Essex, Connecticut
Spouse:
Verity Ann Robson-Archer Powers
Yacht: Cambria 40 *Quest*
Proposer: Richard duMoulin



Dennis Powers sailing career spans 50 years in a myriad of craft. He has extensive offshore racing and cruising experience on 35-59-foot boats, including 6 Bermuda races and multiple SORC campaigns. Much of his big-boat sailing has been single-handed. He has substantial racing experience in competitive one-design classes as well, including IOD's, Etchells, Lasers and Jet 14s, much of it in western Long Island Sound. In the sixties, Dennis was on the U.S. Collegiate All-Star team that won the Lipton Cup and British American Cup. Dennis is a shell-backed frost-biter. Dennis was originally proposed by J. Randolph Barthomew, sadly deceased. The proposal was ably assumed by Richard duMoulin. Dennis is a strong legacy from Randolph, himself a staunch and valued friend of the CCA, sorely missed. We thank Richard for stepping in to see the proposal of this impressive new member through.

Armed Services: Lt. Jg., U.S. Navy Reserve

Newport Bermuda Race 2008

http://www.cruisingclub.org/bermuda/bermuda_cca2008.htm

THOMAS C. PRICE

Pasadena, Maryland
Spouse: Lucy
Station: Chesapeake
Yacht: BB 10 Meter
Proposer: A. Murray Leigh, Jr.



Tom Price is a well-rounded sailor but particularly known for his racing prowess. He has owned and campaigned a string of boats, a Columbia Sabre 5.5 meter, Quincy Adams 17, an IOD, Laser 28, Hobbie 33, and, currently, a BB10 meter. Tom won the Nationals in the International 14 class and was a member of the US East Coast Team, here and in England. He has been a regular watch captain on Henry Morgan's *Dolphin* for numerous passages and races over the last several years and completed several Newport/Bermuda races with him. Like a number of our members, Tom works at the U.S. Naval Academy. Tom was instrumental in organizing the Chesapeake Bay fleets of the Star class and reintroduced the 210 class at the Gibson Island Yacht Squadron. Tom and Lucy have two grown children who frequently join their parents racing round the buoys. His knowledge of the weather and the racing rules and his practical skills at the helm make him in demand by any racing skipper. We congratulate Murray Leigh on this excellent new member.

Memberships: Gibson Island Yacht Squadron

The Boats We Sail

Cruising Club of America members have a wealth of experience in cruising boats. In *The Boats We Sail* we hope to share some of the challenges and solutions our members have tested, so that other members and non-members might learn and benefit.

http://www.cruisingclub.org/seamanship/seamanship_boats.htm

PATRICIA ("Trish") M. SCHIBLI

Victoria, British Columbia
Spouse: Kaspar
Station: Pacific Northwest
Yacht: 53' yawl, *Starfire*
Proposer: Douglas Cole



Trish Schibli grew up sailing the challenging waters around Victoria, B.C. and she has since parlayed that early training into successful passages of the most difficult waters in the world. A trans-Atlantic in 1975 was followed by a five year circumnavigation beginning in 1993 with husband Kaspar aboard their 53-foot wooden yawl. The majority of this voyage was done double-handed. In 2005, the couple undertook another lengthy cruise, to Mexico, the Galapagos, Chile, around Cape Horn, the Falklands and eventually the east coast of the United States. Parts of this passage were documented by Doug Cole in the January 2008 Cruising Club News. She revels in conditions that most sailors would prefer to read about, is handy stitching a sail, in the galley or on the fore deck. The CCA owes thanks to Doug Cole for proposing her and we are glad to have such a salty and experienced new member.

Memberships: Victoria Yacht Club

WILLIAM TOBLER ("Toby") SCHRIBER

Newport Beach, California
Spouse: Darci
Station: Southern California
Yacht: Hylas 54
Proposer: Tod White



Toby Schriber has been sailing since he was a teenager, accumulating friends and admiring shipmates, in addition to expertise, with every passage. He has raced the Newport/Bermuda, the Trans-Pac, the Ensenada, Cabo San Lucas and Chicago/Mackinaw races. He has cruised both coasts of the United States, Mexico, the Caribbean and South Pacific. He sailed a Catalina 36 for many years, but now cruises with Darci aboard their meticulously kept, cutter-rigged Hylas 54. The two of them are well-known by the Southern California yachting fraternity and they have sailed with numerous CCA members over the years. Toby's commitment to cruising and to the development of our sport is manifested by his current chairmanship of the Cruising Committee of the Newport Harbor Yacht club. Tod White has done us all a great favor by sharing his friend as a new CCA member.

Memberships: Newport Harbor Yacht 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 Spring issue is March 1.

PHILLIP K. SWIGARD

Kingston, Washington
Station: Pacific Northwest
Yacht: 50' Custom Aluminum Trawler
Eventide
Proposer: Raymond K. Jarecki



Phil Swigard is well known to our Pacific Northwest members and is one of the most widely respected yachtman of the nautical fraternity of Seattle. *Eventide's* bare aluminum and big red tender are frequently seen in the area's gunkholes and further afield and Phil has spent much of his time living on his boats on Lake Union. He got his start in dinghies on San Francisco Bay. After NROTC in college, he served as deck officer aboard a destroyer deployed off Vietnam and made three crossings of the Pacific. He was a sailor before *Eventide*, and cruised from Seattle to the Sea of Cortez aboard a 31-foot Seawitch ketch. In the eighties, Phil and his wife cruised from North Carolina, back to Seattle, via Tahiti. Before and since, Phil has thoroughly explored the west coast from Alaska to California. Chasing crab aboard the "tender from outerspace" a.k.a., Phil's Folly, or averting disaster in the engine room, Phil manifestly has the right stuff and we owe Ray Jarecki for proposing him.

PETER W. VOGES

New York, New York
Spouse: Vera
Station: New York
Yacht: Corbin 39 *Escapade*
Proposer: Fred A Keire



Peter Voges is a lifelong sailor, with particular experience in long-range, single handed passagemaking. Born in Hanover, Germany, Peter began sailing in the Baltic. He has singlehanded on extended cruises of the Mediterranean, Nova Scotia and Newfoundland. In 1999, Peter skippered trans-Atlantic with his son and a friend. His skills and attitude towards the traditions of the sea were shown in 1995, when Peter rescued three fishermen from their life raft in the Cabot Strait. After delivering the fisherman to other fishing vessels, Peter continued on his way. Peter is a retired surgeon who served in Vietnam and has volunteered in missions in Africa and Asia in difficult and primitive conditions. Peter holds a 50-ton Master's ticket and is a skilled celestial navigator. We have gained a gentleman of rare skills and character. Fred Keire has done the CCA a service in proposing him.

Armed Services: Major, U.S. Army Medical Corps

Memberships: American Yacht Club; Seven Seas Cruising Association

DONALD D. WAKEMAN

Sarasota, Florida
Spouse: Elizabeth
Station: Boston
Yacht: Stanley 39 Trawler *Avatar*
Proposer: Merle Hallett

With Don Wakeman, the CCA has gained a very distinguished racer and offshore passagemaker. His early mentors reads like a hall of fame of the last generation of sailing greats, Sutphen, Wullschleger, Isbrantsen and Rod Stephens. Don's list of important offshore races goes back to the early sixties when he was a regular aboard Huey Long's *Ondine*. On *Ondine*, Don did the Sydney/Hobart, SORC and the Fastnet and crossed the Pacific and the Atlantic. Since those days, he has completed numerous Newport/Bermuda races, further SORC's, the Canada's Cup and the Chicago/Mackinac. He has been a member of part of three America's Cup campaigns, on Constellation in '64, Intrepid in '67, and Valiant in '70. In 2003, Don made the switch to power and he has fitted *Avatar* out to the highest standards. He regularly moves the boat alone from Florida to Maine, an 1,800 mile trip. Don and Elizabeth have set up shop in Christmas Cove, Maine, a well-known spot to most of our east coast members. We thank Merle Hallett for proposing Don and look forward to his further exploits with interest.



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.

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.



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.

PAMELA K. WALL

Fort Lauderdale, Florida
Station: Florida
Yacht: Freya 39 *Kandarik*
Proposer: Stephen W. James



Pam Wall has amassed a remarkable number of sea miles, a circumnavigation, and five Atlantic crossings. Growing up, she crewed with her dad racing on Lake Michigan, including six Chicago/Mackinac races. In 1972, Pam crossed the Atlantic with her husband Andy in a thirty-foot sloop. In the eighties, the two of them set off on a seven-year circumnavigation with their two small children. Additional adventures beckoned upon their return in 1992, including an Atlantic circuit in 1998 and additional Atlantic crossings. Yet Pam may have given back more than she has taken from the sport. Daily, Pam advises boaters as a West Marine Special Services Manager. She makes numerous boat show presentations yearly, telling standing room only crowds of her cruising life. She conducts a week-long sail instruction for women on Virgin Gorda and has spoken at our own Suddenly Alone seminars. Indeed, Pam is one of the most active and enthusiastic spokespersons for our avocation anywhere. Many members will recall Andy Wall with fondness. Stephen James has indeed performed a signal service to the CCA in proposing Pam for membership.

ERWIN WANDERER

Halifax, Nova Scotia
Spouse: Diane
Station: Bras D'Or
Yacht: Montevideo 43
Proposer: Denis Linton



Erwin is an extremely active yachtsman, both on and off the water. He has started as many as sixty races in a season. In organized yachting, he is on the Board of the Royal Nova Scotia Yacht Squadron and on the provincial PHRF-ASP Handicap committee since 1995. In 1995, he was named the Royal Nova Scotia's yachtsman of the year. Most recently, Erwin completed the Newport/Bermuda double-handed race. Once, in Bermuda, he was joined by Diane and their children and they brought the boat safely back to Halifax. Erwin is an accomplished navigator and constantly improves his skills and knowledge, particularly in the area of safety at sea. He has succeeded where many sailing fathers fail – he has successfully involved his family in his love for the sea. A tip of the cap and thanks to Denis Linton for proposing this able and admired sailor.

Memberships: Royal Nova Scotia Yacht Squadron

Rod on Sailing, Lessons from the Sea

We have come across a rather special book by Rod Stephens, subtitled *Rod on Sailing, Lessons from the Sea*. It is unpublished and unfinished, but it is interesting and informative and can be downloaded in pdf format from the S&S website. Rod, a former commodore of the CCA, was working on this book when he died in 1995.

http://www.sparkmanstephens.com/yachtdesign/rodstephens_book/

ANTHONY A. WILL

Canton, Massachusetts
Spouse: Leslie
Station: Boston
Yacht: Pedrick 36 *Esperanto*
Proposer: Stephen E. Taylor



Tony Will is a leading member of the Cape Cod sailing community, where he is the latest of several generations of Wills to summer in Osterville. He has amassed an impressive number of deep water miles. In 2004, with Bill Cook, he made the passage out to Sable Island, where they were only the second yacht to visit that summer. He has completed numerous deliveries and races to Bermuda and points further south. Tony is old friends with many of the Boston Station members, and met more CCA members when he joined the recent CCA cruise in Turkey. Many of Tony's more extended passages have been with small crews. Tony's prowess on the water may be motivated by a need to keep up with his family. His son Kit was a highly competitive scholastic and inter-collegiate sailor who recently sailed aboard *Morning Light* on the Transpac and will be featured in the Disney movie of the same name. Leslie races every weekend in the Wianno fleet of Osterville and is much in demand there. Tony is an active member of the Wianno Yacht Club and served as Commodore in 200-2001. Stephen Taylor's long list of stellar proposals is further burnished by Tony's addition to the Club and we thank him.

Memberships: Wianno Yacht Club



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Deadline for Spring 2010 Issue is March 1

Calendar of Events

- 2009** November 10 – Annual Meeting, New York
- 2010** February 5-12 – Utah Ski Gam
 March 5 & 6 – Spring Meeting and Awards Dinner, New York
 April 16-25 – Cruise in Abacos
 June 18 – Newport to Bermuda Race
 July 18-30 – Hebrides Cruise with Clyde Cruising Club
 October 15 & 16 – Fall Meeting, Halifax
- 2011** June – Bermuda Cruise

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

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

Monthly Station Luncheons

- Bermuda:** Held quarterly; Royal Bermuda YC
- Boston:** "Rats" 3rd Fri. Oct.-May
- Chesapeake:** 2nd Tues., Annapolis YC, except July (Gibson Isl. Club), Aug. (Annie's Rest., Kent Narrows)
- Essex:** 3rd Thurs. Sept.-June; Pilot's Point Marina, Westbrook
- Florida:** Stuart 2nd Tues., Dec.-Apr., Stuart Y&CC;
- St. Pete:** – 3rd Thurs., every mo., St. Pete YC
- Pacific Northwest:** 2nd Mon. except July, Aug.; Seattle YC
- San Francisco:** 1st Wed. except July, Aug., Dec.; alt. San Francisco YC & St. Francis YC
- Southern California:** tba (see web page)

