

Abacos and Hebrides: Two Great Cruises

HEBRIDES CRUISE

Highland Yacht Club clearly have a good relationship with the weather gods, since on the days of their functions, the clouds parted and the sun beamed down. Required reading for the trip was the Hamish Haswell-Smith Guide to the Scottish Islands in one hand, and the latest edition of the *CCC Guide to Cruising Scotland* in the other hand, providing history, geography and detailed anchorage information.

The opening “ceilid” (a traditional Gaelic social gathering, which usually involves playing Gaelic folk music and dancing) at Ardfern was great fun for the 800+ who attended, with music, Scottish dancing and fine food. Early the next morning the fleet raced with the tide up the Sound of Mull to Tobermory, a picturesque, bustling, multi-colored harbor town. The CCA welcomed its members and invited guests to a party on the Western Isles hotel terrace, overlooking the harbor. Commodore McCurdy thanked

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First we have to thank the Clyde Cruising Club for the invitation to join in their centenary celebrations. The CCA was well represented by 144 members, sailing in 33 boats. The Scottish clubs certainly know how to throw a party for almost 1,000 sailors. Both the CCC and the Royal



Andy Jones

Sunflower of 183 yachts

Cruise chairmen, Florida RC, Paul Ives and cruise director Milt Baker welcomed all to Florida’s own Bahamian cruising ground, ably assisted by Jim Gourd, Jim Chambers, Pete Hoffman, Jim Modisette and Dave Mulock.

In 1929, Yachtsman Slade Dale was one of the first to expound on the glory of the Bahamas as a cruising area. The following extract is taken from Slade’s article,



Hope Town Lighthouse

Jim Gourd

ABACOS CRUISE

Postscript’s Winter Cruise, in *Yachting* magazine: “In the morning we knew we had discovered a cruising paradise. One glance from the hilltop (Bell Cay) and memories of other lands faded away. Here were scores of islands strung along in a chain of endless charm, with the deep ocean waters of Exuma Sound on the east, and the polyhued waters of the bank inside. Dark strips of blue water streaking the lighter shades between the cays showed where deep channels led to sheltered anchorages in coves and bights amongst the islands, and on every hand the gorgeous colors of the unmatched Bahama waters sparkled their brilliance as far as the eye could see. No need to look further for lands to explore: here a thousand harbors are waiting – and only two hundred miles from the congested municipal docks of Miami. But we saw not a single yacht; Nassau seemed to be their final stopping point.”

Postscript designed by Slade, carried 415 feet of sail in a cutter rig. She drew three and a half feet, with no engine and was 23’ over-

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From the Commodore



Barbara Watson-Clapp

Dear Cruising Club Members:

On August 2, Dave and I were on a plane flying home from Scotland where we had spent a glorious two weeks exploring the Hebrides with about 140 other boats on the Clyde Cruising Club Centenary Cruise. I looked out the window at one point and saw Greenland seven miles below spreading out to the north under a cloudless sky. The glaciers were pure white frosting spread out to the jagged margins of worn granite. The surrounding ocean was deep indigo dotted with enormous icebergs. I glanced back at my laptop to read the email message I received the day before from Bill Cook, the Rear Commodore of the Boston Station, reporting he and his CCA crew were about to depart from southern Greenland for the passage back to New England by way of Labrador. Somewhere below the plane was *Resolute* anchored in one of those fjords.

Our sailors are a curious sort. They are curious to see remote places for themselves and share their experiences with the rest of us. Our members have tested themselves on passages across oceans and to the corners of most every chart. Some test themselves against other sailors, as well as weather and sea, by pushing for speed and advantage in the Newport Bermuda Race and other ocean races. Clearly we are optimists. We plan, execute, and then expect to be rewarded. If things don't go as planned – almost always – we make the most of what does come about and turn it into a good sea story.

I have heard a fair share of sea stories this year. I have heard from Rives Potts whose dream of winning the St. David's Lighthouse Trophy came true after decades of sailing the race. And he did it with a crew of friends and family in the (McCurdy & Rhodes) forty-year-old cruiser/racer, *Carina*. I have heard Warren Brown's tales of high latitude sailing in *War Baby* when we sailed together in Scotland. I have heard from Harriet and TL Linskey about working with schools in the Caribbean to supplement the islands' meager teaching supplies with donations from the U.S. There have also been the usual smattering of reports of hitting rocks, tearing sails, troublesome engines, and occasional injuries. None of this stops us from trying again.

My stories from this year have more to do with people than adventures. I have worked with Bjorn Johnson and the members of the Bermuda Race Organizing Committee and with Peter Shrubb the Commodore of the Royal Bermuda Yacht Club and CCA member. Les Crane and Tanner Rose with Diane Embree's help planned the Hebrides cruise for the 32 CCA boats that took part. Bob Drew spent countless hours (actually he may have counted the hours) customizing a resplendent oak keg for malt whiskey which I had the privilege of presenting to the Clyde Cruising Club in Tobermory. Vice Commodore Dyer and I confer regularly on up-coming events and finding the right candidates for assuming the responsibilities of myriad aspects of the club's operation. Among those special individuals I am happy to say are Gretchen McCurdy, who has planned the Halifax Fall meeting; Doug and Dale Bruce, who have taken the reins of the CC News from the Linskeys; and John Osmond, who will lead the Organizing Committee for the 2012 Ber-

muda Race. Ralph Richardson is leading next summer's cruise in Bermuda, and I have asked the Rear Commodores of the East Coast stations to encourage cruises in company for boats sailing to the Onion Patch for the cruise. I might add that the passages to and from Bermuda would be a fine time to involve qualified potential candidates for membership or invite members from other stations for a Gulf Stream baptism.

I love entering a harbor and seeing a boat with a CCA burgee distinctively flashing in the sunshine from a masthead or bow staff. And I love when a CCA boat quietly slides through an anchorage and swings by to say hello. As CCA members we rightfully should have pleasant expectations when we see another CCA boat. Proper on-the-water etiquette is an important part of the CCA tradition, and our behavior reflects on the reputation of the club. Members should fly burgees properly or use "member aboard" flags at the spreader. Fenders over the side to welcome a fellow CCA member earns bonus points!

Dave and I will be visiting stations this winter. I hope to see many of you at a club event some time in the near future. Please have a good sea story to add to my collection.

Sheila McCurdy



Barbara Watson-Clapp

Commodore Sheila McCurdy, David Brown and Milt Baker



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Coming Up...Cruises and Meetings



Fall Meeting in Halifax

2010 Fall Meeting – October 15-16 Halifax Nova Scotia

Members of the Bras d'Or Station invite all CCA Members to visit Halifax, Nova Scotia over the weekend of October 15th to 17th, 2010 during the time of the CCA Governing Board meeting. Between the Governing Board and its committee meetings, all CCA members and guests will have the opportunity to experience the hospitality of Nova Scotia – tour our city, enjoy our



east coast entertainment, and taste our many appealing delicacies. Perhaps you will be tempted to arrive early or linger awhile afterwards to see the wonderful colours of fall in Nova Scotia.

The Nova Scotia fall colours typically start changing in early September with brilliant reds and continue until late October with softer yellows. A tour of Nova Scotia Canada during nature's fall colour display is truly awe inspiring and unforgettable. From Cape Breton's Cabot Trail, to the southern tip of Nova Scotia along the Yarmouth and Acadian Shores, Mother Nature puts on quite a show. The bright days of summer may have faded, but Nova Scotia is never more vibrant than with the changing colours of the fall leaves.

Experience Nova Scotia through the talent of our winemakers, chefs and farmers. It's fall harvest season

in Nova Scotia and the perfect time to enjoy fresh food and local produce. Tour our unique towns and villages, for a variety of farmers' markets, u-picks and harvest festivals. Halifax Farmers' Market, the oldest in North America, is a Saturday morning favourite.

DATE

Meetings begin on Friday, October 15th so it is anticipated everyone will be in Halifax by noon that day. Those who arrive the previous day will be invited to join local CCA members for a Meet & Greet on Thursday evening.

MEETINGS

Will take place throughout Friday afternoon and Saturday. During free time, opportunities will be in place for tours of the city and region.

SOCIAL

A Reception will be held on Friday evening at the Maritime Museum of the Atlantic, where we will socialize among the many small craft on display and where one can learn about World War Convoys, the Days of Sail to the Age of Steam, the *Titanic*, the Halifax Explosion, and the 100th Anniversary of the Canadian Navy, as well as discover the stories, events and people that have come to define Nova Scotia and its relationship with the sea.

Saturday evening a celebration dinner will be held. All CCA members are invited to join both of these evening events along with their spouses or guests. Details will be provided shortly.



Tours and other activities will be arranged for spouses and guests who accompany members to Halifax and between meeting times for everyone. Details on these will be available in several months when anticipated numbers are more accurate.

Please check out the website for full details! 🚩

Utah Ski Gam

February 11-18, 2011

2011 will mark the third annual Ski Gam and you are invited. New lifts at The Canyons at Park City are a surprise add on and we have a few places still available. Known for its nightly gatherings on the sixth floor of the Grand Summit Hotel overlooking the base and Deer Valley Club closing roast, we have a gam habit with a ski problem!



The Grand Summit Hotel has given us the best prices yet and improved their ski area under new Talisker ownership, unusual in this economic environment. Check the website at www.cruisingclub.org and click on the Utah GAM. or contact Chairman Bill Polleys at CCAPOLLEYS@cs.com or call him at 401-261-8060 for information. 🚩

Annual Meeting and Awards Banquet

March 4-5, 2011

Beginning this year, the Annual Meeting and the Awards Banquet will be combined and will take place March 4 and 5 at the New York Yacht Club. With the combina-

tion of the two events, this promises to be a very special weekend of not only the various committee meetings and reports but honoring those so deserving in our sport.

All members are welcome, and you are especially encouraged to attend the Awards Dinner, which is a spectacular evening. Recently elected members are particularly encouraged to be part of one of the more significant international contributions to sailing that the CCA makes each year. As said by Commodore McCurdy about the 2010 Awards Banquet: "The Awards Evening at the New York Yacht Club should never be missed as you saw from the coverage in the GAM. It was far more than a club dinner. It was a dazzling evening with the luminaries of our adventurous sport. Once a year, the CCA has the opportunity



to honor those who inspire and amaze us with their exploits and contributions to sailing. Bob Drew and his committee put in an extraordinary amount of work to gather these significant characters from around the world. The honorees are genuinely impressed by the importance of the CCA and its mission." 🚩

Bermuda Cruise

June 18-25, 2011

The CCA Bermuda Station will be hosting a "Cruise Around Bermuda" in June of 2011, immediately after the Marion to Bermuda Race prize giving. It is anticipated that those planning to sail down will likely join the race or sail in company with the fleet. The event is limited to 80 participants as that would be a comfortable number for the chosen restaurants. Local boats are available for charter and one has already been booked. Most are not air conditioned and the local authorities will require the

captain to stay on board whenever paying guests are aboard. There are no bareboat charters in Bermuda. However, there may be space aboard a local CCA member's yacht.



The key objective of the cruise is to take our overseas guests to places they may not have seen in Bermuda despite many visits to the island. These will include, Walsingham Nature Reserve, Nonsuch Island, Ely's Harbour, and Castle Harbour. We will dine pub style in Mangrove Bay, enjoy a pleasant meal at Tom Moore's Tavern, built in 1652, a popular haunt of the famous poet, Tom Moore, who never lived there but frequented that nightspot. We will take a tour of Nonsuch Island with



David Wingate, who spent his entire adult life restoring the population of a bird, the Cahow, once thought to be extinct, to a survivable population.

We invite members to commit soon as space is limited. The Bermuda Station is looking forward to hosting fellow members and guests in 2011. Please see the CCA website for more information and scheduling.

Ralph Richardson 🚩

Chesapeake Cruise

October 6-12, 2011

The Chesapeake Station will be hosting a cruise in the Chesapeake for a glorious fall

week scheduled around the 2011 Annapolis Boat Show. The cruise will be a cruise in company with the Royal Thames Yacht



Club. There are many charter opportunities and if you have not cruised the Chesapeake, this is a perfect time to do it.

The maritime history and history of our nation is rooted in Annapolis. Downtown Annapolis, the historic government build-



ings, Naval Academy, great shopping and the fall colors will make this a special event not to be missed. Contact Bob Mathews at rmmathews99@yahoo.com or check the website for details as they become available. 🇺🇸

San Juans Cruise

May 5-12, 2012



The Pacific Northwest Station will host a cruise in the beautiful San Juan Islands for a week in early May 2012. Check the website for details as they become available. 🇺🇸

Bermuda Race

June 15, 2012

This biennial blue water classic continues to enjoy strong participation with the just completed Bermuda Race having 183 boats and over a thousand crew. Over the past 46 races, there have been 4,677 boats with approximately 49,000 sailors who have raced approximately 3,000,000 miles.

It requires the efforts of 250 volunteers and sailing or working on the committee is very rewarding. Contact John Osmond at jeosmond@aol.com and log onto bermudarace.com for more details about the



2012 Bermuda Race to either race or get involved. 🇺🇸

Bras d'Or Cruise

July 27-August 5, 2012

90th Anniversary of the CCA



This CCA Cruise will be hosted by the Bras d'Or Station in conjunction with the

90th anniversary of the founding of the CCA. This cruise will be a great opportunity to see a very unique place in the world, with fellow yachtsmen and an opportunity to truly appreciate the unique heritage of the CCA. Check the website for details as they become available. 🇺🇸

Malaysia, Phuket Thailand

Spring 2013



This cruise is being planned for the Spring of 2013 and will be organized by the San Francisco Station under the direction of Wyman Harris. Check the website for details as they become available. 🇺🇸

Maine Cruise

September 2013



Maine in September is fabulous and this cruise will be hosted by the Gulf of Maine Post under the direction of Garry and Leslie Schneider. Check the website for details as they become available. 🇺🇸

Bermuda Race 2010

Founded in 1906, the biennial Newport Bermuda Race is the oldest regularly scheduled ocean race, and the inspiration for the Fastnet, the Sydney-Hobart, the Port Huron-Mackinac, and other races. Since 1926 the race has been run jointly by the Cruising

arranged to have the competing crews use of the clubhouse and its facilities before the race's start on June 18, 2010. The NYYC's generous offer is only the most recent event in a long, healthy relationship between the NYYC, RBYC, CCA and the BROC. For years the race has been started by the club's race committee, and many NYYC members (including me) have raced to Bermuda.

The starting line for the 2010 Newport Bermuda Race took on a new look this year. When the first warning sounds were fired at 1:50PM on Friday afternoon June 18th, it did not come from the deck of the US Coast Guard vessel *Juniper*, but from the deck of the 126-foot S&S Pilothouse Ketch *Axia* which was designed by another BROC member, Bill Langan. She is owned by NYYC members George and Cathy Sakellaris. A USCG Vessel had become the traditional start line fixture for the race since Brenton Light Tower was removed and the race start was moved to within one-half mile of Castle Hill Lighthouse in the East Passage of Narragansett Bay.

The New York Yacht Club Race Committee started the 635-mile ocean classic with Tinker Miles as the Principal Race Officer. With a fleet of 183 boats there were 16 classes again this year. The one dozen race

officials had their hands full with a start every ten minutes from 2:00 PM until the last class crossed the start line.

The thousands of spectators at the start included Bermuda's Governor, Sir Richard Gozney, and Premier, Dr. Ewart Brown. The two officials watched the start of the race from aboard a motor yacht with Commodore Sheila McCurdy of the CCA and Commodore Peter Shrubb of the Royal Bermuda Yacht Club.

The 183-boat fleet, the third largest in Race History, was divided into five divisions whose final standings were determined by factoring handicaps into the boat's elapsed times. The largest with 103 boats was the St. David's Lighthouse Division for predominately amateur racing crews. The Cruiser Division was the second largest with 39 boats. Its winner received a trophy bearing the name of Carleton Mitchell and his famous yacht, *Finisterre*. Professional

continued next page



John Rousmaniere

Class 10 start in front of Castle Hill with Rambler and Beau Geste

Club of America and the Royal Bermuda Yacht Club through the Bermuda Race Organizing Committee.

Over the past 46 races, there have been 4,677 boats with approximately 49,000 sailors who have raced approximately 3,000,000 miles. Two boats have been lost, and one life (in a fire in 1932). The race inspires remarkable loyalty among thousands of sailors who have raced 635 miles across blue water since the first "thrash to the Onion Patch." More than 50 sailors have competed in at least 15 races. Some have done more than 20.

After an intensive selection process we chose the New York Yacht Club's Sailing Center as the best possible site for our Newport headquarters. The Bermuda Race Organizing Committee announced that the pre-race race headquarters for the 47th Newport Bermuda Race will be the Robert G. Stone Jr. Sailing Center at the New York Yacht Club's Newport clubhouse, Harbour Court. It was



Chris Musler

*Rives Potts at the helm of *Carina*.*



John Rousmaniere

Race Chair Bjorn Johnson with Brin Ford

Bermuda Race 2010

racing crews competed in the Gibbs Hill Lighthouse Division (13 boats) for a trophy named for Bermuda's tallest lighthouse. Three boats with canting keels and other innovations raced in the Open Division for the Royal Mail Trophy. There was also is the 26-entry Double-Handed Division for boats sailed by just two sailors. They sailed for the Phillip S. Weld Prize and Moxie Prizes. In addition, the top boat in the IRC rule standings received the North Rock Beacon Prize.

Race conditions for the 47th running were almost ideal. "I guarantee that you had a nice trip." Those were the first words issued by Frank Bohlen at the navigator's forum held at the Royal Bermuda Yacht Club after the Race. Some sailors went so far as to use the words "Champagne conditions." The blog of one entry, *Rán*, had this to say: "We have a calm sea and an endless horizon. Nothing else in sight, just blue water, perfect temperature, beautiful sunshine. What else could we ask for?" There were of course some hours of squally weather: champagne conditions were not always the norm. But, all in all, it was a calm trip for most of the participants. The proof of this is that there was only one serious injury during the race and most boats had the usual array of minor scrapes and bruises and the occasional bout of seasickness.

Government House was once again the site of the prizegiving ceremony on top of one of Bermuda's highest hills, with its spectacular vista of the island and sea beyond. Presiding was the island's Governor, Sir Richard Gozney, the Queen's representative on Bermuda. Assisting him were Commodores Sheila Mc-



Barry Pickthall/PPL

Class 7 at the start line

Curdy of the CCA and Peter Shrubbs of RBYC. Sir Richard and the Commodores presented the race's most important trophies to the corrected time winners of the five divisions. The St. David's Lighthouse Trophy for the top amateur boat went to *Carina*, owned by Rives Potts (Westbrook, CT). This is the second time *Carina* has won this trophy, a replica of the lighthouse off which the race finishes. The Gibbs Hill Lighthouse Trophy for the professional division was presented to Sir Geoffrey Mulcahy's and his *Noonmark VI* (London, UK).

The Carleton Mitchell *Finisterre* Trophy, named for the winner of three consecutive Bermuda Races, was presented to the winner of the Cruiser Division, Neal Finnegan's *Clover III* (Dedham,

Chris Museler



Barry Pickthall/PPL

Rives Potts and family crew of *Carina*.

MA). The Philip S. Weld Prize, named for a well-known trans-atlantic singlehanded racer, was awarded to the winner of the Double-Handed Division, Jason A. Richter's *Paladin* (Mt. Sinai, NY). And the Royal Mail Trophy went to the winner of the Open Division, *Genuine Risk*,

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Anne and Larry Glenn with family, crew in *Runaway*

Bermuda

Following their completion of the Newport/Bermuda race, members turned out in full force for the CCA reception at Rear Commodore Stephen Kempe's house on the waters of Grannaway deep. Stephen and his wife Jill prepared a great rendezvous on what was until then the hottest day of the year but there was no shortage of ice and liquids to go with it so a good time was had by all.

Not all of the Bermuda boats that left home this summer went racing. Tom Vesey reports that, after two summer cruises sailing their Freedom 44 *Jackrabbit* in eastern Nova Scotia and Newfoundland, he and his family rewarded themselves this July with some gentle cruising along the coast of Maine. The children, Jackson (11) and Rebecca (9), particularly enjoyed the easy access to restaurants, ice cream shops and bowling alleys, while Tom and April enjoyed a lot of easy day sails and the mostly-empty anchorages and quaint old towns they had read about but never visited.

Tom sailed *Jackrabbit* up from Bermuda in late June with three of his regular crewmates – Angus Phillips from Annapolis and Danny Green and Andy Barnshaw from Bermuda. It was a fast reach most of the way and five days after setting sail they were tied up in Portland. There the family joined Tom and after a few days of sampling Portland's restaurants, they drifted eastward, spending most of the month of July getting from Portland to Mt.

Desert Island and back to Portland again. Tom said it was fun sticking their noses into all those famous harbours and bays – Boothbay, Camden, Freeport, Southwest Harbour, Deer Island, Merchant's Row, and

and historical sites, good "restaurants" and leave time for snorkeling and exploring. More information will be posted on the cruise during the next several months.

Jim Burnett-Herkes, Historian 



Barry Pickthall/PPL

Babe, owned and skippered by Dr. Colin Couper was again the top Bermuda boat in the racer-cruiser division in the 2010 Newport Bermuda race

Mt. Desert Island. And, one of the major accomplishments of the trip was getting snared in only one lobster buoy!

Tom and his delivery crew had a pleasant sail back to Bermuda at the beginning of August with smooth seas and plenty of displays by dolphins and whales. *Jackrabbit* arrived in Bermuda a day before tropical storm *Colin*...

and then the endless parade of 2010 hurricanes began. Tom is still wondering what possessed him to take the boat back to Bermuda when he did.

Information on the CCA summer cruise in Bermuda following the Marion to Bermuda race is now posted on the Cruising Club website. The cruise will circumnavigate the Island over a period of five days visiting natural

the lovely Beverly Yacht Club in Marion. Thanks to BYC Commodore Chip Johns and Rear Commodore Larry Hall for helping to arrange this.

Before dinner, Rear Commodore Bill Cook read the names of Station members who had sailed their last voyage since the fall dinner: Edmund H. Kendrick, Richard W. Hube, Jr., Donald C. Watson, Arne



Tom Vesey

Jackson and Rebecca Vesey with the catch of the day



Kin Howland

CCA Commodore Sheila McCurdy, John Perkins & Bill Cook

News from Stations & Posts



Gathering at Barnstable

Kin Howland

Brun Lie, Howland B. Jones, Jr., Edward M. Scheu, Jr., David Jeffries, and Roger F. Duncan. Commodore Sheila Mc Curdy presented the newly-created Post Captain's pin to Garry Schneider (Bob Morris was off cruising in Scotland) and awarded 50-year medals to John Perkins, and to Don Watson's widow, Rosita.

Bill concluded with remarks on the Club's extraordinary senior generation: "More than anything else, the Cruising Club is distinguished by its membership. This year, we have had five 50-year medal awards in the Boston Station. Sadly, we have had eight deaths. The memorial services have drawn my attention to our senior members, and it is a distinguished group indeed. They were educators, lawyers, bankers, engineers, writers, teachers, coaches and scientists.

They were all blue water sailors, many of whom have wrung more salt water out of their socks than most people will ever see. They are part of the World War II generation, our 'Greatest Generation', and in their different ways, they contributed to literally saving the world. Some committed acts of courage and heroism, and one even survived the Nazi concentration camps.

All married young, and more remarkably by today's standards, all have remained married to the same woman. To echo Hamlet's praise of his father, 'We shall not see their like again'; they have been an example and an inspiration to our Club's younger generations. I am only a short generation

younger than this group, but it is a large historical and cultural gap, and I count myself lucky to have known many of them and shared our Club's traditions with them."

Some Recent Cruises of Note:

Jim Phyfe, *Aristea*. New Zealand to Rhode Island via the Southern Ocean (13,000 miles in 5 months).

Rob Kiley, *Twilight*. Azores-Ireland-Scotland

Bob Morris, *Apogee*. Scotland-Ireland-Spain-Madeira

Ernie Godshalk, *Golden Eye*. Manchester-Azores-Scotland

Bill Cook, *Resolution*. Greenland

Kin Howland, *Historian*

Buzzards Bay

Our members were spread far and wide this summer. Brody MacGregor reports a quick twenty day passage on Ernie Godshalk's *Golden Eye*, from New Bedford to Kinsale, Ireland, where they dined and hopped off again for the west coast of Scotland for the Clyde Cruising Club's anniversary cruise. A number of other BBP members joined the cruise including past commodore Truman Casner and wife Cinnie who were aboard *Corryvreckan*, and no doubt enjoying the pilothouse in the Scottish mist.

At this writing Roger Merrill was aboard with Jack Towle on *Sisyphus* for a remarkably clear and sunny visit to the south coast

of Newfoundland. They spent at least 4 extra days awaiting Hurricane *Earl's* arrival to make safe passage to Nova Scotia. Nick and Kathy Newman were aboard *Katrina* in Buckle Harbor, visited Swan's Island in not so clear weather, and raved about the hospitality of Gary and Leslie Schneider and the GMP. Another report from Bill Cook on his way back down the Nova Scotia coast after spending several weeks in the area of Cape Farvel and Prince Christian Sound in southern Greenland, placed the ubiquitous Schneiders hiding behind Negro Island. Gary and Bill emphasize the benefit of flying the Burgee properly at the mast-head. Bill never would have seen *Rising Wind* otherwise nor would he and his crew have enjoyed such a delicious dinner and blueberry pie prepared in style by the lovely Leslie Schneider.

Post Captain Bob Morris moved *Apogee* from Oban, Scotland to Brittany via Kin-



Roger Merrill

CCA Historian Jack Towle aboard Sisyphus

sale. Bob's daughter Ashley enjoyed the French cuisine, leaving in LaRochelle where Ann joined the boat for the passage to Spain. At the time of this report, *Apogee* should be in Gran Canaria now, waiting for the trades to kick in for a December crossing to the Caribbean.

Robert Morris, Post Captain

Bras d'Or

The weather in local waters has been wonderful for cruising this year; and quite a number of the members of Bras d'Or station stayed close to home, to enjoy the unusually warm conditions and the beautiful beaches. Some members have new boats, and, as usual, others travelled farther afield.

Rod and Gail Fraser showed off their new Dehler 42, *Nor'Easter*, at the Spring



Raft Up, Peter and Barbara Watts entertained aboard *Katahdin* in their newly refitted salon and we all welcomed new member Judy Robertson and family to their first CCA raft on their Avance 40 *Semper Vivens*.

Fred Voegeli, *Frisko*, and Rick Salsman, *Aisling 1*, both wintered their boats in the same marina in Turkey. They will both return this winter/spring to continue the Mediterranean section of their cruises.

For 6 weeks during July and early August, Kit and Gretchen McCurdy cruised in their new to them CS40, *Kehaar IV* from Toronto back home to Chester, Nova Scotia. Each week had a different focus – the charm of the Thousand Islands, the wonder of the locks and canals of the St. Lawrence Seaway, the impressive cities of Montreal and Quebec, the grandeur of the Saguenay Fjord with its dramatically white beluga whales, the rugged coastline of the Gaspé Peninsula, and the relative security of the Northumberland Strait. In all, the experience offered a special glimpse into the

history and beauty of an amazing country and continent.

Ernest Hamilton shared some of his adventures this summer: “I departed Saint John, single handing my ketch *Glooscap II*, early on August 6, after passing through the Reversing Falls on a low slack bound for Meteghan, NS. A dying Nor-wester afforded perfect motor-sailing weather such that I made the last of the ebb tide though Petite Passage and got in to Meteghan at a reasonable hour. A hard Sou-wester kept me there for the next two days but I was, thereafter, able to make easy passages to Yarmouth, West Head, Lockport and Chester in time for Chester Race week. Syd Dumaresq and Wilson Fitt had kindly reserved the

CCA mooring in the Back Harbour for me. A highlight of the weekend was the launching of a rebuilt Chester C, Whim, which I was able to witness from my dinghy at the Heisler yard just up Mill Cove from the mooring. On that same day Syd and Sandy Dumaresq invited me for a lovely dinner at their beautiful house overlooking the harbour. Then I pottered around Mahone Bay provisioning and visiting friends in Prince Inlet before sailing to the RNSYS in Halifax.

Glooscap II lay at the Squadron for about a week as I enjoyed the club and returned to Saint John for a family wedding. While she was there I had my compass swung, had a great dinner aboard *Windigo* as a guest of CCA member Sandy Weld, returning to Cape Cod from a Bras D'Or cruise, and I completed my seasonal varnishing.

Back in Chester, I had another lovely dinner with Wilson Fitt and Thelma Costello at their home whilst meeting some of their local friends. Additional stops were

made in Lunenburg, Liverpool (Brooklin), West Head, Yarmouth and Tiverton in spectacular (read: hot) weather.

The best sail of the cruise was the last run from Tiverton to Saint John in a fresh Sou-westerly. My return was accelerated by the approach of hurricane Earl and I got back to Saint John the night before its arrival to take a sheltered berth at the Saint John Power Boat Club.

While I have done so personally, I want to take this opportunity to once again thank the members of the Bras D'Or Station who made my leisurely cruise so enjoyable. I have been trying to promote the idea of a station cruise to the Saint John River (in perhaps 2013?). It would be great to have the opportunity to return some of the hospitality that I have enjoyed.”

Hans Himmelman raced *Delawana* with crew Kingsley Brown in the Newport Bermuda Race, competing in the double-handed division placing third in class of 15 and spent the rest of the summer cruising in our local area.

Erwin Wanderer also took part in the Newport Bermuda Race with *Ocean Wanderer* in the double-handed division with his wife, Diane. He says, “The outcome was very modest but we had fun. Diane and I left Halifax on June 5th for a slow cruise to Newport. We arrived back to Halifax from Bermuda on July 2nd. It was a very good cruise.”


Syd and Sandy Dumaresq took *Amasek*, their Whitby 42 to Bermuda. Seven days out, seven days there, and seven days back. The weather was not ideal, but the island was beautiful! Wilson Fitt and Thelma Costello in Christina Grant took part in the Clyde Cruising Club's cruise in the Scottish Isles this summer and included a trip out to St. Kilda. The strong winds and strong tides made for interesting cruising, he says. Wilson single-handed *Christina Grant* to Scotland last year, and plans to singlehand home this coming year again by the northern route. Hal Davies raced *Third Wave* in the Route St. Pierre race from Halifax to St. Pierre et Miquelon, a biennial event.

Our fall cruise was postponed for a week because Hurricane Earl chose to visit on



the scheduled day, but on September 11, ten boats gathered in Mahone Bay between Rous, Gifford and Ernst Islands to enjoy our usual ritual of raft-up with Rum Barrel and cocktails and chat, followed by pot luck dinner on various boats. This became a challenge. We arrived in 25 knot winds, gusting to 30, and even though the anchorage is usually very sheltered, the bottom is soft and the strong N-NE winds caused the fleet to drag. Cocktail hour was seriously disrupted by futile attempts to reset anchors so that we were all comfortable with the arrangements. In spite of the collective experience present, the task proved insurmountable, and the fleet necessarily broke into small groups. There was very little general gamming after that. Hopefully, the cocktail nibbles will keep for another occasion! We know the Rum Barrel will.

Other CCA visitors (whom the historian met) to our waters included Bill & Pam Kellett III on *Jura* (ESS), Anthony & Coryn Gooch on *Taonui* (PNW) and others seen from afar. The Station is looking forward to hosting the Fall Get-Together and Meetings in Halifax, October 14th-16th. See you then.

Iain Tulloch, Historian 

Chesapeake

Notable events on the Chesapeake Station calendar included the winter gathering at the Corinthian Yacht Club in Essington, PA. We had 50 members in attendance for the presentation of the Reindeer Trophy awarded to past CCA Commodore Kaighn Smith, with an introduction by past R/C Peter Gibbons-Neff and award preface by

Rear Commodore Karl von Schwarz with able ceremonial protocol supplied by Peter Driscoll, Phil Parish and Tony Parker. Members enjoyed a sunny day with receding snow banks and a delicious luncheon presented by the Corinthian Yacht Club's galley. The newly renovated yacht club building was festive for the occasion.

The tradition of monthly luncheon meetings at the Annapolis Yacht Club on each second Tuesday continues. In January, Glenn and Jane Amsbaugh presented a wonderful slide show of their recent trip to China. Jane Amsbaugh is the daughter of Ridgely Melvin, a late member of this Station. Additional noted guest speakers included Florida Station's Braun and Tina Jones, who gave a terrific presentation about their recent trip from Seattle to Pacific Russia and Sasebo, Japan. In May, Dr. Paul Miller, Professor of Naval Architecture at the Naval Academy gave a very informative, insiders view of the design, development, and acquisition of the new, second generation Navy 44's. We still hope to have one of the old 44's and a new 44 at the AYC piers at a luncheon so we can get aboard and see the details of the changes up close. In July we moved the venue to the Gibson Island Club and in August we traveled to the Eastern Shore for lunch at Annie's on Kent Island.

Chesapeake Station's Edythe and Dick Gantt have completed their circumnavigation and are heading North from Trinidad to the Chesapeake and Tilghman Island via Bermuda.

Our Spring Cruise was organized by Cruise Chairman Bob Mathews. On Fri-

day, May 14, eight boats gathered at Eagle Hallow, Gibson Island, Magothy River and there was visiting among the fleet until adverse weather prevailed.

On Saturday, May 15, the fleet (32 members aboard 9 yachts) sailed to the Patapsco River and Rock Creek for cocktails and dinner at the Maryland Yacht Club. The Robert Goldsborough Henry Jr. Trophy Race was cancelled owing to bad weather and all departed the cruise on Sunday.

The Chesapeake Station 2011 Fall cruise is going to be held on October 6th - 13th 2011 and we are extending an invitation to the Royal Thames YC and all of our CCA Stations to join us. This is our Fall Cruise with a couple of extra days added. We will still begin with an opportunity to attend the Trade Day at the Annapolis Boat Show and will end mid week the following week.

John Hawkinson, Historian 

Essex

On April 8, the Essex Station continued their recent tradition of having the Spring dinner at the Dauntless Club, Essex. Forty-five members and guests enjoyed cocktails in front of the walk-in fireplace and a fine dinner in the Club's paneled dining room. The paneling, collection of half-models and other nautical memorabilia was rattled a bit when we fired the Strong Mfg. Co., No. 2 gauge, 100 lbs., brass cannon. Four ounces of black powder makes quite a pop.

The Spring Rendezvous, June 4th and 5th, was held at Selden Creek on the Connecticut River on Friday, and Cove Landing Marina on Saturday. Rives and Nancy Potts on *Sammy* with Paul and Patty Young Hamilton and Jeb and Dianne Embree rafted up with Dick and Ardis Holliday on *Everbreeze* for an evening of cocktails and dinner. The next day we had our "land dinner" with forty other members and guests at the yard on the inner cove in Hamburg.

In mid-July Tom and Dorothy Wadlow, Frank and Elisabeth Bohlen, Paul Hamilton and Patti Young, Paul and Carol Connor and Jeb and Dianne Embree met for dinner at the Mishnish Hotel in Tobermory on the Isle of Mull on the West Coast of Scotland,




Peter Driscoll

Peter Gibbons-Neff, Tony Parker, Peter Driscoll, Kaighn Smith, Phil Parish, Karl Von Schwarz

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at the beginning of the CCC/CCA cruise to the Hebrides

Members are encouraged to attend the third Thursday of the month lunches which are held at the Yachtsmans Center, Pilot's Point Marina in Westbrook, CT. Contact Dick Holliday for details (dick@rcholliday.com or 401-591-8602). We look forward to meeting members from other stations at the lunches.

Jeb N. Embree, Historian 

Florida

This year, many members of the Florida Station enthusiastically participated in the planning of the Abaco Cruise in Company and the Hebrides Cruise. After resting up from Spring Cruise in Abaco, Milt and Judy Baker took their Nordhvan 47 *Bluewater* from Fort Lauderdale to Southwest Harbor, Maine, in June. They spent the summer cruising mostly around Penobscot Bay.



Scott Piper aboard *Pipe Dream IX* in Tobermory

They enjoy Maine cruising so much they decided to leave *Bluewater* in heated storage at the Hinckley Company for the winter and are looking forward to extending their Maine cruising on both ends of the season. Meanwhile, they plan to join PNW Station members Don and Sharry Stabbert delivering their Northern Marine 75 foot *Starr* from Yokohama to Honolulu via Midway Island in the spring.

Tanner Rose's *Witch of Pungo*, with family and friends, participated with thirty-

three other CCA boats, in the celebration by the Clyde Cruising Club of their centenary. Following the cruise, *Witch of Pungo* went into delivery mode, to be moved to Southampton, to be shipped home. They enjoyed stopovers in Douglas, Isle of Man and Falmouth.

Scott Piper's *Pipe Dream IX* was the only CCA yacht to attend both the Abaco Cruise and the Hebrides Cruise! *Pipe Dream IX* is now wintering in Scotland with plans for the Baltic in 2011 Scott Piper in Tobermory finds the temperature and perhaps a wee malt to his taste, with Mary Vineberg and Mimi Munroe.

Steve and Karyn James have spent the spring and summer sailing the western Mediterranean on *Threshold*. After visiting the Balearics they sailed around Sardinia, Corsica, and Elba enjoying the fine French and Italian anchorages and cuisine. Currently they are cruising Tunisia, Malta, and Sicily while researching places to leave *Threshold* for a number of months. Via the SSB MedNet they are in almost daily contact with CCA Med. cruisers, *Alchemy*, Dick and Ginger Stevenson (NY) and *Indigo*, Gus and Carol Hancock (GL).

Steve reports that in the little Tunisian port

of Monastir, one of the first yacht harbors in Tunisia (built about 20 years ago) was a nice, inexpensive little place to hide out for a while (a short while). They went to the chandlery, small, short on supplies type of place. Surprise! Surprise! The owner was there rather than the helper, and he spoke English rather well, except with a Scottish accent. What a pleasure to hear a wee bit of the brogue! Married a Scottish lass, he did. Steve needed some refrigerant, type 134A,

and he had a non-refillable bottle to show the Chandler, exactly what he needed. The bottle says on the side DO NOT REFILL. Is it typical of a Scot or a Tunisian? He places his thumb over the DO NOT and



Judy and Milt Baker

tells them, he will see what he can do about the REFILL!

Tom Kenney's *Cherie* was wintered in Croatia and cruised this summer in the Med. Jim McLean left Vero Beach in May on his Nordhvan 35, *Searcher*, with his friend Tammy Williams. They headed north, visiting CCA friends on the Chesapeake and Lewes, Delaware. They cruised up to Barnegat Bay, transiting some of the New Jersey ICW, then on up to New York and Connecticut. They then doubled back into the Hudson River and cruised north, entering the Erie Canal at Troy. They cruised the canal through to Buffalo, then back to Syracuse where they will haul out for the winter in a heated building, returning to Vero Beach overland.

August found Bill and Irene Munroe cruising the Canadian Trent-Severn Waterway aboard *Sennett* and Ann Duttenhofer's, Dyer 29, *Heron*. Sennett and Ann had



Heron in The Big Chute Railway



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cruised from Clayton, NY, west through the Waterway almost to Killarny on Georgian Bay. Not wanting to backtrack, they handed her over to Bill and Irene, who returned

crossing on *Eshowe*, from Florida to Mallorca, via Azores and Gibraltar, titled "Jonah on Board". Charles and Jeanne Moore just bought a Catalina 42 in Sarasota. Heading north they lost their rudder, off the coast of S. Carolina in interesting seas in the Gulf Stream with a Northeaster on the nose. It took two months to replace the rudder. They then went onto Atlantic City for provisioning before heading for Essex, CT.

Barbara Watson-Clapp



Arthur English

Heron to Clayton, in time for Sennett and Ann to do the Rideau Canal to Ottawa and back. Bill and Irene picked the boat up in Midland, Ontario on Georgian Bay and worked through a miracle of engineering including 44 locks, 2 liftlocks and 1 railway all operated by the Canadian Park System. On a total of 52 US gallons of diesel for near 400 miles at 6 knots! The waterway took 87 years to complete and was immediately made obsolete for commercial traffic by the railroads. The waterway was lined with vacation cottages where there was much speeding small boat traffic. Most boats cruised with fenders flapping down both sides, which was not the Munroe's style. But they had great weather, a grand time and visited interesting historic towns.

David and Lenore Mulock's *Mr. G* spent last winter in Brewerton, NY. Late June they set off via the Trent-Severn to cruise the South and West shores of Georgian Bay. They partially crossed the very busy North Channel, where boats would race for the popular anchorages. Onto the North then Eastern shores of Georgian Bay and back through the Trent-Severn to Brewerton. 10 weeks in all with one wet day, one foggy day and not a single CCA burgee seen! They will return to winter in Little Harbour, Abaco, before Thanksgiving.

Cruising World, published an article in July by Ron Schaper, under "Sailing Life/Point of View". It described an early 66 day

ing up with many from the Florida Station on the Hebrides Cruise in Scotland! This CCC event was organized by new member Nick Wright. Braun and Tina Jones's trawler, *Grey Pearl* spent the winter in Osaka. In April 2010 *Grey Pearl* set sail and cruised the southern island chain of the Ryukyu Islands, Okinawa, Taiwan. From Ishigaki, they took a 3 day cruise to Tainan City, where their Nordhavn was built. They had one of the calmest passages from Taiwan to Hong Kong when the wind never got past 8 knots with two full moonlit nights. Having made good time they were excited to see the bright lights of Hong Kong laid out ahead and entered the harbor at 4 am. *Grey Pearl* will winter in Hong Kong.

Clint and Adair Bush aboard *Emmanuel*, continued their six month exploration of the coastline and outlying islands of Eastern and Western Malaysia and are now cruising Thailand's amazing archipelagos. After getting some serious boat painting done and traveling to the interior of southeast Asia. They will be headed westward again, with the northeast monsoon in December, and, after five years, will start to get closer to home instead of farther away!

The Florida Station Annual meeting will be held at the St. Petersburg Yacht Club on November 5th.

The monthly West coast lunches at St. Petersburg YC, resumed September 7th, the second Thursday of the month, contact Charlie Morgan, 727-363-6984, cell 727-647-1272, charley@charleymorgan.com. The East Coast Stuart lunches start November 9th, the second Tuesday of the month, contact John (Jack) Wills, 772-398-5525, e-mail: gwills3@juno.com and Harold (Harry) Robinson, e-mail: aquaharry@bellsouth.net

Barbara Watson-Clapp, Historian



Great Lakes

A major highlight of our year was the Hebrides Cruise. Nine Great Lakes Station members set sail on the Hebrides cruise in company with the Clyde Cruising Club in July. The large turnout on the part of GLS is attributed variously to the lure of the fabled Hebrides and to the weave of Scottish ancestry amongst the station membership. Fair to say the cruise met and exceeded the expectations of all who attended, primarily due to the pervasive good planning, helpfulness, and unstinting good cheer of our Scot-



Bob Medland

Barbara Ellis, Sally Medland, Mags Crane, Val Macrae and Donna Hill at Craobh Haven

tish hosts. The weather was representative of high summer in the Hebrides in that four seasons of weather were present most days, as the locals put it.

Departing 19 July from Craobh Haven and from Ardfert, the latter with a top-notch



GLS contingent in the Hebrides

service and storage yard, the ebb was ridden on the 45 mile run to Tobermory, the main town on the Isle of Mull. This day took the fleet past the legendary, and rightfully so, tidal whirlpool at Corryvracken. At Tobermory, the second cruise reception took place at the Western Isles Hotel high above the harbor. The night before a Scottish fish fry was held at Ardfarn. Tuesday the 20th the sunflower raft in Loch Drumbuie was closed while a piper's native music crossed the waters to the delight of the celebrants aboard some 180 yachts.

For the next 4 days, cruise participants visited many of the 50 or so Hebridean Isles on their own or in company in small groups. Islands known from novels, movies, and reminiscences of Scottish ancestors were visited including Muck, Eigg, Rum, North and South Uist, Harris, Barra, Staffa (with Fingal's Cave, a N.C. Wyeth illustration made live), Eriskay, and Iona near where Robert Louis Stevenson's *Kidnapped* takes place.

The character of these many rocky isles, that take the first brunt of North Atlantic gales all months of the year, varies widely. Some do not have good harbors and thereby have not been principal fishing ports, others have better soils and have been known for their sheep and cattle and perhaps certain crops, and other isles are relatively remote segregating their inhabitants from the mainstream. All charming and beautiful in their differentness nevertheless, they retain their separate characters to the present day

despite typically substantial loss of population during the 20th century. The preface to Hamish Haswell-Smith's excellent *"The Scottish Islands"* describes the varied experiences of visitors to these isles in this way: "To travel from one island to another, whether 300 yards or 30 miles, is as if to pass from one continent to another." Most all of this July's visitors are eager to return and continue their explorations.

The main sailing portion of cruise events were completed with a barbecue on the east beach of Vatersy, conducted largely by the inhabitants. Under perhaps the sunniest skies of the cruise, all enjoyed themselves immensely, including hiking across the sand and grass isthmus to the west beach. Most cruisers then returned to Oban, Ardfarn and the like, partaking along the way in the Royal Highland Yacht Club's mussel party on Mull, near Oban.

All GLS members, spouses and accompanying friends congratulate the Royal Clyde Cruising Club and the several other supporting organizations for a typically well organized, efficient, and very fun Scottish production, well-lubricated from time to time by the many single malts distilled in the Hebrides. A toast to all our Scottish friends!

In other news, The Annual Meeting of the Great Lakes Station will take place

December 3-5, 2010 in Toronto, largely in the friendly confines of the Royal Canadian Yacht Club. Many activities are planned of nautical theme, bracketed by lunches and dinners in most hospitable places.

Rob Lansing 

Gulf of Maine

The GMP remains an active post, and managed to fill each and every month with at least one event since the last issue of the GAM. Easing the mid-winter doldrums a bit on February 20th was an educational event attended by members of the CCA, OCC, and the Camden Yacht Club. Ben Ellison, Electronics Editor for *Cruising World*, brought us up to date on the latest with Marine Electronics, at the Smokestack Grill in Camden. Also in February a stormy couple of days beforehand couldn't stop a number of hearty skiers from getting up to the Sugarloaf Ski Gam, hosted by Malcolm and Luli MacNaught.

Members from all over made it to the annual gam at the Maine Boat Builder's Show, on March 20th. As usual, the Sprague's treated us to a great event, both in terms of the show and the gam!

Peter and Pam Plumb took us on board *Boheme* with their pictures of their cruise to Newfoundland on April 24th. They shared the details of their circumnavigation of the



The Rum Barrel!

island – great info for anyone thinking of (or just reliving) a cruise up there.

May is traditionally one of our boatyard-visit months, and on May Day this year Blair and Sherry Pyne hosted a potluck dinner preceded by a visit to Maine Cat, which produces both power and sailing

Bob Medland

Peter Stoops



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catamarans in Bremen. In May we also gathered at the Schneider's house on the Reach in Sedgwick. It was held in great spring weather a portent to the summer to come this year in Maine!



Boheme in front of a Newfoundland iceberg.

June 19th found a dozen members of the CCA at JP and Kaki Smith's house, in Boothbay for a gam that extended beyond cocktails. Besides their great waterfront setting, the Smith's hosted a tour of the Maine Coastal Gardens with a number of the attendees the next day. Billings Cove, on Deer Isle was the setting of the July 10th gam at Bob and Joan Roy's. The Roy's are old hands at such events (indeed, they provided much of the fare), so the turnout was strong and included several members from other stations. Speaking of "old hands", the Homer's – Susie, Rocky, and Dick – treated a crowd of close to 50 for another great, mid-summer gam at their house on Mt. Desert on August 4th. Members from many stations attended, both by boat and by car.

Many GMP members are out cruising. Congratulations to Greg Carroll on his circumnavigation on *Alpheratz*. We understand there was quite a celebration on his return. Nat Warren-White is still in transit, on *Bahati*, and his progress can be monitored at www.bahati.net. Brad and Ann Willauer returned to Maine for the summer, and expect to resume southern sailing this fall on *Breezing Up* which they left in Trinidad. Post Secretary Peter Stoops sailed *Chase* to the Azores this summer and will

return to enjoy some Med sailing this fall.

Sadly, a few GMP members sailed their last voyage this year: Ed Scheu and Roger Duncan. Ross Sherbrooke reported on GMP member Ed Scheu: "Sad to tell, Ed passed away last night. He was a true friend, a cruising, flying, and skiing buddy of many years. He was famous as a navigator and often guided the *Palawans* for his pal Tom Watson." Ed was a member since 1967. Roger Duncan author of *Coastal Maine* and *Cruising the New England Coast* crossed the bar on May 15th. Roger was an early GMP member, and Post Captain from 1990-1992. An appropriate quote from his memorial service: "...far more important than when or how one dies is what he does while he lives".

Peter Stoops, Post Secretary 

Peter Plumb

New York

The New York Station had a very pleasant Spring Dinner at the Harlem Yacht Club in City Island. About 30 attended and saw a great presentation on the restoration of the Herreshoff Yacht *Nellie* once owned by Harold Vanderbilt.

On June 5th the Station had a rendezvous at Calf Island west of Captains Island. In spite of gloomy weather and several missing boats due to Bermuda Race preparation, the rum barrel was given a good work out.

The annual CCA/NAS clambake on Shippan Point in Stamford took place at David Tunick's house on June 12th. More than 50 New York Station mem-

bers and guests from as far away as Copenhagen enjoyed the day in warm, brilliant sunshine, beginning with a smorgasbord of herring and shrimp washed down with Aquavit cocktails. The Manhattan skyline was clearly delineated to the southwest through the Stamford breakwater; Oyster Bay five miles across Long Island Sound looked as if you could touch it; and it was as if Tod's Point in Greenwich directly to the west was two skips of a stone. Drinks were followed by lobster, clams, mussels, and corn-on-the-cob (unless you preferred chicken or a vegetarian meal), accompanied by white wine, beer, and soft drinks. Members of all stations are invited next year, when we will get back to our usual first Saturday in June, making it June 4, 2011. We supply the bibs!

There were five station members who raced their yachts in this year's Newport to Bermuda Race. They included: Hiro Nakajima on *Hiro Maru*, Newton Merrill on *Finesse* (3rd CI 3), Larry and Anne Glenn on *Runaway* (2nd CI 5), Steve Frank on *Gracie* (1st CI 8) and Larry Huntington on *Snow Lion* (2nd CI 9).

The race featured fairly consistent SW breezes which allowed for very little spinnaker work and wind strengths rarely below 10 knots or above 25 knots. Most participants seemed to favor a west of the Rhumbline course of no more than twenty miles. The first to cross the finish line was the JV72 yacht *Ran* owned by Royal Southern YC (UK) member Niklas Zennstrom with an elapsed time of 64:23:52. Very quick!!



Steve Frank

John Ellis, Nancy Ellis, Scott Kuhner – Clambake!

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A total of 113 trophies were awarded to a fleet of 183 finishers. The St. David's Lighthouse Trophy went to fellow Long Island Sound sailor Rives Potts on *Carina*, a member of the Essex Station of CCA. This was the third outright Bermuda Race win for *Carina*, two for Richard S. and Richard B. Nye in 1970 and 1982 and now Rives over a forty year period. Our NYS member Ian McCurdy who helped his Dad on the design accepted the Designers Trophy; and, when Rives graciously asked all *Carina* veterans to come forward, most were our Station members. Larry Glenn was delighted to present the William Glenn Memorial Trophy as winner of the family participation prize to Rives. Quite a showing for the Station and a great showing for Rives who also won the Northern Ocean Racing Trophy.

The New York Station plans a Rendezvous on Oct. 1 and 2 and an Annual Meeting at a date to be announced in November.

Steve Frank

Pacific Northwest

It has been a busy year for the Pacific Northwest Station. As an experiment, we added a third cruise this year, specifically targeted at family members.

Our spring cruise was from May 16 to May 22 and went to the southern parts of Puget Sound. The weather wasn't terrific, but a great time was had by all. Rum Barrel, Singing, Clam Chowder and a final dinner on the Tacoma waterfront made a great cruise for all. Rumor has it that the Rear Commodore got stuck in some thick

water and had to be pulled off his temporary moorage (denied of course.)

On June 17, we had a special treat as we joined the welcome home for our member Mark Schrader and his crew as they returned from their trip "Around the Americas" on *Ocean Watch*. Mark envisioned the trip to showcase the condition of the oceans and to provide education opportunities for young people all around the world. We encourage you to go to their web site: aroundtheamericas.org.

We tried a new idea for a simple summer cruise for families with three rendezvous points in the San Juan Islands. A real highlight of that cruise was a pot luck dinner at the private island home of Mike and Lee Brown. It was so much fun; we might make visits to member's homes in the San Juan's a feature in the future.

The fall cruise was a success with 17 boats and 44 sailors. Three of the boats, Gary and Marsha Meisners' *Spree*, Jim and Susan Days' *Pau Hanna II* and Phil Swigard and Pat Wiklunds' *Eventide* were in the last leg of an around Vancouver Island Cruise. The weather while offering a bit of sun, fog and rain was generally benign. We had 4 rendezvous, two of which included the ever popular rum barrel. Alan Buchans' *Radiant Star* and Gil Middleton's *Far Out* provided a wonderful platform for our two at anchor events, keeping the participants dry and comfortable aside from the tender ride in pouring rain. It is rumored that the rear commodore provided late evening entertainment by dragging anchor while rafted to the two navy boats. The cruise ended with cocktails and dinner at the Wickaninish Restaurant which has a



Ocean Watch returns to Seattle after circumnavigating North America

Michael O'Byrne

spectacular view of the Pacific Ocean. During the pre dinner cocktails we were treated to the sight of several orca whales feeding on seals a few hundred yards in front of the restaurant widows, quite a sight!

The following members have been out cruising: Brian and Mary Alice O'Neill in Palau; Don and Sharry Stabbert in Japan; Rod and Jill Hearne in Scotland; Chris and



Midshipmen and Officer Candidates on Navy 44's

Michael O'Byrne



Pat Carey and Dave Keyser (guest) at Jarrell Cove State Park

Michael O'Byrne

Shawn Otorowski in Greece, Turkey and Italy; Doug Cole in Ireland; Mark Schrader Around the Americas; Mike and Linda Duffy in Alaska; Kaspar and Trish Schibli in the Atlantic; Lee and Karen Hedge in Italy, Tad and Joyce Lhamon in the Hebrides on the CCC Cruise, Peter and Molly Powell on *S/V Blaze* South Pacific, Fiji, New Zealand, Australia and ports in between; Dick and Cindy Metler on *S/V Puffin* Mexico and the Sea of Cortez; Tony Gooch on *S/V Taonui* competed a single handed passage from the Canary Islands to Bermuda; Tad and Joyce Lhamon and Dave Utley joined the Stabbert's on *M/V Starr*, and Phil Swigard for the summer around Vancouver Island.

Meeting highlights this year included




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Paul Bieker on the BMW Oracle's design and construction, Barth Wilcox and Wendy Hinman on their trip across the North Pacific, and The Museum of Flight with children and grandchildren. Coming up in November, the Station will pay a visit to Victoria for a panel discussion of circum-navigators and our annual dinner with Mark Schraeder to tell us about his trip Around the Americas.

The PNW Station meets on the second Monday of each month October – June, generally at the Seattle Yacht Club.

Doug Cole, Historian 

San Francisco

San Francisco is still alive! That is, the port of San Francisco is still alive as a site for the next America's Cup finals in the summer of 2013. The announcement on September 13 by the America's Cup Protocol Committee leaves SF as the sole US port in contention for the Cup finals. The year of 2013 will also be a big one for SAF Station



John Sanford

Wyman and Gay Harris

as we take on the leadership for the National Winter Cruise. Wyman Harris has agreed to be head of our Cruise Committee which is looking at possible locations in the Far East. Thailand, Malaysia and Australia are among the sites being investigated for the months of January, February or March 2013.

The SAF Station was well represented in the two big offshore races this year. For the first time in any living person's memory, there was an entry from San Francisco in the Bermuda Race. Bill LeRoy shipped his

CAL 40 *Gone with the Wind* to the East Coast in order to compete. Sally Honey joined the crew as navigator and the yacht came in a respectable 3rd in class and 8th overall. Husband Stan Honey navigated the 100' maxi *Speedboat* to a first to finish. On the West Coast in the Pacific Cup from SF to Kaneohe, Hawaii, Liz Baylis with husband Todd Hedin crewed on the "just out of the box" 40' California *Condor* along with designer Jim Antrim. After four days, *Condor* lost both of its twin rudders and the crew was forced to finish using drogues, sail adjustments and jury-rigged gudgeons. Despite these problems, *Condor* finished in thirteen and one half days. In the Cup's Division A, Jim Quanci and his wife Mary Lovely captured a 3rd on his CAL 40 *Green Buffalo* in a large fleet of 19 yachts. Back on San Francisco Bay, the J105 Fleet Captain, Walter Sanford raced on *Alchemy*, sometimes with his father John Sanford as crew on Friday nights. In the three regattas of the Corinthian Yacht Club's Friday night informal series, *Alchemy* garnered 2nd places in the Spring and Mid-Summer Series and a 1st place in the Summer Series. Walter said he wished he did as well during the more highly-competitive, more vigorous, J105 Fleet #1 Championship Season.

Wyman Harris took the honor this year of cruising the furthest and the fastest when he and Gay took their 54' power yacht *Safari* to Alaska for a 4 months cruise. (See the next CCNews for the full story.) Bruce Munro also cruised in Alaska

and Jerry Eaton cruised on his new Grand Banks 32 in the San Juan Islands. David Fullagar cruised in the Northwest and later brought his boat down to SF in preparation for further cruising to the South. Zia Ahari and Bob Van Blaricom on Zia's HR31 *Athesa* probably had the roughest weather of the summer on their passage to the mouth


of the Columbia River. Once there, they found the river in flood stage and they were unable to power/sail their way beyond the first lock. Undaunted, when they returned, Bob took his Aries 32, *Misty*, on its last cruise to the Delta with his wife Jane and granddaughter Lacey. *Misty* is sold and Bob turned her over to its buyer at the end



John Sanford

Zia Ahari and Bob Van Blaricom aboard Athesa

of September. Its next destination: South Africa. Steve Mason and Ginger took *Sea Jay* to Southern California and discovered that plastic thru-hull fittings break at the worst possible time. Finally, Chris Parkman crewed on CCA/BOS member Bill Cook's *Resolution* to Greenland for three weeks.

John Sanford, Historian 

Southern California

It's been an active time for CCA SOC members. At our lunch meeting at the Long Beach YC, several members related their very fun adventures on the Abaco Cruise. At our next meeting, at the Balboa YC, Brad Avery and Al Garnier described their



Harriett Pallette

Tom Schock family at first annual SOC summer party

News from Stations & Posts

very different experiences and strategies in the Bermuda Race. Our next meeting will be at the San Diego YC and will serve as the kick-off for a 6-day cruise in the San

there? Enjoying life as it happens. Congratulations Mark and Dorothy.

Our station tried an experiment this summer and it worked! Jerry Montgomery,

was for everyone to meet our newest members. Since our annual meeting in December, we are fortunate to have had three outstanding sailors join our ranks: Ray Ashley, Steve Barnard and Bill Cook. Unfortunately, we also lost a member. Will Shepherd, a member since 1966, passed away in July. He was 96.

Several of us participated in the CCA cruise around Scotland's Hebrides Islands. Larry Somers and Lisa Laing, Darci and Toby Schriber and Tod and Linda White chartered a Jeanneau 43 to join about 200 other boats to the help the Clyde Cruising Club celebrate its 100th anniversary. A lot of boats! But there are so many interesting lochs and anchorages among the many islands of the Hebrides that we were usually anchored with very few others – except for the 4 Big Events. One Big Event was an attempt to set the Guinness world record for a "Sunflower Raft-Up". We needed 200 boats for the record but "only" got 184. Still, quite spectacular. Other Big Events included a beach party featuring two tons of bbq'd prawns, a gourmet mussel feast hosted by the owners of Scotland's largest mussel farm, and a final dinner lubricated by Oban, a distiller of Scotland's finest. Despite weather that made foul weather gear an everyday fashion, the cruise was deemed a great success by all, including the weatherman who parted the clouds and brought forth sunshine on each of the Big Events.

Tod White, Rear Commodore 



Tod and Linda White; Larry Somers and Lisa Laing and Toby and Darci Schriber at mussel feast at Loch Spelve, Scotland

Diego area. Rick Williams and Bill Barsz, cruise chairs, have planned a full schedule including a rum keg raft-up off-shore Bill's home in Coronado Cays.

A six-day cruise is a drop in the ocean for new-member Mark Hazlett and his wife Dorothy who are living the dream-cruise. They left their homeport in Hawaii this spring aboard *Pau'ena*, an Outbound 44, and are now in San Francisco. They're joining the Baja HaHa to Mexico in October. Mexico for who knows how long, then to the South Pacific and who knows from

our Entertainment Chair, planned our First Annual Summer Party. It was a casual affair featuring hot dogs and hamburgers. Members were encouraged to bring kids and grandkids and altogether more than 80 enjoyed this special event. David Grant, our Historian and a master storyteller, enthralled everyone with stories of Cape Horn. With photos, maps and sound effects, he had us on the edge of our chairs thankful that we weren't in the rigging of a tall ship rounding the Horn.

One of the goals of the Summer Party

In Memoriam

Robert H. Adams, BOS/BUZ, 5/12/2010
 Robert M. Allen, SAF, 9/24/2010
 John B. Bonds, CHE, 6/8/2010
 Roger F. Duncan, BOS/GMP, 5/15/2010
 Robert L. Garland, NYS, 12/2009
 Lorna Hibberd, NYS, 6/9/2009
 Edward W. Hinckley, FLA, 4/4/2010
 David Jeffries, BOS, 5/8/2010
 Howland G. Jones, Jr., ESS, 4/18/2010
 Spencer J. Leech, Jr., ESS, 7/3/2010
 Arne B. Lie, BOS, 4/11/2010

Robert C. Livingston, M.D., CHE, 1/2/2010
 James B. Melcher, Jr., BOS/GMP, 4/2/2010
 Donald G. Parrot, BOS/GMP, 9/15/2010
 Thor H. Ramsing, NYS, 2/13/2010
 Harold E. Rhame, Jr., M.D., NYS, 4/22/2010
 E.M. Scheu, Jr., BOS/GMP, 5/6/2010
 William D. Shay, Jr., NYS, 4/20/2010
 Williard Shepherd, SOC, 7/15/2010
 Donald D. Wakeman, BOS, 8/14/2010
 James Worcester, M.D., ESS, 7/27/2010

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

HISTORY OF THE CCA

TRACING OUR HISTORY III 1930 TO 1933

DURING THE EARLY YEARS OF THE CRUISING CLUB OF AMERICA, STRONG CONCEPTS AND FOUNDATIONS WERE ESTABLISHED UPON WHICH THE CLUB CONTINUED TO EXPAND. WHILE THE ORIGINAL GOAL OF THE CCA WAS TO FOSTER BLUE WATER CRUISING, THE POPULARITY OF OFFSHORE RACING GREW AS WELL.

THE ANNUAL MEETING ON JANUARY 30, 1930 WAS HELD AT THE YALE CLUB AND DANIEL BACON, A "CAPE CODDER" BY BIRTH, WAS ELECTED COMMODORE, THE FIRST BOSTON STATION MEMBER TO HOLD THE OFFICE. BACON'S FAMILY CAME FROM A LONG LINE OF SAILORS, TRACING THEIR LINAGE BACK TO THE CHINA TRADE AND RUNNING BATTLES WITH CHINESE PIRATES. OF HISTORICAL NOTE, BEFORE THE UNITED STATES ENTERED WORLD WAR I, THE GERMAN WARSHIP **MOEWE** SEIZED THE BRITISH ROYAL MAIL STEAMER **APPAM** AND BROUGHT HER INTO NEWPORT, RHODE ISLAND AS A PRIZE OF WAR. BACON ARRANGED THE LEGALITIES BETWEEN THE BRITISH AND GERMANS, FACILITATING **APPAM** TO BE RETURNED TO ENGLAND FOR SETTLEMENT OF THE PRIZE MONEY. IN RETURN, THE BRITISH GAVE BACON A SILVER MODEL OF THE SHIP, THE MODEL EVENTUALLY BEING DONATED TO MYSTIC SEAPORT MUSEUM. (STRANGE HOW WE DO NOT THINK OF THE UNITED STATES PLAYING SUCH A ROLE PRIOR TO THE WAR.)

THE REPORT PRESENTED BY THE BOSTON STATION AT ITS ANNUAL MEETING, INDICATED THEY NOW HAD 68 MEMBERS AND THAT REGULAR LUNCHEON MEETINGS WERE BEING HELD EVERY FRIDAY NOON AT THE BOSTON YACHT CLUB, 5 ROWES WHARF, WITH AN OPEN INVITATION TO ALL MEMBERS. ONCE AGAIN, AN INVITATION WAS EXTENDED TO ALL MEMBERS TO ATTEND THE SATURDAY AFTERNOON WINTER GAMS AT THE VICTORY YACHT YARD IN SQUANTUM WHERE A GOOD PORTION OF THE FLEET SPENT THE WINTER, "...WHERE A WARM WELCOME AND A WARM CABIN CAN BE FOUND ABOARD MANY A CRAFT WHICH HAS HERETOFORE BEEN CANVASSED AND IGNORED FOR THE WINTER IN A BLEAK BOAT YARD". THE MEMBERS'

BOATS, STORED INSIDE THE STRUCTURE WITH THEIR MASTS IN PLACE, COULD BE IDENTIFIED BY THEIR BURGEEES STILL FLYING FROM THE MASTHEAD.

IN SPITE OF THE GREAT DEPRESSION, 1930 SAW THE START OF THE BERMUDA RACE OFF NEW LONDON PRODUCING 42 BOATS, THE LARGEST FLEET ON RECORD. WHILE FAIR WEATHER BLESSED THE FLEET AT THE BEGINNING OF THE RACE, CLOUDS MOVED IN AT THE FINISH AND PRODUCED SOME DIFFICULT NAVIGATIONAL SITUATIONS. THE FAMILIAR BOATS WERE THERE WITH **YANKEE GIRL** FIRST TO FINISH AND CHARTER MEMBER JOHN ALDEN'S **MALABAR X** FINISHING A STRONG THIRD AND WINNER OF CLASS A. ANOTHER STRONG FINISHER WAS OLIN STEPHENS' **DORADE**, COMING IN SECOND IN CLASS B, CONTINUING TO PROVE HIS DESIGN GENIUS AND THE VALUE OF HIS JIB HEAD RIG. LATER THAT NIGHT RAYMOND FERRIS'S SCHOONER, **MAYLAY**, CROSSED THE FINISH LINE TO WIN OVERALL AND TAKE FIRST IN CLASS B. TWENTY-FOUR YEARS LATER, FERRIS'S SON-IN-LAW, CCA MEMBER, DAN STROHM-EIER, SAILING HIS OWN BELOVED **MALAY**, A 39 FOOT CONCORDIA YAWL, CROSSED THE FINISH LINE TO TAKE FIRST OVERALL. (MORE ABOUT DAN AT ANOTHER TIME.)

AWARDS CHAIRMAN HERB STONE AND HIS COMMITTEE MADE UP FOR LOST TIME AND AWARDED BLUE WATER MEDALS FOR 1928-1930. THE 1928 MEDAL WAS AWARDED TO CCA MEMBER THOMAS F. COOK, CO-OWNER WITH HIS BROTHER, MEMBER CARLETON COOK, OF **SEVEN BELLS**, A 56 FOOT ROUÉ DESIGNED KETCH, BUILT IN NOVA SCOTIA. THE AWARD WINNING PASSAGE TOOK COOK FROM BRANFORD, CONNECTICUT TO FALMOUTH, ENGLAND. DURING THE 25 DAY PASSAGE, **SEVEN BELLS** WAS FORCED TO HEAVE-TO ON TWO OCCASIONS BUT ARRIVED UNSCATHED AND, AFTER SAILING AN ESTIMATED 3,000 MILES, DROPPED ANCHOR ASTERN OF CUTTY SARK IN FALMOUTH, ENGLAND. ALTHOUGH IT WAS

A RELATIVELY UNEVENTFUL PASSAGE, THE COMMITTEE FELT THE SIX YEARS OF PLANNING THAT WENT INTO THE LOW KEY PASSAGE, COUPLED WITH THE SAILING ABILITY DISPLAYED DURING THE PASSAGE, WARRANTED THE AWARD OF THE MEDAL.

CCA MEMBER F. SLADE DUNCAN, SAILING **POSTSCRIPT**, A 23 FOOT CUTTER OF HIS OWN DESIGN WITH NO AUXILIARY POWER, WAS AWARDED THE 1929 BLUE WATER MEDAL. SLADE, LEAVING BARNEGAT BAY, NEW YORK, HEADED SOUTH. AFTER BEING HOVE TO FOR FIVE DAYS AND COVERING ONLY 30 MILES, HE CONTINUED TO FLORIDA, THE BAHAMAS, JAMAICA, AND ON TO HAVANA. DURING HIS PASSAGE TO JAMAICA HE RECORDED A ONE DAY'S RUN OF 150 MILES – NOT BAD FOR A 23 FOOT BOAT! LEAVING HAVANA, **POSTSCRIPT** RETURNED, COVERING THE

1,200 MILES NONSTOP AND ARRIVING AT BARNEGAT IN JUST TWO WEEKS! THIS SHORT-HANDED PASSAGE OF 4,000 MILES ENTITLED HIM TO THE AWARD. AS A SAD POSTSCRIPT, UNDER THE

COMMAND OF A SUBSEQUENT OWNER, **POSTSCRIPT** WAS LATER LOST AT SEA WITH ALL HANDS ONBOARD.

SAILING FROM ITHACA, NEW YORK TO ITHACA, GREECE ON BOARD HIS 46 FOOT KETCH, **CARLSARK**, EARNED 21 YEAR OLD CARL WEAGANT THE 1930 BLUE WATER MEDAL. WEAGANT ENLISTED SEVERAL CLASSMATES FROM CORNELL AND, AFTER OUTFITTING CARLSARK ON LAKE CAYUGA'S WATERS, SHE PROCEEDED BY ENGINE THROUGH THE CANAL SYSTEM AND ON TO LAKE ONTARIO. SAILING VIA THE ST. LAWRENCE RIVER, THEY ARRIVED IN HORTA, GREECE TWO WEEKS LATER. THE STORY GOES THAT, BEING HIS OWN NAVIGATOR AND MASSAGING THE NUMBERS, HE WAS ABLE TO CONVINCE THE CREW THEY WERE HEADED FOR NEWFOUNDLAND, THEIR ADVERTISED DESTINATION, INSTEAD OF HIS DESIRED LANDFALL OF HORTA. IF THE TRUTH WERE TOLD, THE ACTUAL REASON FOR THE GUISE WAS, BEING TYPICALLY CONCERNED PARENTS, HIS FAMILY DID NOT WANT HIM TO MAKE THE PASSAGE. SINCE THE PASSAGE LASTED LONGER THAN HIS COLLEGE CREW ANTICIPATED, IT WAS NECESSARY TO HAIL A PASSING STEAMER AND PUT ONE OF THE SCHOLARS ON BOARD, ALLOWING HIM TO RETURN TO HIS STUDIES IN A TIMELY MANNER.

SINCE ITS EARLY YEARS, THE CLUB



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HAD MAINTAINED CRUISING GUIDES TO LOCAL AREAS BUT, AT THE 1931 ANNUAL DINNER, THE DECISION WAS MADE THAT SINCE LARGE AMOUNTS OF CRUISING INFORMATION HAD BEEN OBTAINED, THERE WAS LITTLE NEED TO MAINTAIN THIS SERVICE AND THE COMMITTEE ON CRUISING INFORMATION WAS VOTED OUT OF EXISTENCE. FORTUNATELY, TIMES AND IDEAS HAVE CHANGED AND TODAY THE CRUISING GUIDES AND CHARTS COMMITTEE, UNDER THE DIRECTION OF SANDY WELD, MAINTAINS AND PUBLISHES AN IMPRESSIVE LIBRARY FOR THE CRUISING SAILOR.

IN 1931, THE CRUISING CLUB AND THE ROYAL OCEAN RACING CLUB JOINED FORCES AND SPONSORED A RACE FROM NEWPORT, RHODE ISLAND TO PLYMOUTH, ENGLAND DRAWING AN IMPRESSIVE FLEET OF BOATS AND SAILORS. ON JULY 4TH, THERE WERE TEN BOATS ON THE STARTING LINE AT BRETON REEF LIGHTSHIP. SISTER SHIP TO **NINA**,

THE 71 FOOT **LANDFALL**, AN L. FRANCIS HERRESHOFF DESIGNED MARCONI RIGGED KETCH WAS THE SCRATCH BOAT AND THE ONE TO BEAT. RECENTLY BUILT IN GERMANY AND SHIPPED TO THE UNITED STATES FOR THE RACE, SHE HAD ALL THE LATEST GADGETS AND CREATURE COMFORTS INCLUDING INSIDE STEERING IN AN INNOVATIVE DOGHOUSE, A MASSIVE REMOVABLE TILLER, WHILE "A PIPE AND SPIGOT IN THE MAIN CABIN SUPPLIED COFFEE FROM THE GALLEY". (PERHAPS THIS COFFEE COULD BE FORTIFIED AS THE CONDITIONS REQUIRED!) THE TEN BOATS RANGED IN SIZE FROM THE 71 FOOT **LANDFALL** TO PAUL RUST'S 41 FOOT GAFF RIGGED SCHOONER **AMBERJACK**. **DORADE** WITH OLIN AS SKIPPER, ROD, SR. AND ROD, JR. AS MATE AND WATCH KEEPER WERE PRESENT AND A DEFINITE THREAT. CCA MEMBER DUDLEY WOLFE HAD **HIGHLAND LIGHT** BUILT ESPECIALLY FOR THE RACE WITH EMPHASIS ON HER WINDWARD ABILITY. (WOLFE, A VETERAN OF WORLD WAR I, DEDICATED RACER, CRUISER AND ADVENTURER LATER PERISHED IN 1938 ON K-2 IN AN UNSUCCESSFUL ATTEMPT TO CONQUER THE UNSCALED MOUNTAIN. HIS COMPANIONS TURNED BACK 600 FEET FROM THE SUMMIT BUT DUDLEY, THE OLDEST OF THE MOUNTAINEERING PARTY, WAS DETERMINED TO REACH THE SUMMIT AND WAS LOST. **HIGHLAND LIGHT**, WITH FUNDS ESTABLISHED FOR HER UPKEEP, WAS WILLED TO THE NAVAL ACADEMY.)

BACK TO THE RACE. STARTING IN LIGHT AIR THE FAVORITES FOLLOWED **HIGHLAND LIGHT** WHO, DUE TO HER WINDWARD ABILITY IN LIGHT AIR, HEADED FOR THE GULF STREAM IN HOPES OF PICKING UP A LIFT. AFTER NINE DAYS OF STRUGGLING, THE WINDS FILLED IN AND **HIGHLAND LIGHT**, BLOWING OUT SEVERAL SPINNAKERS ALONG THE WAY, MADE HER RUN FOR THE FINISH LINE. THE JUBILATION UPON STREAKING ACROSS THE FINISH LINE WAS DASHED WHEN THEY SPOTTED **DORADE** AND HER WELL RESTED CREW WHO HAD CROSSED THE LINE SOME 46 HOURS EAR-

LIER. BEING HIS OWN MAN, OLIN HAD ABANDONED THE FLEET AND TAKEN THE GREAT CIRCLE ROUTE MAKING A CROSSING OF 17 DAYS, 1 HOUR AND 14 MINUTES.

SEVERAL OF THE FLEET REMAINED FOR THE FASTNET RACE WHICH STARTED CALMLY ENOUGH BUT, A STRONG GALE DISPERSED THE FLEET WITH SEVERAL BOATS, INCLUDING **HIGHLAND LIGHT**, BEING TOTALLY OUT OF CONTROL AND THE REMAINDER OF THE FLEET SAILING UNDER STORM SAILS. THROUGH THE BEDRAGGLED FLEET CAME **DORADE** WITH LOWERS AND JIB TOPSAIL PULLING HARD, CROSSING THE LINE TO WIN THE FASTNET ON CORRECTED TIME. THESE WERE OLIN'S EARLY DAYS AND THE SAILING ACHIEVEMENTS WHICH BEGAN TO BUILD HIS REPUTATION. UPON RETURN HOME, OLIN AND HIS CREW WERE GIVEN A TICKER TAPE PARADE THANKS TO NEW YORK MAYOR JIMMIE WALKER. (AS AN INTERESTING ASIDE, DURING THE TIME THE STEPHENS FAMILY OWNED **DORADE**, SHE NEVER HAD AN AUXILIARY ENGINE.)

MANY ADVENTURES ARE FOSTERED IN BARROOMS DURING THE WEE HOURS. IN THE SUMMER OF 1931, SAM WETHERILL WAS IN SUCH AN ENVIRONMENT AT THE LARCHMONT YACHT CLUB AND WAGERED ANOTHER SAILOR THAT HE COULD BEAT HIM IN DINGHY RACE THAT UPCOMING NEW YEAR'S DAY. AS A

RESULT, THE FIRST FROSTBITE DINGHY RACING WAS INAUGURATED ON JANUARY 1, 1932. CCA MEMBER BILL TAYLOR, YACHTING WRITER FOR THE NEW YORK HERALD TRIBUNE, EVENTUAL CCA HISTORIAN AND LATER AWARDED THE PULITZER PRIZE FOR JOURNALISM, PICKED UP THE SPIRIT OF THE EVENT AND THROUGH HIS PROMOTION ATTRACTED A LARGE FLEET OF MOSTLY CCA MEMBERS. THE RACE, SAILED OFF THE KNICKERBOCKER YACHT CLUB WAS JURIED FROM CCA MEMBER BOATS **RANGER** AND **EXIT**, NOT ONLY PROVIDING COMMITTEE BOATS AND SUPERVISION BUT PLATFORMS FOR A "MUG UP" BETWEEN RACES, WHICH PRESUMABLY BECAME MORE INTERESTING AS THE COLD DAY AND THE VARIETY OF THE BEVERAGES PROGRESSED.

THE 1932 ANNUAL MEETING, AGAIN HELD AT THE YALE CLUB ON JANUARY 21, WAS THE TENTH ANNIVERSARY OF THE FOUNDING OF THE CRUISING CLUB OF AMERICA. IT WAS DULY NOTED IN THE 1932 YEARBOOK: "... AS THE CRUISING CLUB OF AMERICA ENDS THE FIRST TEN YEARS OF ITS EXISTENCE, THE REPORTS OF THE SECRETARY-TREASURER TESTIFY TO ITS ENVIABLE FINANCIAL STANDING AND MATERIAL SUCCESS, AND THE REPRESENTATION AT THIS AND PREVIOUS MEETINGS SPEAKS FOR ITS PERSONNEL". HISTORIAN W.P. STEVENS WENT ON TO NOTE THAT THOSE WHO ENJOY THE PRIVILEGES OF MEMBERSHIP OWE A DEBT TO WILLIAM WASHBURN NUTTING, FIRST COMMODORE OF THE CCA.

COMMODORE ALEXANDER MOFFAT WAS ELECTED TO SERVE A SECOND ONE-YEAR TERM IN OFFICE. THERE WAS ALSO A DISCUSSION CONCERNING THE SIZE OF THE CLUB. IN 1932, THE MEMBERSHIP TOTALLED 308 MEMBERS, PLUS NINE HONORARY MEMBERS. SOME MEMBERS FELT

THE CLUB WAS BECOMING TOO LARGE AND, NATURALLY, A COMMITTEE WAS FORMED TO LOOK INTO THE MATTER. (THIS DISCUSSION HAS BEEN REPEATED OVER THE YEARS AND EACH TIME THE DECISION IS MADE TO ALLOW THE INCREASE IN NUMBERS WITH THE CURRENT MEMBERSHIP

STANDING AT 1243 MEMBERS, PLUS EIGHT HONORARY MEMBERS.) THE DECISION OF THE COMMITTEE ALLOWED THE MEMBERSHIP TO GROW WITH THE CAVEAT THAT THE REQUIREMENTS SHOULD BE HELD TO THE



Malay

Raymond W. Ferris



Malabar X

John G. Alden

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SAME HIGH STANDARD, ESPECIALLY CONCERNING OFFSHORE EXPERIENCE. FOLLOWING THE COMMITTEE'S DECISION, THE BOSTON STATION, WHICH RAN THEIR OWN MEMBERSHIP COMMITTEE, CAME UP WITH TWO OF THE CURRENT GUIDELINES STATING: (A) "WOULD YOU LIKE TO TAKE A LONG PASSAGE WITH THE CANDIDATE ABOARD A SMALL VESSEL" AND, (B) "WOULD YOU BE WILLING TO HAVE THE CANDIDATE IN COMMAND OF YOUR YACHT FOR AN EXTENDED CRUISE?" THESE GUIDELINES, ALONG WITH SEVERAL OTHERS, HAVE BEEN INCORPORATED INTO THE PRESENT CCA REQUIREMENTS FOR MEMBERSHIP AND CONTINUE TO ENSURE THE HIGH LEVEL OF CANDIDATES.

"IT IS SAID THAT TWO MEN OF EQUAL EDUCATION GET ON EACH OTHER'S NERVES ON THE CROWDED CONFINES OF A LONG SMALL-BOAT VOYAGE AND THAT THE IDEAL COMPANION IS A COMPLETELY UNEDUCATED MAN OF ANOTHER RACE." THIS QUOTATION MUST HAVE APPLIED TO 1932 BLUE WATER WINNER, WILLIAM ROBINSON, WHEN, AFTER A TWELVE DAY PASSAGE AND FINISHING LAST IN THE 1928 BERMUDA RACE, HE CHANGED COURSE AND HEADED WEST THROUGH THE PANAMA CANAL TO TAHITI. IN TAHITI, ROBINSON TOOK ON

A NATIVE PEARL DIVER, ETERA, AND THE TWO OF THEM CONTINUED THE CIRCUMNAVIGATION, A VOYAGE OF 32,000 MILES OVER THREE YEARS, FIVE MONTHS AND ONE DAY, ON **SVAAP**, A 32 FOOT ALDEN KETCH BUILT IN NOVA SCOTIA. THE VOYAGE, WITH HEAVY WEATHER ON MANY OCCASIONS, WAS NOTEWORTHY BUT THE EXPERIENCES ALONG THE WAY, ESPECIALLY WITH ETERA, WERE EPIC. ETERA, AN EXCELLENT SEAMAN AND COOK, WAS UNFORTUNATELY SUSCEPTIBLE TO DEMON RUM AND UNDER THESE SPELLS PRONE TO WOMANIZING THE NATIVE POPULATION, OCCASIONALLY LANDING IN JAIL. FRUSTRATED, ROBINSON LEFT HIM IN BALI ONLY TO FIND HIM IN JAVA PATIENTLY WAITING TO REJOIN THE SHIP. IN ROBINSON'S BOOK, **DEEP WATER AND SHOAL**, HE DETAILS THEIR ADVENTURES AS THEY CONTINUED WESTWARD, "...BEING TRAPPED ON A NARROW LEDGE IN THE GALAPAGOS WITH A SEA LION, INADVERTENTLY EATING HUMAN FLESH AT A LUNCH WITH CANNI-

BALS IN THE NEW HEBRIDES, AND BEING IMPRISONED IN A PIRATE DUNGEON ON THE ARABIAN SHORES OF THE RED SEA". THESE WERE THE VOYAGES THE FOUNDING FATHERS MUST HAVE HAD IN MIND WHEN THEY INSTITUTED THE BLUE WATER MEDAL.

ALTHOUGH MONTAUK POINT WAS CHOSEN AS A PREFERRED STARTING POINT FOR THE 1932 BERMUDA RACE, THIS LOCATION WAS NEVER REPEATED. WITH 27 BOATS STARTING THE RACE, **HIGHLAND LIGHT**, CREWED BY MOSTLY CCA MEMBERS WAS THE FIRST BOAT TO FINISH THE RACE IN UNDER THREE DAYS, A LONG-STANDING RECORD OF 2 DAYS, 23 HOURS AND 35 MINUTES. HOWEVER, ON CORRECTED TIME, THEY FINISHED FIFTH TO JOHN ALDEN'S **MALABAR X. DORADE**, WITH ROD STEVENS JR. AT THE HELM, CONTINUED HER HISTORIC CAMPAIGN FINISHING FIRST IN CLASS B.

SADLY, THE 1932 BERMUDA RACE SAW THE FIRST LOSS OF LIFE IN THE RACE'S HISTORY. THE CREW OF THE SCHOONER **ADRIANA** HAD LIT A FIRE IN THE CABIN HEATER AND, DUE TO IMPROPER INSTALLATION OF THE HEATER, A FIRE BROKE THROUGH THE ADJOINING BULKHEAD AND QUICKLY SPREAD THROUGHOUT THE SHIP. DISTRESS FLARES WERE LAUNCHED AND ROBERT SOMERSET, ONBOARD **JOLIE BRISE**, ALTERED COURSE AND CAME ALONGSIDE TO FACILITATE A DARING AND SKILLFUL RESCUE OF THE CREW. IN SPITE OF THE HEAVY SEAS AND WITH NO TIME TO LAUNCH A SMALL BOAT, SOMERSET WAS ABLE TO LUFF **JOLIE BRISE** CLOSE ALONGSIDE THE BURNING VESSEL AND THE ENTIRE CREW OF TEN, SAVE ONE, WAS ABLE TO JUMP ON BOARD. "EXPERIENCED SAILORS ON BOTH BOATS DECLARED IT

WAS ONE OF THE FINEST PIECES OF VESSEL HANDLING THEY HAD EVER SEEN". CCA MEMBER CLARENCE KOZLAY WAS AT THE HELM HOLDING THE STRICKEN BOAT ON A STEADY COURSE FACILITATING THE RESCUE. BY THE TIME THE CREW HAD MADE THEIR LEAPS FOR LIFE, THE TWO BOATS HAD DRIFTED APART AND WHEN KOZLAY FINALLY LEFT THE WHEEL TO MADE HIS PLUNGE, HE FELL BETWEEN THE TWO BOATS AND WAS LOST. AFTER SEARCHING THE SITE FOR SEVERAL HOURS UNDER THE LIGHT OF THE STILL BURNING VESSEL, **JOLIE BRISE** ABANDONED THE SEARCH AND THE RACE, RETURNING TO MONTAUK.

SOMERSET WAS SUBSEQUENTLY AWARDED THE BLUE WATER MEDAL WITHOUT DATE AND GIVEN HONORARY MEMBERSHIP IN THE CRUISING CLUB FOR HIS HEROIC EFFORTS THAT FATEFUL NIGHT.



Jolie Brise E. G. Martin London, England

HOBART FORD, ELECTED COMMODORE IN 1933 WAS ONE OF A GROUP OF MEMBERS WHO BEGAN THE TRADITION OF HOISTING A RED CHECKERED TABLECLOTH TO THE MASTHEAD ANNOUNCING A GAM WAS IN PROGRESS. ALL MEMBERS WITHIN SIGHT WERE INVITED TO ATTEND THE EVENT. (PERHAPS THIS IS ANOTHER OF THE TRADITIONS THAT HAS LAPSED AND SHOULD BE REVISITED!) FORD WAS AN ACTIVE MEMBER, A KEEN RACER AND, IN THE DAYS OF THE LARGER AND GRANDER RACING AND CRUISING VESSELS, HE WAS AN EARLY PROPONENT OF RACING AND CRUISING IN SMALLER BOATS.

THE JANUARY MEETING OF 1933 SAW THE REDESIGN OF THE FLAG OFFICERS' BURGEES TO THE DESIGN WE SEE TODAY, WHILE AT THE MAY BOARD OF GOVERNORS' MEETING, PRESIDENT FRANKLIN D. ROOSEVELT WAS ELECTED TO HONORARY MEMBERSHIP. ROOSEVELT HAD DONE EXTENSIVE CRUISING FROM HIS SUMMER HOME ON CAMPOBELLO ISLAND AND ALONG THE MAINE COAST IN HIS SCHOONER **HALF MOON**. ROOSEVELT HAD PREVIOUSLY BEEN SECRETARY OF THE NAVY AND SHARED OTHER MEMBERS' LOVE OF THE SEA.

AT THE SAME MAY MEETING, VICE COMMODORE GEORGE ROOSEVELT PROPOSED THE ESTABLISHMENT OF THE TRANSATLANTIC PENNANT WHICH, IN THE SUMMER OF ITS INCEPTION, WAS AWARDED TO FOUR MEMBERS. THE PENNANT WAS ESTABLISHED "TO BE FLOWN BY ALL YACHTS OF THE CLUB WHICH HAVE MADE A TRANSOCEANIC VOYAGE" AND ROOSEVELT PERSONALLY DONATED THE PENNANTS TO THOSE YACHTS.

A COMMITTEE FOR ESTABLISHING AN OCEAN YACHT RACING RULE HAD BEEN AT



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WORK AND FELT IT WAS TIME TO PUT THE RULE TO A TEST. AS AN INCENTIVE, THE CLUB SPONSORED A DESIGN CONTEST INCLUDING PRIZES OF \$75 FIRST PLACE, \$50 SECOND AND \$25 FOR THIRD. THE COMMITTEE INCLUDED SUCH MEMORABLE NAMES AS CLINTON CRANE, GEORGE NICHOLS, CLIFFORD MALLORY, ROBERT BAVIER, GEORGE ROOSEVELT, HOBART FORD, EDMUND LAND AND CONSULTANT NATHANIEL HERRESHOFF. FROM THIS EARLY START AND THE MEAGER PRIZE MONEY, THE CCA RULE WAS BORN WITH THE EMPHASIS ON SEAWORTHY BOATS TO COMPETE IN THE OFFSHORE RACES.

SIGNIFICANT CRUISING AND RACING IN THE SUMMER OF '33 INCLUDED ROD STEPHENS WITH A CREW OF CCA MEMBERS SAILING **DORADE** VIA THE GREAT CIRCLE TO NORWAY AND THENCE ON TO THE FASTNET RACE IN ENGLAND. ARRIVING IN TIME FOR THE RACE AND COMPLETING HIS ODYSSEY, ROD THEN WON THE FASTNET RACE FOR THE SECOND TIME. HEADED HOME AND BEATING INTO STRONG HEADWINDS WITH SHORTENED SAILS, **DORADE** AGAIN SHOWED HER MERIT, ARRIVING IN LONG ISLAND SOUND IN TWENTY SIX DAYS. IN THREE MONTHS THEY HAD COMPLETED A ROUND TRIP PASSAGE OF 8,000 MILES. "AS A NEW BOAT IN 1930, **DORADE** WAS SECOND IN CLASS B OF THE BERMUDA RACE, WON THE TRANS-ATLANTIC AND FASTNET RACES IN 1931, WON CLASS B IN THE 1932 BERMUDA RACE, AND CRUISED ACROSS THE ATLANTIC AND BACK TO WIN THE FASTNET RACE IN 1933." HERE WAS A REAL BREAKTHROUGH IN DESIGN, AUGMENTED WITH TRUE SEAMANSHIP. SUFFICE TO SAY, ROD WAS LATER AWARDED THE BLUE WATER MEDAL IN 1933.

LEST **DORADE** WIN ALL OF THE ACOLADES AT THAT TIME, ANOTHER BOAT TO MAKE THE CROSSING WAS **BRILLIANT**, THE 61 FOOT GAFF RIGGED SCHOONER DESIGNED AS A HEAVY WEATHER BOAT FOR CCA MEMBER WALTER BARNUM BY OLIN STEPHENS WITH THE EXPRESS INTENT OF BEATING BROTHER ROD'S **DORADE**. WITH A CCA CREW, KNOWN AS "OLD MEN" DUE TO MOST OF THEM BEING OVER FORTY YEARS OF AGE, THEY TOO TOOK THE GREAT CIRCLE ROUTE, EXPERIENCING BETTER WEATHER AND HEADED DIRECTLY FOR ENGLAND ARRIVING 17 DAYS AND 18 HOURS LATER, HAVING MADE ONE RUN OF 1077 MILES IN FIVE DAYS.

OTHER CCA BOATS MADE THE 1933 PASSAGE TO ENGLAND FOR THE FASTNET INCLUDING HENRY MORSS JR. AND HIS 59 FOOT ALDEN DESIGNED SCHOONER, **GRENADIER**. DR. ALEXANDER FORBES WITH HIS 97 FOOT SCHOONER **RAMAH**, PURCHASED THROUGH COLUMBUS ISELIN II AND BUILT IN SHELBURNE, NOVA SCOTIA IN 1928, WAS A NO FRILLS FISHING TYPE VESSEL ALSO MAKING THE PASSAGE. IN THE WORDS OF A LOCAL FISHERMAN, SHE WAS



Dr. Alexander Forbes

"A HANDSOME AND ABLE LADY".

DIGRESSING, DR. FORBES, A TRUSTEE OF THE WOODS HOLE INSTITUTE OF OCEANOGRAPHY, HAD ORIGINALLY NAMED HIS SCHOONER **ATLANTIS**. WHEN THE INSTITUTE CONTACTED ISLEN FOR A SIMILAR VESSEL TO CONDUCT MARINE SCIENCE AND OCEANOGRAPHY, THE FIRST FOR THIS USE, A 143 FOOT SCIENTIFIC VESSEL WAS BUILT. FORBES AGREED TO FORGO THE NAME, **ATLANTIS**, GIVING IT TO WHOI FOR THE NEW VESSEL WHICH CARRIED THE NAME FROM 1931 TO 1964. DR. FORBES WAS A MAN OF NOTE, GRADUATING FROM HARVARD MEDICAL SCHOOL IN 1910. HE IMMEDIATELY DISCOVERED HIS CALLING WAS RESEARCH, ESPECIALLY IN THE FIELD OF ELECTROPHYSIOLOGY. THINKING THE NAVY COULD UTILIZE HIS NAVIGATIONAL SKILLS, FORBES ENLISTED AT THE BEGINNING OF WORLD WAR I. INSTEAD OF SEA DUTY, HE WAS ASSIGNED TO THE SUBMARINE SIGNAL CORPORATION (LATER TO BECOME RAYTHEON) WHERE THE NAVY TOOK ADVANTAGE OF HIS SCIENTIFIC SKILLS TO AID IN THE DEVELOPMENT OF ELECTRONIC SUBMARINE DETECTION DEVICES. PRIOR TO MAKING THE CROSSING FOR THE FASTNET, FORBES HAD EXPLORED NORTHERN LABRADOR IN 1931 WITH **RAMAH**. FOLLOWING THIS EXPEDITION, FORBES, PILOTING BIPLANES PROVIDED BY THE NATIONAL GEO-

GRAPHIC SOCIETY AND TAKING PICTURES FROM THE COCKPIT, CHARTED THE COAST OF LABRADOR TO EKORTIAVSUK FIORD AT 60 DEGREES NORTH. HE LATER JOINED HONORARY CCA MEMBER CAPTAIN BOB BARTLETT (LEGENDARY ARTIC EXPLORER MENTIONED IN THE LAST ARTICLE) IN 1942-43 ON BOARD THE SCHOONER **EFFIE M. MORISSEY**. CHARTING THE AREAS SURROUNDING BAFFIN ISLAND, THEY CONDUCTED LAND SURVEYS FOR AN AIRSTRIP AND PROVIDED PILOTING AND CHARTING FOR STEAMERS ENTERING FROBISHER BAY. AT THE BEGINNING OF WORLD WAR II, FORBES RE-ENLISTED IN THE NAVY AND, USING HIS SKILLS AND EXPERTISE AS AN AERIAL GEOGRAPHICAL PHOTOGRAPHER, CONTINUED CHARTING THE LABRADOR COAST HELPING TO SELECT SITES FOR AIRFIELDS TO BE USED IN TRANSFERRING FIGHTER PLANES FROM NORTH AMERICA TO EUROPE. IN 1946, FORBES WAS THEN SENT TO THE BIKINI ATOLL TO PROVIDE PHOTOGRAPHIC RECORDS OF THE ATOM BLAST.

THESE WERE EXCITING YEARS AS THE CRUISING CLUB CONTINUED TO GROW AND MATURE. MORE STORIES WILL BE CHRONICLED IN THE NEXT ISSUE. AGAIN, ANYONE WISHING TO CONTRIBUTE IS ENCOURAGED TO DO SO WITH THEIR OWN BIT OF HISTORY. WE'RE STILL LOOKING FOR OLD YEARBOOKS TO COMPLETE THE HISTORIAN'S COLLECTION. "THANKS" TO PAST COMMODORE JIM HARVIE FOR HIS GENEROUS DONATION OF YEAR BOOKS, HELPING TO COMPLETE THE SET.

CORRECTION: IN THE LAST ARTICLE, AN ERROR WAS MADE IN THE SPELLING OF COMMODORE MUNROE'S NAME. SINCERE APOLOGIES FROM THE AUTHOR!

TWO INTERESTING BOOKS HAVE COME TO MY ATTENTION REGARDING COMMODORE MUNROE: **THE YACHT "ALICE" – PLANNING AND BUILDING** AND **THE YACHT "ALICE" TWENTY YEARS AFTER**, BOTH WRITTEN BY CCA MEMBER AND THE OWNER OF **ALICE**, HENRY HOWARD. THESE BOOKS DETAIL THE BUILDING OF **ALICE**, THE BOAT DESIGNED BY COMMODORE MUNROE FOR HOWARD AND ARE ESPECIALLY INTERESTING AS THEY DETAIL NOT ONLY THE BUILDING TECHNIQUES, BUT THE MATERIALS AND EQUIPMENT IN USE AT THAT TIME.

JACK TOWLE, HISTORIAN

FUTURE ARTICLES WILL TRACE NOT ONLY THE HISTORY OF THE CCA BUT PROFILE SOME OF OUR EARLIER MEMBERS. IF ANY MEMBER WOULD LIKE TO COLLABORATE WITH A PROFILE OF A NOTEWORTHY MEMBER OR EVENT, PLEASE CONTACT CHRIS OTOROWSKI, EDITOR OF THE GAM OR JACK TOWLE, HISTORIAN.

THANKS TO THE GENEROUS GIFT FROM WALLACE STONE, THE HISTORIAN'S COLLECTION OF PAST YEARBOOKS HAS GROWN CONSIDERABLY. MORE ARE NEEDED TO COMPLETE THE SET AND DONATIONS OF THE YEARBOOKS WOULD BE APPRECIATED. THIS COLLECTION WILL BE PASSED TO EACH SUCCEEDING HISTORIAN.

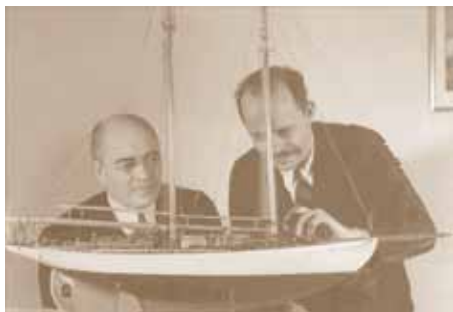
MATERIAL FOR THIS ARTICLE WAS TAKEN FROM CCA YEARBOOKS, JOHN PARKINSON JR'S **NOWHERE IS TOO FAR**, AND THE ARCHIVES AT MYSTIC SEAPORT. – JACK TOWLE, HISTORIAN

Model Maker EXTRAORDINAIRE

Joseph Appleton's models represent the passion, hard work, sacrifice, and obsession of a man who wouldn't compromise. The better part of Appleton's life was spent alone, in small workshops, toiling on a series of ship and yacht models, each of which was a struggle towards perfection.

He was educated at the Taft School and the Sheffield Scientific School at Yale University, class of 1924. Early on, he discovered a passion for sailing and the sea and fed that passion by racing sailboats on Long Island Sound as often as he could. It was while he was at Yale that he first began building ship models as a hobby. When he finished at Yale his life followed a different course than many of his peers. Instead of heading to Wall Street, graduate school, or industry, he headed out to sea.

Appleton was a regular crew member on Walter Barnum's Sparkman & Stephens (S&S) designed schooner yacht *Brilliant*. He sailed her on a record-breaking transatlantic crossing in 1933. Following his eventful summer of sailing in 1933 he decided to build a model of *Brilliant* as a gift to Walter Barnum. This incredible model, built with every detail that Appleton knew so well, was presented to Barnum in 1935. By 1934, Joseph Appleton was working as curator at the Marine Museum of the City of New York, the collection of which has since been inherited by the Museum of the City of New York. Appleton had acquired enough experience and reputation to have been approached by the President of the United States to



Walter Barnum and Joseph Appleton inspecting the model of *Brilliant*

repair the chief executive's personal model of the *U.S.S. Constitution*. FDR's model,

built in the 1870's was in a state of disrepair and Appleton replaced all of the complicated rigging and renewed the mainmast and bowsprit. In a quote from the Brooklyn Daily Eagle on May 4th 1934 Appleton explained, "There were no professional model-makers in the United States 60 years ago when this (*U.S.S. Constitution*) was made." Appleton devised the first set of written specifications for navy models based on the experience accumulated by the navy up to that time. Necessity forced him to make many of his own tools as none existed for the lilliputian work he performed. Other tools were adapted for specific uses in model building.



Long hours did not reward him financially. He worked about 75 hours a week. On the model of John Nicholas Brown's *Bolero* for example, he spent 4,000 hours over a period of 14 months, typical for one of his full rigged models. His price for the model was \$5,000 making his earnings about 80 cents an hour. The minimum wage at the time was 75 cents.

After receiving his model of *Caribbee* from Appleton, journalist and race winning yachtsman Carleton Mitchell said, "I have looked it over carefully for three weeks now and still can't find anything out of place."

Appleton's work was remarkable. No matter how small or seemingly insignificant the fittings, e.g. hinges, shackles, bolts, etc., he would replicate them to the highest degree. He seemed to prefer to use brass as



this metal is strong and yet a very workable material. His ability to rig a model starts with his skill in twisting up his own linen rigging threads to the required diameters each project would stipulate.

Joseph Wheeler Appleton died in 1958 at the young age of 57 after a long struggle with cancer.

Appleton's models are very rare. It is estimated that he built over 100 half models in his lifetime and believed that he build approximately 20 full models.

CLIENTS

Harold Vanderbilt
R.J. Reynolds
Walter Barnum
John Nicholas Brown
Franklin Delano Roosevelt
Crawford Failey
Marine Museum of the City of New York
Briggs Cunningham
U.S. Navy
Carleton Mitchell
Marine Museum of the Marine Historical Association (Mystic Seaport)
James Crawford
Robert Carr
J. Seward Johnson

For the full article and photos, please go to the Cruising Club website. Thanks to Jay Picotte, Curator, Museum of Yachting and Graduate of the International Yacht Restoration School for allowing us to print excerpts and photos from the complete article.

Hebrides Cruise

from page 1

Co-Chairs Les Crane and Tanner Rose for their work in organizing the cruise, and presented the CCC Commodore Howard Morrison with a whisky keg crafted by PC Bob Drew. After the party, many repaired to various hostelrys in town for Scottish fare and folk music. Tom Wadlow and the crew of *Joyant*, along with the *Kea* crew, enjoyed a land-based GAM at the Mishnish.

The next day was the sunflower at Loch Drumbuie, a scant 5 miles across the Sound from Tobermory. As boats streamed into the loch all day, dressed for the occasion, the CCC Committee did a masterful job organizing the circle. Many times during the afternoon it looked as if it would never come together, but at 6:00 p.m. precisely



Canna

the circle was closed, amid a cacophony of cheering and noisemakers. The official count was 183 boats! A lone piper played to mark the end of the event, and send us off. By 6:30 the sunflower had broken up, with boats scattering off to their chosen venues for the night.

Following this event, cruisers headed off independently, often subject to the whims

of the wind and tide to decide their destinations. Many entrances to sheltered anchorages were found to be tricky and a bit of a navigational challenge, but always worth the effort. The Sound of Mull has some popular spot which our boats visited - Loch Aline, about a third of the way up the Sound, and Salen on Loch Sunart. Also on the mainland was Loch Moidart, which is overlooked by the ruins of the MacDonald's Castle Tioram. It is connected to the shore

by a sandy isthmus, leading to the centuries old Silver Trail which winds around the mountainside. One would not have been surprised to meet a tartan clad traveler on this path at any moment. The Old Forge Inn at Knoydart was the destination of some crews. This is the only pub in Britain which can be reached

only by water, thus it is for the hardy drinker, and for the sailor who does not mind taking a shower in what is basically the centre of a pub! *Phuilladobhrain* appeared on the front cover of the Cruising Guide, and lived up to its reputation for beauty. The *Witch of Pungo* crew, led by Tanner Rose, dinghied up to the head of the anchorage and hiked the half-mile in to see the Bridge Over the Atlantic. The bridge is an architectural delight, particularly in the evening, when the purple of Fairy Foxglove that covers the bridge is accentuated.

The strong headwinds sent much of the fleet to the closer Isles of Coll and Tiree, or the Sma' Islands of Eigg,



CCA Commodore Sheila McCurdy with Les Crane, Tanner Rose, Dianne Embree & Kenneth Gumley

Barbara Watson-Clapp

Muck, Rum and Canna. The anchorage on Rum was found to be secure but weedy, as was Canna, while at Coll it was generally roly in Arinagour. Boarding Pass, skippered by Les Crane, witnessed one neighboring boat's mooring chain being snapped in the early hours of the morning (when else?) in Coll, as 18 knots of breeze entered the harbor. The gut between Gometra and Ulva islands, on the west coast of Mull, was a popular sheltered anchorage. The crew of *Moonrise*, skippered by Bob Medland, was treated to a wonderful lamb dinner here by their "buddy boat" *Pinocchio*. Meanwhile, *Pipe Dream*, with Scott Piper and crew, chose to head north up the west coast of Skye to Loch Harport and the Talisker distillery, as well as Loch Dunvegan. Talisker was also a destination of *Corryvreckan*, whose crew thereafter made it their mission to taste-test all single malts. The mission was directed by Truman Casner, from his 'office' in the chain locker.

Loch Scavaig on Skye is described in the Cruising Guide as either dramatic and awe-inspiring or dramatic and terrifying. Such were the differing experiences of John Treanor's *Wiki Wiki* and *Deya* (a CCC boat with Doug and Dale Bruce aboard). *Deya* arrived in heavy rain and squally winds up to 25 knots, with waterfalls gushing down the loch's vertical sides. They squeezed past a rock at the entry and having anchored in a sheltered spot, heard later arrivals playing bumper boats in the night. *Wiki Wiki* witnessed the wrath of the loch and opted for the calmer choice of a quiet anchorage on the nearby island of Soay. Bull's Hole and Tinker's Hole anchorages are stopping off points for Staffa and Iona. While some found them quite acceptable, others agreed

continued next page



On the beach!

Barbara Watson-Clapp

Hebrides Cruise

that when the wind and tide turn against you, it is time to move! While many boats contented themselves with a drive-by of the amazing rocks at Staffa, some arrived in perfect weather conditions, and were able to go on shore to Fingal's Cave. *Boarding Pass* anchored in the lee of the SW reefs, and the crew was able to dinghy into the bottom of the cave. Several boats found the snug anchorage of Acairseid Mhor (Gaelic for 'Big Harbour') on the island of Rona, and declared it perfect.

The weather forecasts became somewhat repetitive – "good early, becoming moderate or poor, occasionally very poor" or the more ominous 'worse later'. Spirits were not dampened however, as exploration of the Hebridean coastline got under way. We tramped on Rum and visited Kinloch Castle, were enchanted by Duart Castle on Mull, with the stunning Stevenson lighthouse on the opposite coastline, and dinghied out to Kisimul Castle in Castlebay on Barra, the ancestral home of the MacNeils. We clambered over heather, peat and rocks to see wild ponies, Highland cattle and bemused sheep, and several of the *Jeanne* crew, led by Ross Santy, climbed to the summit of Rona, and were rewarded by a spectacular view across to the Outer Hebrides and back to the mainland.

There was overwhelming natural beauty, such as the heather and wildflowers, with birds including gannets, fulmars, razor bills, and black legged kittiwakes. Flocks of puffins were seen on the stacks at Canna, and were sighted close up on Lunga by the Godshalk crew on *Goldeneye*. Schools of basking sharks (which can grow up to 40 feet long) were spotted in the waters around Canna and Tiree, one of these placid creatures coming close enough for a slight

collision with Tad Lhamon's *Ayla*.

Nick Brown, sailing on *Blue*, was struck by the peaty whisky and the freshness of the seafood. On two occasions he bought fresh caught seafood from boats coming in – the first time it was 3 dozen langoustines (large prawns), which are placed claws up in their own egg-crate-like cells, and the second time it was scallops on the half shell with the pink roe still attached. Many of us had porage oats for breakfast, and Stornoway black pudding with our bacon and eggs, and lived to tell the tale. It should be noted that Nick cut a splendid figure in full Highland dress in his ancestral Bruce tartan.

One thing which struck all of the U.S. and Canadian party was the friendliness of the local folk. Our own experience included Barbara at the shop in Coll, who closed the shop and took four of us on an island tour in her car, and later presented us with a beautiful purple cauliflower from her garden. Many of us were even able to hitch rides from passing cars. Most especially, though, those of us with buddy boats had a marvelous source of local information and chart advice, warm hospitality and friendships which will carry on to future cruises together. Our 'buddies' made sure that we enjoyed every minute of our stay, many of them inviting us into their homes, and driving us miles out of their way to the airports.

The third official gathering of the cruise was on the beautiful horse-shoe shaped white beach on Vatersay, south of Barra. Most arrived having crossed the Minch, with some experiencing fairly rough passages, and often poor visibility. Those com-

ing over from Skye had crossed the Sea of Hebrides and made their way down from Uist. Many called in at Eriskay, one of the best natural anchorages in the Outer Isles. A 1½ mile hike to the village leads to a well-stocked local co-operative store, and the Politician Bar (named after the cargo ship which sank in the harbor with 264,000



Doug and Dale Bruce

Approaching Castle Bay Barra

bottles of whisky on board). Anchorages on the Outer Hebrides also offered tricky entrances, with many submerged rocks at low tides. Tiny Loch Keiravagh, between



Barbara Watson-Clapp

Mags & Les Crane with Tanner and Ross Rose

North and South Uist, is an example, but has good protection once inside. Closer to Barra, the Fuiay anchorage off North Bay was enjoyed by several cruisers, and the sheltered anchorage between Hellisay and Gighay was also agreeable to *Goldeneye*. Castlebay offers moorings as well as anchorage space, allowing plenty of room for the Calmac ferry. Around 130 yachts attended the CCC beach party on Vatersay, to which all the islanders were also invited, totalling over 600 people. The langoustines were again a favorite, with hundreds of them grilled on skewers. The talented

continued next page



Katie Christie

Commodore McCurdy presents cask to CCC Secretary Berni Curran as Les Crane and Tanner Rose watch

Hebrides Cruise

from previous page

Vatersay Boys came to play on the beach, topping off a wonderful day.

Again we were left to our own devices for a few days, allowing more exploration. The Rogers family sailed to Mingulay on Canty, noting that even in calm weather there is often a swell at the village beach on the east shore, making this an 'occasional' anchorage. They enjoyed a hike around the ruins of the village, which was abandoned in 1912 and is slowly being buried in the sand.

The fleet gradually returned to the Inner Hebrides, some returning to Tobermory for repairs, others visiting the islands and harbors they missed on the way out. The Royal Highland Yacht Club was hosting the next venue at Loch Spelve, so we headed into that loch through what was until recently a fairly difficult entrance. A new perch on the rock at the apex of the bend into the loch makes it safer, although, as many experienced, its strong tidal streams make for slow going. There is good holding in the NW corner, once past the mussel farms which line the entrance. The freshness of seafood was again evident here with a supper of young mussels cooked four different ways. Over 80 boats enjoyed this treat, happy to learn that a portion of the evening's takings were donated to the Royal National Lifeboat Institution. The Oban lifeboat, with a piper, came by to personally receive a check.

The *Cielita* crew, skippered by Ned Cabot, decided to take on the infamous Corryvreckan, which is between Scarba and Jura. They found the approach as exciting as expected, but do-able despite the fierce currents. They anchored in a recommended cove off the NW tip of Jura, then headed out into the maelstrom of the *Corryvreckan* – which lived up to its reputation as a ferocious body of water. The current was with them and the overfalls were impressive. *Cielita* was tossed around like a cork with a speed over the bottom of over 12 knots – Ned noted that it felt like shooting a class 5 rapid in an open boat. They were certainly glad to get safely through the passage and out into the Sound of Jura.

After Loch Spelve, the charter boats returned to Ardforn or Craobh Haven. Some passed through Cuan Sound, south

out of the Firth of Lorn, where strict adherence to the sailing directions is essential. Although the navigational hazards last for no more than a mile, going 'downhill' with a strong tide of up to 7 knots requires attention. The challenge to 'throw a biscuit' at the perch placed by the CCC on the Cleit Rock was met by the Kea crew as the last hurrah.

The last night in Kerrera, a short ferry ride from Oban, was 'misty' (a Scottish euphemism for light rain), but that did not deter everyone from enjoying the tastings of Oban whisky, the music of the Oban Pipe Band, another wonderful meal, and a fireworks display which held us all spellbound. We did note that this was the only organized event where it rained, but since we were under cover, it scarcely

mattered. This proved yet again that the Scottish sailing clubs have an excellent understanding of their weather.



Larry Somers

The Five Commodores: OCC Bill McLaren, RCC Nigel Wollen, CCC Howard Morrison, CCA Sheila McCurdy and ICC Peter Ronaldson

A wonderful cruise was enjoyed by all, and we have many fond memories. Would we would like to do it again - aye we would!

Diane Embree 

CLUB ETIQUETTE REMINDERS



Members are reminded that the only proper and approved way to fly the CCA burgee is either from the truck of the mast on a sailboat or from a staff on the bow of a power vessel. Be sure to fly the burgee as shown above. The proper size of the burgee for your yacht can be found in the yearbook. In the case of a sailboat that cannot fly the burgee from the truck of the mast, it is permissible to fly a rectangular "Member Aboard" flag from the starboard spreader. Burgees and Member Aboard Flags are available from the CCA official supplier, The Sailbag Lady. Our wonderful yearbook has a wealth of information about this and other things, including member owned moorings available exclusively to CCA members. Our yachting courtesy and seamanship traditions are central to the high standards and reputation of our membership.

AJ Evans, Fleet Captain

Cruising Club News



T.L. AND HARRIET LINSKY

The Cruising Club News is arguably the National Geographic of the sailing world. TL and Harriet Linsky, have, for the past eight years, served as the editors of this yearly publication which chronicles the cruising exploits of our diverse membership and brings far away places to our living room or floating salon. The stories and pictures are inspiring and the layout and execution have been second to none. How TL and Harriet have been able to do this while aboard their custom catamaran, *Hands Across the Sea*, is nothing short of amazing. The CCA membership and officers wish to thank TL and Harriet for a job well done; Bravo Zulu! We all wish TL and Harriet the best as they devote their indefatigable energies to their favorite charity endeavor, handsacrossthesea.net which is a nonprofit dedicated to raising literacy levels in the Caribbean. TL and Harriet have been working tirelessly collecting books and building literacy centers in furtherance of this wonderful project which they founded. Please check it out and stay in touch with the Linskys as they continue to make a positive mark in our world.

Would you like to see your cruising story in print with beautiful color photos?

We'd love to publish it! Please send your cruising stories with text and photos to the CC News by November 1st



Doug and Dale Bruce
CC News Editors

Email: dougdaleb@earthlink.net

Please send your stories as a word doc and photos individually as 1 or 2 mb jpg attachments in an email. Send separate emails for each photo with captions.

INTRODUCING DOUG & DALE BRUCE NEW EDITORS OF CRUISING CLUB NEWS

Doug & Dale Bruce are relative newcomers to the CCA – Doug was elected in January 2006. They are not newcomers to sailing, however. Doug was Dale's sailing instructor at American Yacht Club in Rye, NY when they were, let's just say, a lot younger. And they have been sailing together ever since, occasionally on a race course but mostly cruising with family – they have three daughters now all happily married.

When Doug retired from a career in advertising on Madison Avenue in 1995, the couple bought *Bluewater*, a Tayana 55 cutter, and lived aboard for five years sailing mostly between New England and the eastern and western Caribbean. After swallowing the anchor and moving to Camden, Maine in 2000, Doug & Dale started sailing *Bluewater* over the summer months up to the Canadian Maritimes and Newfoundland. They formed a special attachment to that province and began editing The Cruising Guide to Newfoundland in 2008 for the CCA. The current edition of the book is in large part the result of their passion for that beautiful cruising territory.

Doug & Dale are currently Rear Commodores for the Ocean Cruising Club's northeast USA membership and are active on the managing committee for that club. They also have organized the OCC Maine Rally for the past three summers and will lead an OCC cruise to Newfoundland in 2011.

The Bruce's are awed by the responsibility of taking on the editors job for Cruising Club News following in the very big footsteps of TL & Harriet Linsky who have, in the words of Doug & Dale, "taken the magazine to iconic status among club publications – it is in a class by itself."

Doug & Dale wish to remind members that CC News will continue to flourish only if members write articles and send in their pictures (if space permits, they hope to publish some individual, exceptional photos); so if anyone reading this has done an interesting voyage in the last couple of years and/or has some great photos from a cruise, would they please send them to the following address before this year's November 1st deadline:

Doug & Dale Bruce
Mail: PO Box 1112
Shipping: 95 Bald Mountain Rd
Camden, ME 04843
Email: dougdaleb@earthlink.net

Updated guidelines for submitting articles and photos can be found on the club website at http://www.cruisingclub.org/mo/pubs_ccnews.asp

Harriet Linsky will be managing the submission of club obituaries for the remainder of 2010. Her email address is harriet@handsacrossthesea.net



Abacos Cruise

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all. Slade and Peter Jenness departed from Barnegat, November 13, 1928, sailed south to Norfolk, leaving from Palm Beach to the Bahamas, around Cuba and returned in one leg from Havana to Barnegat, logging 4000 miles, for which he received the 1929 CCA Blue Water medal and was elected to CCA membership.

In 1964 the Florida Station ran their first Bahamian cruise in company, from Coral Harbour to Georgetown in the Exumas. From the beginning the Florida Station extended their invitations to the entire CCA to join them. The cruises were CCA regardless of station. From 1964 to 1971 the Exumas were cruised 3 times and the Abacos 5 times.

In 1972 the Club celebrated its 50th Anniversary with yet another cruise to the Abacos. After 1982 the Abacos won out over the Exumas. The Abacos were cruised in 1982, 1988, 2001 and 2010 with the Exumas visited in 1991 and 1996.

The cruise dates changed from February, through March to April and even so RC Dan Morrell commented in 1972: "The weather is certainly never predictable, the weather bureau averages indicate the later the better." The winter of 2010 made the record books for many reasons! However camaraderie and new friendships forged on this 2010 CCA cruise in company won out once again. Everyone had a good time.

Commodore Sheila McCurdy decreed the cruise to be "smart casual" certainly NO ties or blazers. A total of 159 participated with 71 CCA members and 88 guests. There were 37 vessels, 20 member owned and 17

chartered with 4 local day boats (2 owned and 2 chartered). Of the 20 member owned yachts, 11 were sail and 9 power.

Virtually all stations were represented. Each morning at 0745 we were awakened



Bruce and Joan Kessler, Jim and Sue Chambers, Judy and Milt Baker

on VHF by the dulcet tones of Milt or Paul with all the daily information/weather needed. After which Patti and the Cruisers net gave us more info, especially for laydays.

The registration and opening dinner party gathering was at the Abaco Beach Resort at Boat Harbour on the east side of Marsh Harbor. Marsh Harbor is the capitol and center of the Abacos, where almost any boat part or food product is available. Many arrived earlier and enjoyed the resort prior to collecting their charters the next day. Cruise favors were organized by Milt and Judy Baker, ferried over by Bruce and Joan Kessler on *Spirit of Zopilote* and packed by the committee.

For the Opening party, Milt and Judy organized a classic island event, with local speciality hors d'oeuvres, including conch salad and fritters, splendid roast beef, which this writer rarely has on board, such a treat accompanied by live music. Young Ned and Molly Rowland were gainfully employed picking winning tickets for door prizes. Lisa von Schwarz was thrilled with a 3-night stay at the resort, so they will have to return!

As with all cruises the "in between" party days or lay days were a chance to explore, meet new friends in a smaller anchorages and become acquainted. Some headed for Baker's Bay at the north end of Great Guana where the colors were tropical and the anchorage quiet.

Paul Ives and this writer tested the water – not quite as warm as usual but pleasant enough for a quick clean up around the water line and look below. Some dinghied in to view the very up market development under construction.

Others then visited Man of War Cay, where the Commodore had visited at age 9. At that time she felt she had gone from Long Island to OZ! Of special interest was past Commodore Hobey Ford's Memorial,



Jim Chambers, Jim Gourd, Milt Baker

carved by her father and oft maintained by CCA members. A memorable spot, in the old cemetery, hidden by vegetation covered dunes from the glorious turquoise Atlantic.

Sunday was the Rum Keg party at Orchid Bay on Great Guana. Jim and Sue Chambers with Jim and Babs Gourd had the important task of filling the Rum Keg with the secret Florida recipe punch. Many took slips at the Orchid Bay Marina or moorings or anchored. The party was held on Orchid Bay's large deck overlooking the Sea of Abaco. The Commodore kept her speech short and to the point, "dinner is served!" and we all tucked into heavy hors d'oeuvres. The keg needed several refills.

Monday turned into a grey lay day so some remained to try out legendary Nippers on the Atlantic side, Grabbers on Fisher's bay or breakfast at the Art Café.

Tuesday was spent in Hope Town. Hope Town is the Abaco's most sheltered harbour, overlooked by the picturesque red and white 120 foot light house which was built during the American Civil War.

Jim and Ruth Modisette spend their winters in Hope Town and were ensconced by noon at the Hope Town Sailing Club to

continued next page



Party on *Thistle*

Abacos Cruise

receive all, answer questions or point the way to the Museum. Many found a shaded seat at the Club to just chat. Vernon's Store and Upper Crust bakery turned out to be a major hit and thankfully he had been forewarned. A line formed for his Key Lime pies, banana date bread and orange cranberry bread.

The Hope Town Harbour Lodge hosted the evening's Cocktail party, beside the pool, between colorful cottages, on their



Jim Chambers and Ned Rowland

terrace overlooking the Atlantic and coral reef. Paul Ives thanked the Modisettes for hosting such a fun day there. Some visited the light house where a few lucky ones were there at sunset to watch the keepers lighting of the kerosene lamp and hand winding the timing mechanism.

Wednesday brought another lay day and rather a Scottish day with persistent rain. This was unusual as April is Florida's driest month with the end of the winter cold fronts. Many headed for Little Harbor with the shallower draft vessels racing in for the moorings. By teatime conditions had returned to normal and bright colors glowed again.

Thursday was spent at Pete's Pub followed by a noon day pig roast at Little Harbor. It was "Pete's" father, Randolph, who came to this pristine harbor in



Pete's Pub

a special tour of the foundry.

Dave and Lenore Mulock have a home in Little Harbor and gave Milt much local info for the cruise book, but they were unable to attend the Pig Roast as their son Matt was having his Rehearsal dinner that night in Hope Town followed by his wedding 2 days later. Bob and Susie Dockery along with Tom Kenney were in Little Harbor to generally help out and deal with moorings. Those who could not get into the harbor anchored out off Lynyard Cay. A special Albury ferry was chartered to bring some down from Marsh Harbor and those from yachts at Lynyard.

It was a glorious day for the pig roast, a picture perfect event! The pub had started on the fare 24 hours in advance. Every one in very casual gear, some classic sun hats and many bare feet. The Commodore had been spotted earlier, arriving in Sib's rowing dinghy, she'd raced *Catalyst* across from Lynyard and won! With the Commodore's burgee correctly fastened to the stemhead.

A final layday on Friday gave many opportunities to cruisers, especially Sandy Cay and Tilloo Bank for snorkeling and shelling. Pike Noyes was on the net with coordinates of the blue holes they had explored. These formed during the last ice age when the limestone was above sea level and rain water did its best to find it's own way to the sea.

The finale beach party was held at Abaco Beach Resort in Marsh Harbor on Saturday.

Great island music and again delicious local fare organized by Milt and Judy. The Commodore presented cruise chairman, Paul Ives, with a CCA glass 'wave' pen holder and Brad Noyes received his 50

year membership medal from the Commodore and had many of his family there to celebrate. Milt Baker was honored by the committee for all his hard work in 2009 that laid the foundation of a great cruise. Finally Jim Gourd made a presentation to Penny



Milt Baker and Commodore McCurdy

Turtle who has been a long time friend of the CCA from Dick Bertram's days as the first Florida station rear commodore.

Sunday the fleet disbanded. Within a few days many had moved on. *Bluewater*, *Namhara* and *Spirit of Zopilote* back to Florida then onto Maine. *Circe*, *Decoy*, *Soft Touch*, *Thistle* and *Witch* to Florida. *Cheers*, *Cynosure*, *Eclipse*, *Iona* and *Sable* cruised on in the Bahamas before returning home to Florida. *Cynosure* adding the Exumas too and *Sable* headed to Thunderbolt for hurricane season. *Outta the Loop* headed to Eleuthera and ultimately Fort Lauderdale; *Catalyst* went home to Spanish Wells; and



Hopetown Sailing Club; Jim and Ruth Modisette and Paul and Jerri Ives

Running Tide and *Tomahawk* returned to the Chesapeake. *Tioga* and *Vivaldi* headed north to Charleston and *Tioga* met up with *Tomahawk* in the Chesapeake before returning home to Marblehead. *Pipe Dream* headed to Bermuda then onto Scotland for the next Cruise in Company in the Hebrides!

But for that brief moment in time, we were all together for another special CCA event. Thanks to all who attended, to all who put the Cruise together and especially to Milt and Judy Baker for the superb cruise booklet and all their reconnoitering in paradise!

Barbara Watson-Clapp

Some of us are simply content to polish fiberglass and keep our boats clean... while others undertake much bigger projects...

HONEY

Frank Hopkinson of St. Michaels, MD, from the Chesapeake Station, has restored a 1942 Chris Craft double cockpit runabout. He put all new mahogany planking and replaced the old bottom, sides and transom as well as the engine hatch. Most of the original deck remains. Frank devoted two years to this restoration, working in the Boatshop of the Chesapeake Bay Maritime Museum.



Tracey F. Munson

TIGER MOTH

In 1999 we sailed our much loved *Tiger Moth*, a Jeanneau 47, across the Atlantic and enjoyed ten great years of cruising in the Mediterranean. After selling *Tiger Moth* in France in 2009, we decided to downsize and concentrate our cruising on the US East Coast, Bahamas and some day Cuba.

We searched for a comfortable cruiser in the 36' to 40' range with shallow draft. We also wanted a boat that was in need of a refit so that we could end up with a boat with all new equipment. On the internet we found a Morgan 382 sitting under the trees in North Carolina very much in need of some TLC. Built in 1978 by Morgan Yacht in Florida she is a Ted Brewer design. 38 x 12 x 5 feet. After the purchase in October of 2009 we transported her to our home in Newport, Rhode Island and installed her at our house outside our extensive workshop. We constructed a wood frame shelter covered with reinforced plastic, large enough to walk on the deck and with space around the outside to allow working on the topsides.

Bruce worked on her every day for the next nine months with only a few days of respite for Christmas. Jane logged almost as much work time. We employed a wonderful technician from a local boatyard to completely rewire the boat. He worked many weekends and evenings. Others helped on sanding, filling and painting the bottom, topsides and interior.

Some of the major items installed new were a Kubota/Nanni diesel engine, shaft and propeller, batteries, breaker panel, holding tank, all plumbing, Frigoboat reefer/freezer, rebuilt galley, cabin sole, head liners, cushions, larger self tailing winches, electric toilet, electric windlass, television, Force Ten stove and a new main boom and sails. A talented painter came and awlgripped the topside in a pale green.

Our shakedown cruise was motoring all the way to Maine to take part in the New York Yacht Club cruise. The day of the first race was the first time we had had the main and jib up together!

Out of a ten boat fleet we finished fourth overall. A gratifying finish to a long project.



Bruce and Jane Berriman



Welcome New Members

RAYMOND ASHLEY (RAY)

Chula Vista, California
 Spouse: Carlynn
 Station: SOC
 Yacht: Westsail 39 *Cassiopeia*
 Proposer: Thomas Carroll



Ray began sailing as a teenager, and as a high school senior he was taken on as an apprentice seaman for the inaugural voyage of the topsail schooner school ship *Westward* out of Woods Hole. The voyage was from San Diego to the Galapagos through the Panama Canal to Jamaica, at which point Ray left the ship to attend college. Ray taught sailing during his college years, as well as completing several deliveries in the Pacific and Gulf of Mexico. He obtained his Ph.D. from Duke, with a dissertation on longitude and scurvy. Ray's relationship with sea education continues to this day, as he is now on the Overseer's Board of the Association. He became Master of the San Diego based brigantine *Rendezvous* after graduation, and eventually ran his own charter business in California waters on the 39' sloop *Pannonia*, as well as sailing across the Pacific with his wife in their 25' cutter *Tarwathie*. Ray worked with the Nautical Heritage Society and its fleet of boats out of San Diego, and has led Maritime Museum Groups to Europe to trace the evolution of the ship since antiquity.

Affiliations: San Diego Yacht Club

STEPHEN N. BARNARD (STEVE)

Balboa, California
 Spouse: Barbara
 Station: SOC
 Proposer: Frank Trane



Steve has had a long career of competitive racing in California regattas, including several Southern California to Mexico races and Bermuda races. In recent years, he has enjoyed the pleasures of cruising, including a 6-month round trip voyage from California to Manzanillo. His skills as a helmsman are legion, and the Bristol condition of his vessels is confirmed by the number of awards he has received for sea-ready preparation. Steve was Commodore of Newport Harbor Yacht Club in 1985, and has also served as Mayor of Moonstone, the Catalina outstation of NHYC. He has chaired and served on many committees at the Club, where he has been a member for 40 years.

Affiliation: Newport Harbor Yacht Club

FRANCIS I. BLAIR (FRANK)

Chicago, Illinois
 Spouse: Margo
 Station: BOS
 Yacht: Custom Schooner under construction
 Proposer: William Brewer



Frank was born and raised in Chicago, spending his summers in Northeast Harbour, ME, where he sailed a variety of small boats, most notably a Herreshoff 12½. While still living in Chicago, Frank expanded his East Coast sailing to cruises in the Gulf of Maine and the Bay of Fundy in a variety of vessels, including his father's red Hinkley 48' yawl *Norumbega*, out of North East Harbour. During his Navy service, Frank was a fighter pilot, operating off the *USS Shangri-la* in the Mediterranean, and the *USS Hancock* off Vietnam. He was awarded 5 air medals for flying low level reconnaissance missions. When *Norumbega* was sold, Frank had Nigel Irens design the *Maggie B*, a 58' schooner, which he had built in Nova Scotia. She was fully prepared for the circumnavigation which he began in 2006 through the Southern Ocean, arriving back in Nova Scotia in May 2008 after a voyage of 37,000 miles. Sadly while the *Maggie B* was put up for minor repairs, she was lost in a yard fire. Frank now has a smaller schooner under construction at the same yard in Nova Scotia.

Military service: US Navy Pilot: 1966-1971.

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

**RICHARD S. BRUMFIELD
(WOODY)**

Darlington, MD
Spouse: Carla
Station: CHE
Yacht: J24' *Uncle Wiggleys Airship*
and Powerboat Judge 32' *Mollie B*
Proposer: Peter Gibbons-Neff



Woody started racing Penguins in the Chesapeake Bay, and has cruised and raced his J24 with the wonderful name of *Uncle Wiggleys Airship* emblazoned on its hull for over 30 years out of Havre de Grace, Maryland. He carried his competitive racing spirit into numerous Annapolis-Newport and Newport-Bermuda races, the most recent being as watch captain on board Peter Gibbons-Neff's *Upgrade* in the 2010 race. Woody's many fellow crew members attest to his skills on board during difficult conditions, especially his ability to demonstrate all the attributes of great seamanship with a smile and good humor.

Affiliations: Storm Trysail Club

ROBERT J. CONNELL (BOB)

Clinton, CT
Spouse: Susan
Station: ESS
Yacht: Frers 33' *Heartbeat*
Proposer: William G. Gunther



Bob began his cruising career in the mid-1970's with his father-in-law, late CCA member Stuart Hotchkiss. Together they sailed on the east coast, and took part in countless Off Soundings and Newport-Bermuda races. When Stuart was no longer able to race, Bob continued to do so and in 2004 was on board *Alliance* when she won the St. David's Lighthouse trophy. Bob's wife Sue, whose godfather was Rod Stephens, is a great sailor in her own right, and has often skippered their boat during races. Their two children have carried on the maritime tradition, and the family is regarded as exceptional hosts to guests and visiting yachtsmen at Duck Island Yacht Club. Bob is as good a craftsman as he is a sailor, having been the Manager at the West Yard at Pilot's Point Marina in Westbrook for many years.

Affiliation: Duck Island Yacht Club

WILLIAM B. COOK (BILL)

Newport Beach, CA
Spouse: Juli
Station: SOC
Yacht: 30' Diesel Cruiser Scout *Patina*
Proposer: Peter Pallette



Bill has spent his life on the water, with experience ranging from sailing dinghies to aircraft carriers in the U.S. Navy. He sailed competitively for many years off the coast of Southern California and on numerous Mexico, Honolulu and Tahiti races. In 1963 he sailed a Transpac on *Islander* a 40' sloop, with CCA member Tom Corkett. Besides being watch captain, Bill filled almost every other position on board, and was regarded as a major contributor to the boat's success. He and his wife Juli are active members of Newport Harbour Yacht Club, where Bill is presently on the Race Committee. They enjoy cruising the West Coast waters between Newport Beach and Canada on their impeccably maintained *Patina*.

Military service: US Navy 1956-1958

Affiliations: Newport Harbour Yacht Club



Where to get CCA Burgees



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

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

CCA Burgees – sailbaglady.com;

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

JOSEPH COOPER (COOP)

Middletown, RI
 Spouse: Jill
 Station: NYS
 Yacht: Ranger 33' *Walagai VIII* and a
 Tom Wylie designed Mini Transat Class
 6.5 meter *Bushranger*
 Proposer: Bjorn Johnson



Joe began sailing in his home country of Australia, where he won the NSW Finn championship in 1977. He moved on to crew aboard *Gretel* and *Australia* in the 1977 and 1980 America's Cups, and eventually took up residence in the U.S. Since that time, Joe has sailed in many vessels as captain, co-captain and mate and logged thousands of miles in deliveries. These varied in size from the Quest 30' he sailed (no engine) double-handed from Newport, RI to Plymouth, UK, to being mate on the JClass yacht *Endeavour* on one of its crossings from France to Antigua, with subsequent cruising around the Caribbean. Joe shares his knowledge of our sport via seminars and on his website practicallysailing.com, and also helped found the Shorthanded Sailing Association, which he actively promotes. Joe is a generous and passionate teacher, who has the ability to make beating to windward in 40 knots of wind, with ice on deck, seem like great fun!

Affiliation: Storm Trysail Club

Offshore Communications Resources:

[http://www.cruisingclub.org/
 seamanship/seamanship_offshore.htm](http://www.cruisingclub.org/seamanship/seamanship_offshore.htm)

DARREN W. CROSE

Fairfax, CA
 Station: SAF
 Yacht: F27 Trimaran *Trio*
 Proposer: Bill Edinger



Darren hails from a sailing family and can frequently be seen sailing his Trimaran from Tomales Bay to San Francisco Bay and Bodega Bay. Darren has made 3 ocean passages (including one transatlantic), with his first Pacific passage in 1994 at the age of 22 on an Ericson 32'. In 2006 he acted as watch captain on Bill Edinger's trimaran *Defiance*, on her action-packed crossing from Hawaii to San Francisco. About 150 miles from home the windward port arm was breached and flooded by a rogue wave at night, in increasing gale conditions. Darren's calm demeanor and sailing ability over the next few days was exemplary, and his shipmates well remember him hanging off the transom grabbing a line shot from a German container ship, preparatory to sending over survival suits. On calmer days, his fishing skills were also admired, providing many good mahi mahi dinners!

MARY T. CROWLEY

Sausalito, CA
 Station: SAF
 Yacht: *Kaisei* 151' brigantine
 Proposer: Richard W. Emerson



Mary began her sailing life in Chicago, and is equally comfortable on small ships and tall ships. She captained her own foundation's 151' brigantine *Kaisei* in 2009 and 2010 into the North Pacific Gyre to harvest the tons of plastic trash which has been accumulating there. Mary's voyages have raised the awareness of the plastic vortex problem and led to research into its clean-up. Her thousands of miles of blue water sailing led to Mary's concern for the ocean environment. Mary earned her Norwegian seaman's papers on a trip from Norway to Senegal and back, and has led many expeditions, including voyages around the Hawaiian Islands carrying out porpoise research. The breadth of her experience, combined with a great sense of humor, make Mary an ideal shipmate, as was seen when she was one of a 3-person crew on *Spirit* when they hit a storm in the Pacific. She hove to with the storm jib sheeted to windward, the tiller lashed to leeward, and enjoyed a fine meal while riding out the 60 knot breeze! This adventure was written up in *Wooden Boat* magazine. Besides her many other endeavors, Mary is a Board Member of the Oceanic Society, a charitable organization dedicated to the preservation of maritime arts and sciences, the ocean environment and island cultures.

JOHN A. GRISWOLD (JACK)

Portland, ME
Spouse: Zdenka
Station: BOS
Yacht: Valiant 42' *Kite*
Proposer: Peter O. Willauer



Jack and his wife Zdenka have spent a major portion of the past 10 years living aboard *Kite*, sailing her regularly between Maine and the Bahamas. Jack took time out in 2002 and 2003 to act as watch captain on Peter Willauer's *Eight Bells* on its passages from Tortola to Shelter Island, NY, via Bermuda, and Newport, RI to the Virgin Islands, again via Bermuda. The weather throughout both passages was rough, including westerly gales and squalls. Jack's navigation and seamanship skills, together with his meticulous planning, come to the fore in such conditions, making him an extremely reliable watch captain and shipmate. *Kite* is currently on the hard in Curacao, where Jack and Zdenka will rejoin her in October, 2010, to sail her to Cartagena and then to Panama and beyond.

ROBERT J. HOAR JR. (RJ)

Boston, Mass.
Spouse: Katharine Millet
Station: BOS
Proposer: Daniel C. Burnes, MD



RJ's sailing experience was built on the solid foundation of small boat sailing, including lasers, 420's and Internationals, at Biddeford Pool Yacht Club, ME. From his work with a supplier of marine electronics, RJ has learned the complexities of installing, maintaining and operating navigation systems. He is a font of knowledge on the subject, and his interpretation of the navigation data led to a fine result for *Tango* in the Newport-Bermuda race in 2008. RJ has completed many offshore voyages on the Millet family's sloops *Capella* and *Tango*, and made numerous deliveries of a variety of vessels, either solo or as captain, between the Bahamas and Maine. RJ holds his USCG Masters limited licence.

Affiliation: Biddeford Pool Yacht Club

CLEAVELAND HORTON (CLEAVE)

Barrington, NH
Spouse: Darcy Scott
Station: BOS
Yacht: Norseman 400 sloop *Skater*
Sponsor: Buell Heminway



Cleave grew up on Cayuga Lake in upstate NY. His first vessel was a wooden Opti, from which he moved on to campaign a Comet with the Ithaca Yacht club. Knowing how to fix and repair boats was essential at that time, notes Cleave, since the IYC was 3 miles across the lake from his home! After moving to Maine in 1970, Cleave honed his passion for sailing and love of the sea, but grew tired of carrying ice cubes. He began work on a refrigeration system for his Bill Tripp-designed Seafarer yawl *Faith*, leading to the foundation of Sea Frost in 1970. Sea Frost systems have since been installed by boat builders around the world. Cleave and Darcy have sailed on *Skater* for 21 years, living aboard in the summer months. He is never happier than when he is working to improve or update the boat's systems and structure. Those who have cruised with Cleave are ecstatic in their praise of hot water showers on demand, flawless systems, gourmet meals and, of course, ice cubes. Those who have been lucky enough to have Cleave on board their yachts can attest to the improvement to their boat's systems and rigging, which Cleave usually works on during his spare time off watch.

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_pfds.pdf

KENYON P. KELLOGG III

Boston, Mass
Station: CHE
Spouse: Amanda
Sponsor: John F. Quinn



LCDR Kellogg is a US Naval Officer, Pilot E2C (Carrier based Command and Control), based in Norfolk, VA since June 2010. His early sailing years were spent on his family's Swan 441 *Special K* in the Pacific Northwest. Cruises included several circumnavigations of Vancouver Island, around the Queen Charlotte Islands, and to Alaska. While carrying out his studies in Mechanical Engineering between 1995-1999, Kenyon was a member of the USNA's Varsity offshore sailing team. During this time, he raced on a variety of USNA vessels to Bermuda from Newport, Annapolis and Marion. Kenyon's father, father-in law (Miles Outerbridge BDA) and brother, Drew Kellogg (CHE) are CCA members, thus he is carrying on a fine family tradition.

Affiliations: New York Yacht Club; Seattle Yacht Club; Naval Academy Sailing Squadron

ALAN H. KRULISCH

Arlington, VA
Spouse: Kathleen
Station: CHE
Yacht: 1987 Cambria 40' *Crackerjack*
Proposer: Spencer Smith



For over 20 years Alan and his family have been sailing *Crackerjack* up and down the Eastern seaboard from the Chesapeake to Maine, with time out for several races to Bermuda from Marion, Newport and Marblehead. Alan's boats have a reputation for being thoroughly well prepared, and having a well-trained crew, with whom Alan has shared his knowledge of celestial navigation and proper boat handling. His detailed boat operating manual has been used as a guideline at Safety at Sea seminars. In addition to their own sailing adventures, Alan and Kathleen were instrumental in ramping up the Petit Manan Yacht Club Junior Fleet program. Alan is presently consulting to the US Navy, Newport, RI.

Military Service: US Navy 20 years service on destroyers, nuclear submarines, research and development and program management.

Affiliations: Petit Manan Yacht Club, Maine

HENRY E. MARX

Stamford, CT
Spouse: Bev
Station: NYS
Yacht: 41' Gulfstar Sloop 2nd Choice
Proposer: Charles Weiner



Henry grew up in a sailing family, and has fond memories of his early teenage voyages on runabouts up the Hudson to Quebec and from Greenwich to Miami. As an adult, Henry sailed and raced extensively on both coasts of the U.S., as well as the southern coast of Norway on the 12 metre *Santa*, and has spent time on a tanker, and in diesel submarines. Besides sailing his Gulfstar, Henry has been making coastal and offshore deliveries for almost 30 years, and has led many Safety at Sea and navigation seminars. He has been Chairman, and is currently serving on the Board, of the Stamford Sailing Foundation, whose programs are enjoyed by up to 200 under-served children every year. Henry holds a USCG Master's license with Auxiliary Sailing Endorsement.

Affiliations: Storm Trysail Club



**Where to get
CCA Clothing**

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

A large catalog is mailed to all members yearly.

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

Anyone with suggestions or comments concerning these two sources, please contact the Fleet Captain: **Alton J. Evans**, altonjevans@gmail.com

**JOHN KURT MONDLOCH
(KURT)**

Manchester, WA
Spouse: Patricia (PL)
Station: PNW
Yacht: Tatoosh 42' Sloop *Osprey*
Sponsor: Brian O'Neill



Kurt and his wife PL began a circumnavigation in 1995, aboard their well-appointed sloop *Osprey*. Their voyage was completed 7 years later in 2002, after a journey of 40,000 miles. Besides being an accomplished seaman, Kurt is recognized as a wonderful writer and raconteur. He and PL's travels come alive with his telling. Kurt's book about their circumnavigation, *Flight of the Osprey*, captures the essence of blue water sailing and explores a couple's love of the sea. Kurt and PL are more than willing to share their technical knowledge and years of experience with fellow travelers. Since 2002, they have cruised widely in the Pacific Northwest, and presented seminars on cruise ships in most of the world's oceans. Kurt holds the USCG 100 ton Master Sail and Power certificate and is Commodore of the Seven Seas Cruising Association.

Military Service: Lt. USNR 1969-1971

DANIEL MCDONOUGH (DAN)

Gig Harbor, WA
Spouse: Pat
Station: PNW
Yacht: Custom 53' S&S yawl *Weatherly*
Sponsor: Thomas O'Brien



Dan has been an active sailor all his life, and since his retirement from the financial world he and his wife Pat have thoroughly enjoyed cruising their beautiful wooden yawl *Weatherly*. They sail regularly from their home base in the Pacific Northwest to San Diego, where they maintain an Etchell which they campaign in the winter months. Dan has also participated in numerous California to Mexico races, and raced his previous yacht, the sloop *Bandit*, in some highly competitive Swiftsure races. He has enjoyed honing his navigational skills, and has passed the joy of sailing on to his three children.

Affiliation: Coronada Cays Yacht Club

**HAMILTON SCOTT MOORE
(HAM)**

Old Mystic, CT
Spouse: Laura
Station: ESS
Yacht: 16' New Haven Sharpie (self-built)
Sponsor: Paul Connor



Ham has been cruising on family boats on the east coast since boyhood, not surprisingly since his grandfather, father and uncle are CCA members. Ham is presently Captain of the Schooner *Brilliant* out of Mystic, CT, a testament not only to his seamanship skills, but also to his character and ability to command. In this position, Ham continues the role of mariner and educator, for which he was trained during his years at Ocean Classroom. There he was Director of Education, helping to develop the curriculum for the Classroom's voyages, which lasted up to 17 weeks. Ham has sailed in various capacities on some of the world's last great schooners, such as the *Spirit of Massachusetts*, *Harvey Gamage* and *Westward*, and has done a transatlantic on the *Brilliant*. Ham holds the 100 ton Master Steam or Sail Near Coastal ticket, and is working on the 500 ton ocean endorsement.

CCA Mission Statement

The mission of the Cruising Club of America is to promote cruising by amateurs, to encourage the development of suitable types of cruising craft, to stimulate interest in seamanship, navigation and handling of small vessels, and to gather and keep on file all information which may be of assistance to members in cruising.

JOHN R. MURPHY (JACK)

Tilghman Island, MD
Station: NYS
Yacht: Cambria 40' *Emerald Trader*
Sponsor: Virginia Vought



As a young man, Jack had the good fortune to sail for 3 years with Richard S. Nye on *Carina* on many of her East Coast campaigns, including one Bermuda race on her. Jack went on to become Head Sailing Instructor at Stamford Yacht Club from 1964-1966 while working on his medical studies, completing his Ph.D. in 1972. Jack has since combined a career in the world of microbiology and biomedical engineering with annual off-shore cruises, often single-handed, from Maryland to Maine and back, as well as countless Block Island and Bermuda races. In 2000, Jack won 1st place in the Moxie Trophy – double handed division, on board *Emerald Trader*. Jack is now affiliated with the Boston University School of Medicine, Boston.

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 February 1.

WILLIAM R. NELSON (BILL)

University Place, Washington
Spouse: Lessley Shirley
Station: PNW
Yacht: Frers 41' *Bondi Tram*
Sponsor: Thomas O'Brien



Bill cruised with his family as a toddler and has raced in the PNW all his life. He extended his racing career to include several Victoria to Maui races, as well as to Mexico, as skipper of his own boat and co-skipper with friends. Bill carried his love of sailing into the foundation of the Tacoma YC Junior Program, an independent non-profit association which gives young people from South Puget Sound the opportunity to experience time in and around the water. Bill has been an active director of this program for almost 20 years. His work for the Tacoma Yacht Club, which includes publishing the Club's newsletters and year book as a contribution from his printing business, was honored when he was selected as Grand Marshall for the annual Daffodil Parade.

Military Service: US Army 1962-1965
1st Lt.

Affiliation: Tacoma Yacht Club

HOWARD G. PARK III

Stonington, CT
Spouse: Rieta
Station: ESS
Yacht: 36' Crocker Ketch *Ranger*
Sponsor: Joe Callaghan



Howard has been sailing for over 50 years, starting with Stars, 420s and Lightnings. In 1993 he acquired a 52' S&S yawl *Comet*, and spent 3 years rebuilding her, with the help of family and friends. She was commissioned in 1996 when Howard and Rieta sailed her to the USVI and back. In 1997 they set off again to the USVI, then continued on through the Panama Canal on a 3-year 37,000 mile circumnavigation, 15,000 miles of which Howard sailed single-handed. Rieta is a fine sailor in her own right, and is directly descended from the explorer sea captain Nat Palmer. In 2005 he purchased a 75-year old ketch built by Chute and Bixby of Long Island in 1934, which he and his son have painstakingly refurbished. Howard continues to sail, mostly single-handed, on the North Eastern seaboard.

Military Service: Merchant Marine Service, Military Sealift Command, Vietnam, 1969-1971

Affiliations: Wadawanuck Club, Stonington

BRYON J. REILLY

St. Michaels, MD
Spouse: Linda
Station: CHE
Yacht: 26' Chesapeake Deadrise
powerboat *Steppin'*
Sponsor: Robert M. Mathews



Bryon has been cruising and racing in the waters of the Eastern Seaboard, especially the Chesapeake, since childhood. He has participated in races in Chesapeake Log Canoes on up to Annapolis and Newport to Bermuda races, in positions ranging from captain to navigator, to top quality cook. He has been President of Higgins Yacht Yard in St. Michaels for over 30 years. This experience has provided him with a vast wealth of knowledge to repair anything on board a yacht, be it electronic, mechanical or rigging-related. Bryon, who is regarded by all who have sailed with him as a perfect shipmate, is very active in the Miles River Yacht Club, as an officer, and on race committees.

Affiliation: Miles River Yacht Club

**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. GAMs from the past seven years can be downloaded.

S. PETER SHRUBB (PETER)

Warwick, Bermuda
Spouse: Judy
Station: Bermuda
Yacht: Tiara 36'
Proposer: Buddy Rego



Peter began sailing in the Youth Sailing Programme in Bermuda in 1966, and represented Bermuda at the International Cadet championships in Canada in 1968. Since 1970 to the present Peter has been involved with Fleet and Bermuda Off-shore Cruising Association racing, participating in numerous races and deliveries. Besides winning the Bermuda National Windsurfing championship in 1975, Peter was the 2006 Bermuda J24 National Match Racing Champion. In 2001, Peter became an Umpire for the International Sailing Federation, culminating in membership of the Umpire Team for the 32nd America's Cup in 2007. Besides his activities on the organizing committee of the 2008 and 2010 Newport-Bermuda races, Peter has been a flag officer of the Royal Bermuda Yacht Club, and is presently Commodore of the Club.

Affiliation: Royal Bermuda Yacht Club

THOMAS T. STONER (TOM)

Downington, PA
Spouse: Mary Sue
Station: CHE
Yacht: Carter 33' Sloop
Sponsor: Philip P. W. Parish



Since 1971, Tom has been sailing in the Chesapeake, and in East Coast waters from Halifax to Bermuda, with some Michigan Lake sailing between times. He personally restored his Carter 33' sloop to its present beauty, being a skilled craftsman, as well as a mechanical and electrical engineer. These skills were noted by CCA member Sib Reppert when Tom was Sib's watch captain on his catamaran *Catalyst*, which required repairs under way on the ride under spinnaker from Norfolk, VA to Spanish Wells, Bahamas. Tom has served on watch on Annapolis-Newport and Marblehead-Halifax races, as well as races in the Chesapeake Bay. The Georgetown Racing Fleet can attribute much of its success to his skills in encouraging others in the sport.

Safety at Sea Resources:


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

Bermuda Race

from page 7

sailed by Mark Watson, of the Royal Bermuda Yacht Club. The North Rock Beacon Trophy was presented to *Carina* as the top boat under the IRC Rule, and the Corporation of Hamilton Prize for first boat to finish went to *Speedboat*, owned by Alex Jackson (Riverside, CT). Suitably, the ceremony ended with the presentation of the Galley Slave Trophy to Jake Kramer of *Westray*, accompanied by the cheers of hundreds of sailors, all of whom know very well the demands made on a cook in small boat that is racing a long distance across the Gulf Stream. A list of prizes and trophies is available by on the Bermuda Race web site www.bermudarace.com.

The running of the 2010 Newport Bermuda Race could not have happened without the help of the 250+ volunteers and for the cooperation between the sponsoring Clubs: CCA-RBYC and the NYYC for its flawless Race Committee work and for use of the Robert G. Stone, Jr. Sailing Center. After two years of work the 2010 Race is in the history books, it was a race that created new or at the very least reinforced bonds between the clubs, the participants, and the sailing community as a whole. I am now able to include myself into family life once again and to see Kristine my supportive wife. We both have reintroduced ourselves to one another and seem to be getting along quite nicely. It was a privilege to be Chairman of the 2010 Bermuda Race and work with such a dedicated and professional group of individuals.

*Bjorn Johnson,
Chair, 2010 Bermuda Race* 

DAVID B. VIETOR

Edgartown, MA

Spouse: Nancy

Station: NYS

Yacht: Bristol 45.5 Ketch *Ithaka*

Sponsor: Baird R. Tewksbury III



David hails from an active sailing family, which includes his brother, CCA member Sandy Vietor. The family has raced and cruised on various boats in the North East. David has acted as captain or watch officer in most of the major sailing events in the world, including 14 Bermuda races, 4 SORCs, 3 Hawaii Clipper Cups, 4 BA-Rio, Sydney-Hobart, Miami-Montego Bay (7 times), 4 Fastnets, and Marblehead to Cork. Many of these voyages were on *Ondine* or *Congere*. David purchased *Ithaka* in 2002, since then he and his wife Nancy have taken to the cruising life, sailing between Massachusetts and the Bahamas. David has passed the family love of the sea to his son Oliver, who was on board a US Naval Academy vessel in one Bermuda race, defeating his father who was sailing on *Congere*.

Affiliation: New York Yacht Club; Edgartown Yacht Club; St. Francis Yacht Club; Fort Worth Boat Club

NICHOLAS J. WRIGHT (NICK)

Waterfoot, Glasgow

Spouse: Marwyn

Station: FLA

Yacht: Moody 40' Sloop *Talisker*

Sponsor: Harry H. Keith



Nick spent the majority of his life racing small boats, then began cruising extensively once he retired from his position as a 747 captain with British Airways. His several offshore passages include sailing in the waters around the British Isles and Scandinavia, and between the Canaries and the Caribbean. He is an excellent seaman, evidenced by the fact that he holds a RYA Ocean Yachtmaster Certificate, as well as being a UK National Race Officer. Nick was Organiser of the recent highly successful CCC Centenary cruise to the Hebrides, where a sunflower of 183 boats was recorded in Loch Drumbuie. The CCC party at beautiful Vatersay beach in the Outer Hebrides was not Nick's first visit there, since at one time he flew an ambulance plane to Vatersay, but would only make the beach landing if the water was below the seagulls' knees!

Affiliations: Clyde Cruising Club; Ocean Cruising Club; Irish Cruising Club; Royal Ocean Racing Club

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Deadline for Spring 2011 Issue is February 1

Calendar of Events

2010	October 15-16, Fall Meeting in Halifax
2011	February 11-18, Utah Ski GAM
	March 4-5, Annual Meeting and Awards Dinner NYYC
	June 18-25, Bermuda Cruise, Bermuda Station
	Sept/Oct, Fall Meeting, Seattle, PNW, Station
	October 6-12, Chesapeake Cruise, CHE Station
2012	May 5-12, San Juans Cruise, PNW
	June, Bermuda Race
	July 27-August 5, Bras d'Or Cruise, BDO
	Sept/Oct- Fall Meeting, location TBA
2013	March- Annual Meeting/Awards Banquet, NYYC
	Spring, Malaysia Cruise- Phuket, SAF
	September, Maine Cruise, GMP
2014	Desolation Sound Cruise, PNW

*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)

