

## Awards Dinner at New York Yacht Club

### Blue Water Medal

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

### The Blue Water Medal Without Date Awarded to Sir Robin Knox-Johnston

The Blue Water Medal is awarded without date to Sir Robin Knox-Johnston for a lifetime devoted to the advancement of sailing, sail training and youth development and on the occasion of the fortieth anniversary of his single handed non-stop

fordshire, Robin Knox-Johnston first went to sea as a officer cadet in the British Merchant Navy in 1957 and gained his masters certificate. Between sea voyages, in Bombay he built *Suhaili*, a 32'5" LOA India teak ketch of the Colin Archer type and sailed

her to England, where he entered the 1968 race for the Sunday Times Golden Globe Trophy for the first person to circumnavigate the world nonstop and single handed.

*Suhaili* was the only boat to finish the race, completing the 30,123 mile course in 313 days. Robin Knox-Johnston donated his £5,000 prize to the widow of his competitor Donald Crowhurst, who was lost at sea during the race.

In 1988 *Suhaili* started in the OSTAR Race

across the Atlantic but had to retire after 800 miles due to leaking seams. In 1989 after re-caulking she set off across the Atlantic

following Columbus's route using only an Astrolabe for navigation. Arriving in San Salvador after 3000 miles, they were only off 8 miles in latitude and 21 miles in longitude. On the return voyage in November, a large storm knocked them down four times and they lost both

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### The 2009 Blue Water Medal Awarded to Annie Hill and Trevor Robertson

Annie Hill left England in 1975 on her first Atlantic crossing in a 28' Wharram designed catamaran. She has made 17 Atlantic crossings! Her cruising has included Europe, the Caribbean, South America, South Africa, Labrador, Newfoundland, Greenland, and she has also circumnavigated South Georgia.

Annie Hill has sailed approximately 165,000 miles and her husband Trevor, 140,500 miles. This life of cruising and voyaging by Annie Hill and Trevor Robertson best exemplifies the objects and goals of the Cruising Club of America as stated in it's Constitution.



*Trevor Robertson and Annie Hill*

Trevor Robertson's cruising also started in 1975 when he did an 8000 mile cruise in a 34' wooden sloop from Western Australia to South Africa. Navigation was by plastic sextant and lead line. He has sailed from Australia to the Caribbean via the Suez Canal in a 30' fiberglass sloop with no electronics. In 1989 he returned to Australia via the Panama Canal and New Zealand, a trip of 19,000 miles single handed.

*continued on page 6*



*Sir Robin Knox-Johnston and Commodore Sheila McCurdy*

circumnavigation of the world.

Born March 17, 1939 in Putney, London and went to school at Berkhamstead in Hert-

*The Annual Awards Dinner was well attended and held at the New York Yacht Club on March 5, 2010. Effective this year, the CCA calendar has been changed so that the Annual Meeting and Awards Dinner will be combined and will take place in New York in the late winter/early spring and there will be one meeting each fall at one of the Stations. This year the Fall Meeting will be in Halifax October 15-16, hosted by the Bras d'Or Station.*



## From the Commodore



### Dear Cruising Club Members:



Barry Pickthall, PPL Media.com

Reading the GAM is a marvelous antidote to the fading monochromatic New England winter. The snow has retreated, leaving mud, and I am expectantly

composing the boat punch list and finalizing our summer plans, but I stop to read the CCA GAM cover to cover. I delight in the contributions of long-time members and the qualifying experiences of the new members who join our ranks each year. This year's award winners exemplified the adventure and seamanship that epitomizes the CCA. Wouldn't you like to sit down and talk to some of these exceptional people one-on-one?

Well, an appealing thing about being Commodore is spending time with our members and representing the club in the broader sailing community. A week after the Annual Meeting in November, Dave and I flew to Glasgow for the Clyde Cruising Club Centenary Gala Dinner where we met dozens of sailors who are a match for any of our members on the water and for throwing a splendid party. This reconnaissance, which included a side trip to Oban and Ardfert, assured us that Commodore Morrison and the CCC will be wonderful hosts for the CCA contingent of about 125 people and 30 boats for the Hebrides Cruise in July. On a related note, July's weather in Scotland has to be better than November's.

From changes in latitude in November, we added changes in altitude in February when we travelled to Utah for the Ski Gam at Park City. We had six days of skiing including a dizzying (and frigid) view from over 10,000 feet at Alta. The group of forty of us were led by Bill Polleys, who was smart enough to know that imperfect winter conditions would not stop the CCA from having fun on a mountain any more than disappointing on-the-water conditions dampen our spirits the rest of the year.

We say that we sail for fun, but offshore sailors stretch a typical definition of recre-

ation. The award winners who we honored at the March Awards Dinner at the New York Yacht Club continue to prove to us that challenging accomplishments provide a lasting satisfaction that far surpasses mere ephemeral gratification. People like Robin Knox-Johnston and Lin and Larry Pardey have not chosen an easy way to earn renown, but they and the other awardees are engaging, avid trailblazers who inspire sailors to turn dreams into possibilities.

We do not always need to achieve great things. Returning to favorite or familiar haunts has special appeal. In April we head off for the Abacos Cruise to join a sell-out fleet of over 40 boats and 165 people.

I first went to Man-O-War Cay at the age of nine. I felt like a New York version of Dorothy dropped in the Land of Oz. Land crabs, lizards, and bananaquits scurried and swooped through the open windows and doors and into the mangrove. Poisonwood was a lurking threat to the unsuspecting explorer (as I learned). Our host Hobie Ford (CCA Commodore 1933-34, 1943-44) was a wizard at entertaining visitors of all ages at his self-sufficient island home. He made such an impression on me that when he died a year or so later at the island, I emptied my bank account and sent it all to Mystic Seaport Museum in his memory. I look forward to exploring the area again with Dave and perhaps finding the madeira wood marker with the CCA burgee that my father carved for Hobie's grave. Since that first launch trip from Hope Town to Man-O-War, I have loved to make landfalls at islands by boat, to anticipate and then watch land rise from the water.

By rough estimation, I have made landfalls at Bermuda 30 or 40 times on races and cruises, either picking up Gibbs Hill Light by night or squinting to see the hazy lumps under the cumulus clouds by day. This June, the Newport Bermuda Race fleet of over 180 boats will have that pleasure. Dave and I will cover the rhumb line course in about two and a half hours eating only peanuts before being greeted by

the steel band at the airport. Even *Speedboat* can't do that. The race and its preparatory requirements test and improve the knowledge and skills of over 2000 sailors racing down or sailing back. Many of the sailors are veterans of the race, scores are CCA members, and others may be future members gaining experience and command at sea. John Bonds has pointed out that the return trip is an excellent opportunity to assess if a friend or enthusiastic young sailor might meet the standards of Club membership.

As to membership, because our Fall Meeting is in mid-October – hosted in Halifax by our friends in the Bras d'Or Station, the deadlines for candidate packages is earlier than in prior years. Check with your station membership committee chairman for specific dates. I should also remind everyone that the next Annual Meeting of the Club will be in late February or early March, 2011, to coincide with the Awards Dinner in New York City.

And so another year unfolds. For the latest information and updates log on to our excellent website.

*Sheila*

Sheila McCurdy



Barry Pickthall, PPL Media.com





## The CCA GAM

Published for the members  
of The Cruising Club of America

[www.cruisingclub.org](http://www.cruisingclub.org)

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## Coming Up...Cruises and Meetings

### Abaco, Bahamas Cruise

**April 16-25, 2010**

There are 175 sailors signed up and ready to cruise in the warm waters of the Bahamas. The cruise will begin in Abaco,

Friday, April 16,  
and disband  
Sunday, April  
25, after a fi-  
nal party on  
Saturday,  
April 24.



Just 200  
miles from  
Miami and 175  
miles from West  
Palm Beach, the  
Abaco Islands

comprise the northern most portion of the Bahamas. The boomerang-shaped mini-archipelago stretches 130 miles from north to south and consists of the islands of Great Abaco and Little Abaco and a necklace of cays, together forming one of the largest bodies of semi-protected waters in all the Bahamas and Caribbean – a nearly ideal cruising ground for small boats and yachts. For the most part, the water over the banks is enough for even deep draft vessels, yet protected from heavy winds by the cays to windward in the usual trade winds and by Great Abaco Island to the west. Many call it a sailing paradise.

The web site has lots of information about the cruise and you can also download the complete cruise book, which has a wealth of knowledge packed into its pages.

### Safety at Sea Seminar

**June 16, 2010**

The Cruising Club of America will host a US SAILING Sanctioned Safety at Sea Seminar in Newport, RI on Wednesday, 16 June 2010. This seminar is being held for those Newport Bermuda Race participants who still need



to fulfill the Safety At Sea requirement. The 2010 Notice Of Race requires that 30% of each crew racing must have attended one of these seminars within five years of the start. (In the Double Handed Division, both crew must meet this requirement.) For further information read the Notice of Race or contact [safety@BermudaRace.com](mailto:safety@BermudaRace.com).

### Bermuda Race Gam

**June 18, 2010**

The first-ever CCA Newport Bermuda Race Gam is being held for all members, spouses, and guests who wish to watch the spectacle of starts of some 180 yachts in five divisions. This year's simple plan is to enjoy a picnic lunch among friends and fellow members from the lawn of the Inn at Castle Hill overlooking the starting area.


In response to interest from members at several stations, Bruce and Jane Berriman are organizing activities for visiting CCA members who are not racing to Bermuda. The week before the Race Start is a bustling one in Newport. Scores of classic to high-tech offshore yachts are at the docks. Crews are enjoying the town and noted watering holes like the Black Pearl and the Candy Store. The New York Yacht Club's Harbour Court is also the site of the Race Headquarters staffed by many CCA volunteers. If there is interest we can arrange tickets to the Gosling Rum crew party on Wednesday and on Thursday a tour of the docks where some of the notable boats will be moored.



On Friday, the gam will get going at 1300 at the Inn at Castle Hill which is within a few hundred yards of the starting area. The first gun is at 1350. Box lunches and refreshments will be available from the Inn. Beach chairs or blankets are recommended.

You can learn all sorts of things about the 2010 Race and past races from the

website [www.newportbermudarace.com](http://www.newportbermudarace.com). Hotels will be busy in June, but the area has a full range of accommodations. Check out [www.gonewport.com](http://www.gonewport.com) for links and useful information about Newport and environs. For information contact Jane Berriman at [tigermothathome@msn.com](mailto:tigermothathome@msn.com).

Jane Berriman 

## Bermuda Race

June 18, 2010




The Bermuda Race has 185 entries so far! See Bermuda Race update at page 17 for full details.

## Member's Reception

Thursday June 24, 2010  
Bermuda



Following the Newport Bermuda Race There will be a Member's Reception at the home of Bermuda Station Rear Commodore Stephen Kempe, "Valley Green", 3 Harbour Road, Warwick on Thursday, June 24, 1800 - 1930. Transportation via boat will be provided from the RBYC quay. Details to follow as the date approaches. Check the website for further details. 

## Hebrides Cruise

July 18-30, 2010

The CCA has been invited to join the Clyde Cruising Club for their Centenary

Anniversary Cruise the last two weeks of July, 2010. Events start Sunday, July 18th with an opening party at Ardfarn just north of the Crinan Cannal.

There is still room available for the Hebrides 2010 Cruise. We will be guests of the Clyde Cruising Club and participate in the celebration of it's 100th anniversary.

We have signed on 136 participants in 29 boats and two "mother ships". Charters are still available and there are two cabins, each with two berths, which have not yet been spoken for on the *Eda Frandsen*, a 60-year-old gaff rigged cutter. The cost of a berth is approximately \$2,400 per person for the fourteen days.

There are new and updated postings on the members' section of the CCA website with extensive details on the cruise and the latest cruise roster.



Castle Stalker

More specifically, the site now provides additional information on the following:

1. The CCC plans to organize "Buddy Boats" which is a great way to get to know CCC members and to have at hand local knowledge on anchorages and weather.

2. CCA members can now purchase CCC Sailing Directions at a discount.

3. Kenneth Gumley and Les Crane have provided an extensive guide to harbors, anchorages, restaurants and places of interest that will be extremely helpful in planning your trip to and from Barra.

Space is limited, so if you are interested please contact Les Crane ([Lcrane@IBL.BM](mailto:Lcrane@IBL.BM)), Tanner Rose ([trose@stblaw.com](mailto:trose@stblaw.com)) or Diane Embree ([Embrees@att.net](mailto:Embrees@att.net)) as soon as possible. As noted above, charters are still available as are berths on the *Eda Frandsen*.

It is hard to imagine a better way to see the Hebrides than as guests of the CCC. The next opportunity like this will probably be in twenty-five years.

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

[www.visitscottishheartlands.com/areas/oban/index.cfm](http://www.visitscottishheartlands.com/areas/oban/index.cfm)

<http://sail.visitscotland.com>

[www.sailscotland.co.uk](http://www.sailscotland.co.uk)

[www.tobermory.co.uk/](http://www.tobermory.co.uk/)


[www.isleofbarra.com](http://www.isleofbarra.com)

[www.scotland-inverness.co.uk/barra.htm](http://www.scotland-inverness.co.uk/barra.htm)

[www.oban.org.uk](http://www.oban.org.uk)

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Les Crane: [lcrane@IBL.BM](mailto:lcrane@IBL.BM) 

## 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

### Check out the Website: [www.cruisingclub.org](http://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.



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 GAM 2011

**February 11-18, 2011**



Set aside this week in February for the third annual CCA Utah Gam, Park City, UT. For a look at the good fun from the 2010 Gam, see the photo gallery on the website. For information contact Bill Polleys at [CCAPOLLEYS@cs.com](mailto:CCAPOLLEYS@cs.com).

## Annual Meeting & Dinner

**February/March, 2011,  
New York, NY**

This new combined format will include the various committee meetings, Board

meeting, cocktails and will incorporate the full Awards Banquet. Details to follow and be posted on the website.

## Bermuda Cruise

**June 2011**

The Bermuda Station will be hosting this Cruise in June, 2011 following the Marion to Bermuda Race. As details become available, they will be posted on the website.



## DID YOU KNOW...

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



**TRY:**

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

## 2009 Blue Water Medal from page 1

In 1997 Trevor built *Iron Bark*, a 35' steel gaff cutter in Queensland. In 1998 he single handed from New Zealand around Cape Horn to the Antarctic Peninsula where he wintered over, frozen in at Alice Creek, Wienke Island. On January 4, 2000, *Iron Bark* broke out of the ice and after cruising for a few weeks in the Antarctic Peninsula Trevor departed for the Falklands and thence direct to Trinidad.


Annie Hill joined *Iron Bark* in 2002 and they sailed from Trinidad to Labrador before returning to Baddeck. After returning to the UK in 2003 and later sailing to Tobago and then Trinidad they readied *Iron Bark* for another trip north in 2004. From the U.S. Virgins they passed to Halifax and loaded provisions for 500 days.

On July 1st they departed and sailed north up the Greenland coast looking for suitable winter quarters. They chose Nako Island, at 72 degrees 40' N. On November 5th *Iron Bark* was frozen in. On June 8, 2005 they broke free, and after a few weeks they departed for Trinidad. It is believed that *Iron Bark* is the first vessel to winter unsupported in both the Arctic and Antarctic.

In February 2006 they left for New Zealand via the Panama Canal. With stops in the Galapagos, and many Pacific islands, they arrived in New Zealand on November 9th after sailing 10,500 miles.

2007 to 2009 was spent cruising in New Zealand, Tasmania and Queensland. In November 2009, Trevor departed from Nelson, New Zealand solo aboard *Iron Bark* for Chile.

North Pacific and Southern Oceans. His voyages have included roundings of three of the world's great capes, Cape Horn, the Cape of Good Hope, and Cape Leeuwin on the southwest tip of Australia. While he usually sails with friends, some of his voyages have been done solo.

He has been awarded 14 Parkinson Trophies (including one for his recent Pacific crossing) for transoceanic voyaging, and it appears he is due for two more that he has never applied for. In his cruising he has accumulated 126 foreign courtesy flags. He has also raced his boats in offshore races including the Transpac, the Newport Bermuda (doublehanded), and the Sidney Hobart Race. 

## Commodore's Awards

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



**Arthur J. (Tuna) Wullschleger** for dedication to judging regattas for over thirty years, and for contributions to the jury system and development of on-the-water umpiring.

## John Parkinson Memorial Trophy for Transoceanic Passage

**Gregory C. Carroll** for his Indian Ocean East to West – 4th award.

## Charles H. Vilas Literary Prize

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



Commodore Sheila McCurdy  
and Richard B. Wilson

**Richard B. Wilson** for his story, "Race France to France, leaving Antarctica to Starboard", his tale of the Vendee Globe solo non-stop race around the world aboard his Open 60 Great American at age 58.

## Special Recognition Award

**Eric B. Forsyth** for his successful transit of the Northwest Passage, east to west in his 42' cutter, *Fiona*.

## Fifteen Thrashes to the Onion Patch

**Stephen G. Kasnet**  
**William B. Read, III**

## Royal Cruising Club Award

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



C. Tanner Rose, Jr.

Awarded to **C. Tanner Rose, Jr.** for his cruise from Lerwick, Shetland Islands to the Faeroe Islands in *Witch of Pungo*, his Swan 48. His account in the 2010 Cruising Club News, "Lonely Islands Warm Hearts", details this remote North Atlantic island group and the friendly people who live there.

## 2008 Far Horizons Award

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

Awarded to **Lin and Larry Pardey** for a lifetime of cruising and voyaging.

Larry was born in 1939 in Victoria, Canada and his first boat at age 9 was an Indian dugout canoe. His first cruising boat was a self restored 20 foot Colin Archer



cutter. To date Larry has logged more than 205,000 sea miles.

Lin was born in 1944 in Detroit, Michigan and later raised in Los Angeles County. As a young child, her early sailing was in a 14 foot Old Town sloop. Lin has logged more than 198,000 sea miles.



Dan Nerney

*Far Horizons Award Winners  
Larry and Lin Pardey*

Lin and Larry were married on October 31, 1968, the same day that they launched *Seraffyn*, a Lyle Hess designed cutter they built themselves. She was 24' 7" LOD with a 8' 11" beam and had no engine. They started eastward through the Panama Canal and on to Europe. For eleven years they cruised the Mediterranean and the Baltic and then south through the Red Sea, the Indian Ocean and on to Japan, then to Canada and south back to Newport Beach where *Seraffyn* had been launched. A circumnavigation of 47,000 miles.

Fifteen years to the date, October 31, 1983 they launched *Taleisin*, designed for Lin and Larry by Lyle Hess. She is 29'6" LOD with a 10'9" beam and 17,800 lbs. displacement. The vessel has no engine. They sailed westward from California through the Pacific to New Zealand. With time they continued westward to South Africa, Brazil, Ireland, the British Isles, Norway, and then to the East Coast US. They then voyaged south to Argentina and rounded Cape Horn westbound and crossed their outbound track which completed their circumnavigation in 2003.

After spending three seasons exploring the Pacific Northwest they eventually sailed west across the Pacific to New Zealand to finish their second circumnavigation. All told 80,000 miles.

They have shared their sailing and cruising experiences with sailors around the world by writing ten books that range from *Storm Tactics Handbook* to *Cost Conscious Cruiser*. Lin and Larry have also published a number of popular videos and DVDs, and articles by them have appeared in yachting publications worldwide.

For the record, *Taleisin* is the smallest boat to have circumnavigated contrary to the prevailing winds around all the great southern capes. Only couple to have circumnavigated both east-about and west-about on boats they built themselves, using traditional means of navigation and having no engine or sponsorship.

## Richard S. Nye Trophy

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



Dan Nerney

*John Rousmaniere and  
Commodore Sheila McCurdy*

Awarded to John P. Rousmaniere, who has brought distinction to the Cruising Club of America as a sailor, writer, and historian. He is best known as a prolific author, and his books such as *Desirable and Undesirable Characteristics of Offshore Yachts*, *The Annapolis Book of Seamanship*, *Fastnet Force 10*, *A Berth to Bermuda*, and many others have been a source of information and inspiration to sailors around the world. He has also served the sport of sailing as a moderator at Safety at Sea Seminars, as a lecturer, and researcher on man overboard recovery techniques.

## Rod Stephens Trophy for Outstanding Seamanship

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

Awarded to Maurice and Sophie Conti for their rescue of the crew of the 10m ketch *Timella* on 12 October 2008.

The Conti's and their two small children were aboard their catamaran *Ocealys* about 60 miles from Suva, Fiji, when near midnight they heard a mayday call on their VHF radio.

Twelve nautical miles away, the ketch *Timella* had struck a submerged reef, and had begun taking on water. The yacht's three crew, New Zealander Ali Timms and Australians Cameron Slagle and Liz Schoch needed urgent help.



Dan Nerney

*Commodore Sheila McCurdy  
and Sophie Conti*

By radio Maurice contacted Rescue Coordination Center New Zealand and the New Zealand High Commission in Suva about rescue options. Search and rescue vessels were many hours away. Then another radio call from the stricken yacht, "we've gone down mate... we are getting in the dinghy". *Ocealys* responds, "Roger that *Timella*... we are coming to you".

On board *Ocealys*, the Contis begin heading to the last position given, braving rough seas and strong winds. Just as the sun was coming up they reached the reef. *Ocealys* circled the reef looking for signs of life and they saw none. They decided to circle again and saw something in the middle of the reef despite the heavy swell. It was the partially sunken dinghy.

Maurice, a trained rescue diver donned a wet suit and with a radio, flares and other equipment, managed with Sophie's help to

launch the dinghy in rough seas. He found a relatively calm spot to cross the coral on the outer reef. Inside the lagoon he spotted the wreck of the ketch and her haggard crew hanging on to their partly deflated dinghy. He got them aboard in less than two minutes, and to ease the tension he said "Good morning ladies and gentlemen. My name is Maurice and I will be rescuing you today."

Sophie was able to hold *Ocealys* in position in the swells and the exhausted crew were able to get aboard and they were taken to Robinson Crusoe Island Resort a few hours away.

The New Zealand High Commission recommended Maurice and Sophie Conti

for heroism awards and in November 2009, they traveled to London to receive a medal from the United Nation's International Maritime Organization.

Bob Drew 

*Thanks to Past Commodore Bob Drew and his hard working Awards Committee for their excellent effort in selecting these deserving award winners and for providing these write ups. Thanks also to Dan Nerney for the excellent photography.*

## Blue Water Medal Without Date


from page 1

masts. Under jury rig they sailed 1400 miles to the Azores.

In 1990 *Suhaili* sailed north of the Arctic Circle to Greenland's east coast so that a small team might attempt to climb a virgin peak. In 1992 Robin Knox-Johnston was invited to become President of the Sail Training Association, a youth development organization which operated two topsail schooners. He also organized annual tall ship races and before he retired from the post in 2001, £11 million had been raised to replace the two schooners with two larger brigs. He has served as a Trustee of the National Maritime Museum and is currently President of the Little Ship Club and Chairman of Clipper Ventures.

He was Knighted by Queen Elizabeth in 1995, and has uniquely been the United Kingdom's Yachtsman of the Year three times.

Since winning the Golden Globe Trophy in 1969, Robin Knox-Johnston has participated in seven quadrennial two handed Round Britain races. In the 1974 Whitbread Race he raced around the World in *Con-dor*. In 1994, he and his friend and now deceased, Peter Blake raced the catamaran *Enza New Zealand* and won the Jules Verne Prize for the fastest circumnavigation of the world. In 2006/7 he completed the Velux 5 Oceans solo around the world race in an Open 60 and finished in 4th position at the age of 68.

Bob Drew 



### 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](http://sailbaglady.com);

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

## Chart Loaning Service



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

The charts are to be loaned out, to be taken on board and used. They are to be returned as soon as practical, made ready for use again by someone else.

Should they be damaged during use, so be it. The collection will expand and be updated with contributions by users who fill in the gaps. Charts are available on a first come basis.

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

The 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](mailto:ccagam@mac.com).

The deadline for the Fall issue is  
September 15.



## Bermuda

The Bermuda Station normally has luncheon meetings on a quarterly basis and members who would find themselves in Bermuda are encouraged to contact the Station Secretary Tony Jones (rajones@ibl.bm) or Rear Commodore Stephen Kempe (swkempe@ibl.bm) if they are interested in attending. In November we had the pleasure of having Harriet Linskey (S/V *Hands across the Sea*) and Peter Passano (S/V *Sea Bear*) join us for lunch and to swap sea stories.

As is customary on these even numbered years, the Station is looking forward to the Newport/Bermuda Race this June and is working closely with the Royal Bermuda Yacht Club and the CCA Race Organizing Committee. This year the CCA Member's reception will be hosted by Rear Commodore, Stephen Kempe at his home on the waters of Granaway Deep just to the west of Hamilton Harbour and we are looking forward to getting together with members there following the finish of the Race.



Johnathan Brewins **Big Bear** as seen and photographed from the deck of motor sailer **Whizzbang** a days run to the north of the British Virgin Islands in December 2009.

Still in the early planning stages is the possibility of a CCA cruise around Bermuda following the biennial Marion to Ber-

muda Race in June, 2011. More information on this will be forth coming in Newsletters.

*Jim Burnett-Herkes*

## Boston

On January 14, members of the Boston Station and guests gathered at Anthony's Pier 4 on Boston Harbor for the Station's Winter Dinner, which was a combination of Station and Post winter dinners. Rear Commodore Bill Cook began the evening by introducing the current officers and committee chairs of the station: Steve Thing as Secretary/Treasurer, Charlie Willauer as Membership Chair, Tim Surgenor on Entertainment (with John Cunningham continuing to lead the lunches at the India Wharf Rats Club); Andy Lindsay as Webmaster (Andy will be assisted by Tony Will); Larry Hall and James Phyfe will lead the Sailing Committee and Kin Howland begins as Historian.



Bill Cook at the Boston winter dinner

Following brief remarks by Vice Commodore Dan Dyer, Commodore Sheila McCurdy introduced renowned Station member, Rich Wilson, the second American ever to complete the Vendee Globe. Rich in turn introduced his audience to a level of racing, seamanship and personal commitment to a voyage most members will never seriously contemplate – racing alone nonstop around the world in a high performance 60 foot vessel. Those who have not heard and seen Rich's presentation, may read the main points in the January Cruising Club News. In recounting the race Rich made it clear that many of the most

important aspects of the voyage related not only to the constant sailing challenges but to his reasons for entering the race in the first place – the educational exposure for students around the world and the chance to motivate asthmatics and seniors to get out and participate in the adventures the world has to offer. It should be said that Rich's modest report of his accomplishment reflects the highest traditions of the Club, not only in performance but in motivation.



AP Photo

Rich Wilson at the finish of the Vendee Globe Race.

The Station continues to have monthly lunches at the Boston Rats, and at Marion's Beverly Yacht Club and the Gulf of Maine Post has several spring events, including the party at the Maine Boat Show on March 20. The details of this and other activities can be found on the GMP web page. The Spring Dinner will held May 30 at the Beverly Yacht Club, preceded by a gam at Commodore Cook's house in Barnstable on May 29. Bill says there will be more depth in the harbor than you think!

*William Cook*

## Buzzards Bay

The winter has been uneventful for the BBP. We skipped our winter dinner in deference to the combined BOS/BBP/GMP Rich Wilson Dinner. Otherwise, we have had our monthly luncheons usually at Beverly Yacht Club in Marion and various members are planning to be on the Abaco's cruise, Scotland rendezvous with Clyde Cruising Club and notably Bill Cook will return to Greenland this summer.

*Bob Morris*

## Bras d'Or

The Station met for the first time at Lunenburg Yacht Club for the Fall Meeting, and found it a good to be in a new location.

### Transatlantic Crossing



Wilson Fitt sailing transatlantic in *Christina Grant* at 53.31 N, 33.20 W.

Congratulations to Wilson Fitt, on his solo transatlantic crossing in July. Wilson and Thelma Costello left Mahone Bay on July 17, 2009 bound for St. John's, Newfoundland. Wilson continued alone, from there to Scotland.

### Fleet Changes and additions.

I reported at the spring meeting that *Philharmonic*, *Black Irish*, *Medley* and *Ulidia* have all been sold and should also add that *Hard Tack* is now on the market. Members have been busy reviewing their options during the summer, and I am pleased to say that five new vessels will join our fleet. Phil Wash displayed is new 44 ft. J-109 beauty during the summer (as yet unnamed.) David Arenburg has exchanged his Hinckley for a Little Harbour, size unknown. Sam Rogers has gone from the ridiculous to the sublime with the acquisition of his 18 ft. catboat – where, he says everything is within reach, – and Peter Watts is the proud owner of *M/V Katahdin*, a Seaton 42, a comfortable and functional trawler. Rod Fraser is awaiting the delivery of his Dehler Pilothouse. In addition, Al Bishop launched his beautiful new kayak at the weekend, and was seen making circles around *First Light IV*, at her mooring.

### New Folks

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

### The Cruising Life

Rick & Bonnie Salsman *Aisling I*, and Fred & Nancy Voegeli *Frisco*, are still spending lots of time in the Med. John Harries & Phyllis Nickel *Morgan's Cloud*, recently returned from Bermuda. I believe

everyone else cruised up or down the coast, or generally stayed close to home. (At least on board) Hans and Dani-Sue had an excellent adventure climbing Mt. Kilimanjaro, but that is so far from the ocean, it is hard to give details here.

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

The mid-winter Social was held, as has been our practice for several years, at the Blomidon Inn in Wolfville, and also, in what is becoming a tradition, a number or hardy souls worked up an appetite for dinner by hiking to Cape Split, enjoying a picnic lunch, and hiking back again. The temperature was a balmy -10, and the sun and snow made for a brilliant day.

Won't be long now before we can all make summer cruising plans...

Iain Tulloch

## Chesapeake

The Chesapeake Station Fall Cruise for 2009 began on a fine fall day October 8 as we attended a shore party at the home of Tom and Renee Closs on the Severn River – CCA Rum Keg and cocktails were followed by an ample chili dinner plus special desserts. On the 9th the Fleet anchored in Whitehall Bay.

Race day was Saturday October 10 for the Sunny Gibbons-Neff Trophy Race from Hackett Point 21.5 miles to the entrance to the Corsica River where we rafted up to enjoy the evening. Ten yachts competed, all finishing in less than 3½ hours. The winner was Jon Goldweitz in his *Concordia Yawl*, *Abaco*. Tom Schubert was second in *Azzuza* followed by Henry Gibbons-Neff in *Prim*.

Sunday the fleet continued up river to the Chester River Yacht and Country Club. The Annual Meeting of the Chesapeake Station was followed by cocktails and a roast beef

dinner. National CCA Commodore Ross Sherbrooke joined us for the meeting and the evening festivities.

Monday we cruised down river for the final event, an Oyster Roast and barbecue at Mick and Shaw Price's home at Shell Point on the Chester River.

To augment last season's Chesapeake Station racing results, Bill Read writes, "Cary Thompson and I both competed in and finished the heavy weather 2009 Marion-Bermuda race." The prize list from that race included "The Gibson Memorial Blue Water Trophy" for first in Class C, *Seeadler*, a Tartan 37, skippered by Bill Read from Gladwyne, PA. Bill also won The Naval Academy Trophy for the best performance by a Chesapeake Bay yacht.

On a bright and chilly day, December 8, we held our holiday luncheon, a festive gathering of 48 members and guests. Everyone started with the cream of crab soup and followed with a generous buffet. R/C von Schwarz outlined the plans for the year including the changes in the CCA national schedule. Gary Jobson, newly appointed president of US Sailing spoke about the challenges faced by the sailing community and his hopes and plans to encourage sailing again in this country. Many remained to discuss things when the program was over.



Gary Jobson at  
2009 Annual Holiday Luncheon

Marsie Hawkinson

In the early months of 2010 the monthly Station luncheons have suffered because of heavy snows – the most in Maryland since 1883. We will start again in March and hope for a fine gathering. In addition to the luncheon meetings at noon the second Tuesday each month the following dates



have been scheduled for Chesapeake Station activities in 2010:

**February 21**

CHE Winter Party –  
Philadelphia Corinthian YC

**May 14-17**

CHE Spring Cruise – Chesapeake Bay

**October 7-12**

CHE Fall Cruis – Chesapeake Bay

**October 10**

CHE Station Annual Meeting

Questions concerning the luncheons at the Annapolis Yacht Club or other Station events – please call John W. Melchner, 410-849-8240, or e-mail jocar105@aol.com

*John Hawkinson* 

## Essex

The Essex station annual meeting was held at the Essex Corinthian Yacht Club on December 8, 2009, where it has been held since the 1940's. We almost lost this nice old spot to the wrecker's ball in 2007 when it was destined to be turned into condominiums. As a result of the real estate market going south, along with contaminated soil samples, the Clubhouse was saved. At the meeting, Rear Commodore Rob Moore and the current slate of Officers and Committee Chairs were confirmed by the membership for another year. The Far Horizons Trophy was awarded to Lin and Larry Pardey. The Anchor Trophy, usually awarded for an admirable blunder, was not bestowed on any Club member this year – a testament to our nautical capabilities!



Carol Connor

*Left to right; Carol Connor, Dianne Embree, Jeb Embree, Patti Hamilton, Paul Hamilton and Paul Connor.*

On Feb 23, 2010, 26 brave souls paid no attention to the winter weather and held a lively Pot Luck Dinner at the Boom Restaurant, Pilot's Point Marina, Westbrook, CT, courtesy of Rives Potts. Our Pot Luck Dinners have been quite a success, with lots of interesting food. Rives is kind enough to get the gas turned on at the Boom so that we can have heat, as well as warm up the food. Too many cooks can cause confusion, however, as in the instance when one person's broccoli salad in a casserole dish was put on the stove to cook! Pam and Bill Kellett stole the show with their meticulously crafted little lobster pot/buoys as hors d'oeuvres. Rear Commodore Rob Moore assured the gathering that spring would eventually be here, and then reminded us of the important dates in the ESS calendar for the year ahead. Past National Commodore Bob Drew encouraged station members to attend the upcoming awards dinner to be held on March 5 at NYYC.

We will be holding our Spring Dinner on April 8th at the Dauntless Club in Essex again this year. This has been a popular spot and is usually well attended, so come and join us. Please don't forget our third-Thursday-of-the-month lunch at the Yachtsmen's Center, Pilot's Point Marina.

*Jeb N. Embree, Historian ESS* 

## Florida

### Social

The Florida Station Annual Meeting was held at Lauderdale Yacht Club on November 6, 2009. Thanks are due to Peter Grimm for making the arrangements. Many thanks to Pam Wall for her fun filled talk about circumnavigating with children and she brought Jamie and Samantha as guests.

The Annual Wirth M. Munroe Fort Lauderdale to Palm Beach Yacht Race was held December 4, 2009. This race is organized by the Sailfish Club of Florida and the Cruising Club of America. A total of 33 boats participated, in four-classes. Scott Piper won the CCA award for the best placed CCA skipper on his Tripp 33, *Pipe Dream XIV*.

Rear Commodore Paul Ives and Charley Morgan welcomed three new CCA members, Russ Tardiff, Art Billings and Joel Taliaferro, at the St. Petersburg lunch in January. Art and Trish Billings completed a

nine year circumnavigation and will be on the Abaco cruise, so look out for *Cynosure*.



Paul Ives

*Pim and Eleanor Epler & Barbara Clapp set out on an airboat*

For a change the Midwinter Rendezvous was a one night affair and right in the middle of Florida for the convenience of all. Everyone stayed at the historic Clewiston Inn, Saturday January 30th and this allowed many more opportunities for members to get together. Firstly, a group met for lunch at the Rowland Martins Marina which many had visited while transiting Lake Okeechobee. The Eplers and this writer took an airboat ride and saw some of the biggest alligators ever, this writer may never swim in Florida fresh water again!

We all vicariously cruised to the Azores with a splendid slide show and talk by Scott Kuhner, of his and Kitty's cruise there. Scott felt too many just visit the Azores, en route to Europe, but that they are an interesting destination in themselves. Then, instead of driving home, we all repaired back to the bar for more "craic", Irish for chat. Further groups congregated for breakfast before all set off for home. For such a spread out station, members attended from west and east coasts and this format worked well.

### Cruising

Clint and Adair Bush emailed that the much hoped for sailing breeze never did really materialize for *Emmanuel* as they



*RC Paul Ives greets new members Russ Tardiff, Art Billings, Joel Taliaferro with Charley Morgan*



Adair Bush

*Clint and Adair Bush got to use their medical skills on an 8-day mission trip to Haiti right after the earthquake, a once-in-a lifetime experience for them. Here the crowds line up outside their clinic site in Haiti; their team saw about 400 patients daily.*

completed three months of cruising in Indonesia. Fortunately, they motor quite nicely, albeit reluctantly. Since then, their fine vessel has been in Johor Bahru, Malaysia, and currently in Singapore, both of which have been more than interesting in themselves, and an excellent base from which to explore the rest of SE Asia.

Scott Piper's *Pipe Dream*, transited the Panama Canal early February to return to Ft. Lauderdale, before heading for both the Abaco and Scottish cruises.


Tanner Rose's *Witch of Pungo* is wintering at Ardfarn Yacht Centre, south of Oban in Scotland, after last summer's cruise to the Faeroes (see article in the last Cruising Club News). Tanner, family and friends will participate in the Hebrides 2010 cruise, to celebrate the Clyde Cruising Club's Centenary, scheduled for the last two weeks of July.

Steve and Karyn James report that *Threshold* is currently spending the winter in Barcelona. Beginning in May, Steve and Karyn will be moving through the central Mediterranean, spending time in the Balearic Islands, Corsica, Sicily, and likely end up in Croatia by the fall. Several of their CCA friends will be crossing their path this year and they are looking forward to rendezvousing with them.

Gus and Carol Hancock of *Indigo* reported that they are wintering in Alanya, on the Mediterranean coast in southern Turkey. The climate is mild in the winter and they are surrounded by banana plantations, orange and lemon trees. The last two years they wintered in Kemer, Turkey, surrounded by mountains after extensive sea and land cruising in the Aegean and surrounds.

All members are welcome to attend the St. Petersburg lunch on the second Thursday of the month (excluding June July and August) and the Stuart lunches, on the second Tuesday of the month, December to March. There will be NO Stuart lunch in April as many will be in Abaco.

Get that fitting out done and see you in Abaco.

Barbara Watson-Clapp 

## Great Lakes

The Great Lakes Station held an event-filled Winter Meeting the last weekend of February in Chicago at multiple venues including the Chicago Yacht Club, the University Club, and brunch at the home of Wally and Elaine Stenhouse on the 87th floor of the Hancock Building overlooking "the big lake", as we say here in the land of Garrison Keillor. The gam was enlivened

by the good nature and ample humor of our many Canadian CCA members harbored along the northern shores of the very Great Lakes.

Dinner Saturday night at Chicago Yacht Club welcomed CCA Commodore Sheila McCurdy who conferred Station status officially upon our burgeoning mid-continental collection of salts – The Commodore presented Ken Campia his Rear Commodore Flag while noting Ken's steady, persistent tiller hand steering the GLS to its present membership of 26. Also named for their contributions to building Station membership were Bob Knight and Bob Medland. Cheers erupted seconding these contributions. The financial report evidenced sufficient cash to fund the evening's wine, such funding availability being the generally targeted level of period-to-period cash reserves maintained by the Station.

Lest Commodore McCurdy be left with the impression her dinner companions had no knowledge of corrosion and sacrificial anodes, the evening's program included formal introduction of several Station Members to recount the many salt water circumnavigations and adventurous voyages upon the world's oceans conducted by denizens of such places as Ontario, Chicago, Iowa, and Minnesota.



Eddie Alfano

*(L to R) Rear Commodore Ken Campia, Rob Lansing, Andy and Bob Knight*

GLS Station voyages presently underway include Jim and Jean Foley who are on their second circumnavigation, into to the Baltic this summer as far as St. Petersburg. Mike and Donna Hill from Toronto completed a circumnavigation in April 2009 having started from London in 2004. Gus and Carol Hancock are in their eighth year cruising aboard *Indigo* in the Caribbean and most recently in the Lavant, starting with the CCA cruise in Turkey in 2007, then Egypt, Israel, Syria, and Lebanon.


The voyages of *Pelagic Australis* supporting expeditions in the high latitudes,



totaling some 160,000 nm over the past six years, were summarized by Rob Lansing on behalf of his adventurous boat partner, Skip Novak. In this time, the boat has been to 77 degrees north attempting the Northwest Passage in 2006, and to 68 degrees south this February into a remarkably ice-free Marguerite Bay on the Antarctic Peninsula. Only the limits of human imagination in pursuit of scientific research and sporting adventure define the purposes of *Pelagic Australis*' many voyages.

Several new adventures are in planning including at least seven couples from GLS participating in the Summer Cruise in Scotland, and members participating in the Bermuda Race and the Port Huron to Chicago feeder race for the Mackinac Race in July.

The Fall Meeting of the Great Lakes Station will be held mid-September at the historic and beloved Royal Canadian Yacht Club on its own island in Lake Ontario, minutes from downtown Toronto. All voyagers are welcome.

Edie Alfani and Ken Campia 

## Gulf of Maine

As usual, GMP post members have been keeping themselves busy with a variety of CCA activities, including:

- A sail on Maine's famous schooner, *S/V Bowdoin*, on September 28th. Three of *Bowdoin*'s captains (CCA member Peg Brandon, John Worth, and Rick Miller, with Hannah Gray as Sailing Master), 10 Maine Maritime crew, and 27 CCA members sailed upper Penobscot on this

historic vessel, and enjoyed dinner with the crew afterwards.

- Alix Thorne and Peter Neill of Ocean Classroom Foundation held a luncheon talk on October 17th in Bath, that covered their integrated academic/sailing program, aboard the sailing vessels *Harvey Gamage*, *Spirit of Massachusetts*, and *Westward*. They discussed the challenges of the program, which include extensive USCG-approved vessel maintenance, and the teamwork needed from all involved to run the semester-long courses.
- The Boston Station New Members Dinner on October 22 was attended by a number of GMP members – Peter McPheeters and Barney Baker (in absentia) – were introduced.
- A number of GMP members accompanied your post captain and officers to the Boston Station Dinner, the Annual Meeting at the NYYC and CCA member Rich Wilson's spell binding talk describing his Round the world race in the Vendee Globe.
- A visit to see the restoration of *Bolero*, at Rockport Marine on November 14th. 31 CCA members got a first-hand look at the craftsmanship required to rebuild this amazing S&S icon. As a bonus, they also toured two other classic wooden craft being restored: the John Alden motor-sailer *Tradewind*, and the double-ended sardine carrier, *William Underwood*.
- Captain John Worth recounted his command of the *Bowdoin* during her tenure as the flagship of the Bob Bartlett Celebration, which was held last year in Newfoundland.

The *Bowdoin* carried a contingent of Maine Maritime students as they moved from port to port, and celebrated the career of this North Pole explorer, and skipper of Peary's vessel *Roosevelt*. Another great turnout, with 43 CCA members at this event on December 5th.



Ruth and Jim Harvie hosting the GMP at their home.

Garry and Leslie Schneider

- A pot-luck dinner at Ruth and Jim Harvie's ushered in the first of 2010's GMP events on January 23rd, with the great food and drink attracting CCA members like moths to the proverbial flame – all 37 of them!

## GMP Members Cruising

We've got so many GMP members out cruising that it's a wonder anyone attends our shore-side activities!

- Brad Willauer, on *Breezing Up*, is currently in the Caribbean, last seen in Trelis Bay
- Nat Warren-White, on *Bahati*, is currently hailing from Phuket on his west-bound circumnavigation
- Peter Passano, on *Sea Bear*, is cruising the Caribbean, and plans to return via Cuba
- Greg Carroll, on *Alpheratz*, just crossed back, westbound, into the northern hemisphere (near Brazil), two years after entering the southern hemisphere
- Peter Plumb, on *Boheme*. Peter's actually home now, but this summer he circum-navigated Newfoundland

## GMP Final Voyages

The GMP will miss Ed Kendrick, who died at home in Blue Hill on December 12, 2009. Ed's passion for sailing extended from 1947 when he and his wife Mayotta crossed the Atlantic on *Yankee*, and included sailing in the Hebrides, Norway,



*Bolero* undergoing reconstruction at Rockport Marine in 2009.

Nick Newman

and the Black Sea, not to mention cruising in Maine as recently as 2008.

Garry and Leslie Schneider

## New York

On Friday night the 12th of February, 2010 the New York Station of the CCA met for their Annual General Meeting at the Indian Harbor Yacht Club in Greenwich,



Elaine Marks

Sohier Marks at the helm of *Ariadne*

CT. Cocktails at 1800 were followed by a dinner of salmon and chicken at 1930. A new slate of officers were presented and approved by the 48 members and wives present. The station thanked retiring Rear Commodore Jim Binch for three years at the helm of our station. Next, we welcomed our new RC Larry Glenn and his very able partner and wife Anne.



Sohier Marks

*Ariadne* at Francois, Newfoundland

The sailing presentation of the evening belonged to Sohier and Elaine Marks owners of *Ariadne* and their 2004 cruise to the coast of Newfoundland. *Ariadne* is a Cambria 46' built in Portsmouth, RI by David Walters, she is virtually custom as she has only one twin. Newfoundland turns out to be very remote and difficult cruising

grounds, the trip to the southern coast from Maine was over 900 miles to Isl au Mort, the scene of many ship wrecks of sailors looking for the entrance to the St. Lawrence River. Their trip along the coast began on July 26, 2004 and their return via St. Pierre to Louisburg, Nova Scotia, finished on August 11th. They returned to Maine via Shelburne, Nova Scotia and covered a total of 1882 nm. They covered the entire trip with no other crew!

Along the Newfoundland coast they found numerous fjords and subarctic tundra. The outposts or villages are perched on the waters edge with few if any roads. While the locals are great fishermen with well equipped vessels, the current economic conditions offer very little market for plentiful fish. The anchorages are challenging in at least 30' depths but quite protected. Water and fuel were available but getting to the sites require planning ahead with the locals. A welcome change was St. Pierre which is really France in North America where Euros are the coin of the realm, gendarmerie are seen and French wine is only 3 Euros! Foggy outside passages and fog-free harbors were the norm. Well done to a brave DUO.

The evening finished with new Events Chair Hiro Nakajima reminding all that the next dinner will be on City Island on April 1st, followed by the now famous Clambake at David Tunick's on the 12th of June in Stamford, CT. Steve Frank

— Steve Frank

## Pacific Northwest

PNW member Mark Schrader and crew are well along in their Around the Americas voyage. How many vessels can you recall which have transited the Northwest Passage and Cape Horn on the same trip? As of early March, *Ocean Watch* was approaching Puerto Montt, Chile. To learn more about this trip you can access [www.aroundtheamericas.org](http://www.aroundtheamericas.org).



Brian and Mary Alice O'Neill

Brian and Mary Alice O'Neill with fresh Wahoo in Palmyra.

The PNW station has three cruises planned for 2010:

**Spring Cruise:** Monday, May 17 to Friday, May 21. South Puget Sound.

**Summer Casual Cruise:** Monday, August 2 to Friday, August 6. San Juan Islands.

**Fall Cruise:** Tuesday, September 7 to Monday, September 13. Barkley Sound, Vancouver Island. Contact cruise chairman Rick Meslang ([richardmeslang@msn.com](mailto:richardmeslang@msn.com)) for additional information.

Several PNW members are enjoying long range cruising. Among them are Brian and Mary Alice O'Neill who are in the Marshall Islands aboard *Shibui*. Don and Sharry Stabbart met with them for several days aboard *Starr* enroute to Japan. Dick and Cindy Metler are in Mexico on *Puffin* and Rod and Jill Hearn are in the BVIs aboard *Look Far*. Chris and Shawn Otorowski expect to cruise Turkey, Greece and Naples this summer aboard *Aphrodite* which is on the hard in Marmaris, Turkey.



Brian O'Neill

Don Stabbart in Waikiki going from powerboat to paddleboat!

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

Doug Cole



## San Francisco



John Sanford

Jerry Eaton with Cruiser of the Year Trophy

The highlight of our annual meeting on December 9 was Jerry Eaton's presentation of cruising on his Hallberg-Rassey 43. Jerry described how he and his wife Karen picked up the boat at the factory in Sweden and sailed her in Europe for five summers. In six and half years, they covered 22,500 miles which included the Baltic, the Med, an Atlantic crossing, a summer in Maine and the sale of *Blue Heron* in the Chesapeake last fall. For his fine seamanship during those six and half years, his visit of 28 countries and 390 ports of call, Jerry was given the 2009 Cruiser of the Year Award and had his name inscribed on the Station's Perpetual Trophy. A changing of the guard also took place at the same meeting. Steve Hunt passed the gavel and the rear commodore's flag to Robby Robinson who thanked Steve for a superb job over the past two years. Zia Ahari took over from David Fullagar as Secretary-Treasurer.



John Sanford

Past Rear Commodore Steve Hunt and new Rear Commodore Robby Robinson

### Cruises

Our first cruise of the year was the traditional New Year's Eve Cruise to Clipper Cove. The weather was calm, the temperature was moderate and the turnout was the best in years with ten yachts and 24 members and guests. Fritz Warren and Joan provided their 50' Bayliner *Truly Fair* as the site for the cocktail hour.

Our next cruise is to Half Moon Bay on May 14-16 followed by a summer Delta Cruise to Spinner Island or the Solano Yacht Club on June 25-27. The fall cruise will be September 24-26 to Tomales Bay.

### Member Cruising

Stan Honey is on the ultimate cruise as the navigator of the French 90' trimaran *Groupama 3* which is attempting to break the round-the-world record of 50 days and 16 hours and win the Jules Verne Trophy. At the time of writing this report, *Groupama 3* was more than half way around and ahead of the record. Stan has promised us that he will give us a complete account of the voyage at our May luncheon meeting. Bill Chapman will return to *Bones VIII* in Corfu in May and head toward Turkey for the summer. Bill Foss has wintered *Détente* in Kemer, Turkey and he plans to spend the spring and fall cruising along the Turkish coast up to the Dardanelles with some land travel before and after cruising. Wyman and Gay Harris will return to *Safari* in May and plan to take her up to Alaska this year. Zia Ahari and Bob Van Blaricom plan to take Zia's *Athesa* to the Columbia River. Steve and Ginger Mason will be cruising down to San Diego and back during the summer. Bob Bernheim and Sue are planning on attending the CCA Abacos Cruise on their *Soft Touch* with Don and Joan Bekins

## New Jules Verne Trophy Record: *Groupama 3*; 48 days 7 hours 44 minutes 52 seconds



The Jules Verne Trophy now belongs to ten men who have sailed around the globe at an average of 18.76 knots along the optimum course, beating the reference time set by *Orange 2* in 2005 by 2 days 08 hours 35 minutes. Franck Cammas and his men crossed the finish line off the Créac'h lighthouse at Ushant (Finistère) at 21h4045 UTC Saturday 20th March. They are due to make the Port du Château in Brest at around 0900 UTC tomorrow.

The skipper Franck Cammas, navigator Stan Honey, watch leaders Fred Le

Peutrec and Steve Ravussin, helmsmen/trimmers Loïc Le Mignon, Thomas Coville and Lionel Lemonchois, and the three bowmen Bruno Jeanjean, Ronan Le Goff and Jacques Caraës, supported on shore by router Sylvain Mondon, have pulled it off: they have beaten the round the world record under sail via the three capes!

In 48 days 07 hours 44 minutes, *Groupama 3* has certainly had her highs and lows, as she hasn't always been ahead of the reference time set by Bruno Peyron and his crew in 2005. On the contrary! The giant trimaran had a deficit of just over 500 miles in relation to *Orange 2* and was only able to beat the Jules Verne Trophy record thanks to a dazzling final sprint from the equator. At that stage they had a deficit of one day and two hours, but by devouring the North Atlantic in 6 days 10 h 35, *Groupama 3* quite simply pulverised the reference time over this section of the course.

Credit for Article: [yachtsandyachting.com](http://yachtsandyachting.com)



Martin Stockbridge

Stan Honey

as crew. Steve and Marilyn Hunt along with Jim and Mimi Cornelius will be on a chartered yacht for the same cruise.

## Meetings

Our annual crab feed on March 3 at the Point San Pablo Yacht Club was a great success. Jerry Eaton has arranged for the SAF Station to visit the Coast Guard Station at Fort Baker for our April lunch meeting. Our May meeting with Stan Honey as speaker will be at the Corinthian Yacht Club and our June meeting will be on the historic Victory Ship *Red Oak* where it moored in Richmond about 1,000 yards from where she was built for service in WWII and later in Vietnam.

John Sanford

## Southern California

We held our annual meeting in December at the Newport Harbor Yacht Club. More than eighty of us were on hand to share news of cruises and boating during the year past and plans for the year to come. We celebrated the successes of Rear Commodore Burt Zillgitt and his team and welcomed the new team, pictured below.

Our first luncheon meeting of the year was at the Los Angeles Yacht Club and was attended by more than 30 of us. Enter-



Harriet Pallette

*Clockwise starting with Beverly Elliott in the blue dress in the foreground, then Marty Elliott, Bob Winters, Corky Winters, Ed Meserve, Barbara Meserve, Rick Hambleton, Carol Hambleton, Tom Hogan, Mimi Hogan and Kirk Elliott.*

tainment chairman Jerry Montgomery put together a great program featuring the 2008 Los Angeles to Tahiti race. Dave Cort was race chairman. New member Jim Morgan raced his Santa Cruz 50, *Fortaleza*, with Al Garnier and son as crew. Combining the stories of Dave, Jim and Al, we got a real good feel for the race.

Our annual Catalina Island cruise takes place in May. We're expecting it to be a fun, well-attended event as it usually is. Catalina is always great cruising, especially in the spring when all is green and the coves are crowd-free. Prior to Catalina, we've got eleven couples heading the Abaco to join the National Cruise: Cannon, Pallette, Cook, Morgan, Meserve, Garrison, Hogan, Winters, Somers/Laing, Barsz and White.

New members have recently joined our ranks: Tom Hogan, Toby Schriber, Bob

Winters, Jim Morgan and Mark Hazlett. Mark is our second member based in Hawaii so the chances of finding a member-mooring in the Aloha state have doubled. At the other end of member seniority is Gene Trepte. Gene is a new inductee into CCA's 50-year club. He was elected to CCA in March, 1960 and has spent most the years since leading the PC fleet in San Diego bay and competing in a great many ocean races, both in the Atlantic and Pacific. Congratulations Gene!

Tod White



Harriet Pallette

*Left to Right: Tod White, RC; Pete Pallette, governor; Kirk Elliott, membership; Rick Williams, cruises; Ed Meserve, sec'y-treas; Jerry Montgomery, entertainment.*

**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**



TL & Harriet Linskey,  
CC News Editors

Email: [CCNews@HandsAcrossTheSea.net](mailto:CCNews@HandsAcrossTheSea.net)

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Send obit photos and text to:  
[Harriet@HandsAcrossTheSea.net](mailto:Harriet@HandsAcrossTheSea.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. Or go to [www.Yousendit.com](http://www.Yousendit.com) and upload your photos there.





## Bermuda Race Update



Despite the iffy economy, the 47th Newport Bermuda Race had approximately 185 entries as of late March, just before the entry deadline. The number approximates

The Bermuda Race Organizing Committee, chaired by Bjorn Johnson, has established new pre-start headquarters, the Sailing Center at the New York Yacht Club's



John Rousmaniere

Ron Trossbach and Past Commodore Ross Sherbrooke at the Safety at Sea Seminar

(Boston Station, Buzzards Bay Post), Steven Thing (Boston Station, Gulf of Maine Post), Rich Wilson (Boston Station), and Jeff Wisch (Boston Station, Buzzards Bay Post).

Other sanctioned safety-at-sea seminars this year are at the New York Yacht Club in Manhattan, the U.S. Naval Academy,



Talbot Wilson/PPL

Prizegiving at Government House

the Royal Corinthian Yacht Club in Toronto, and the Pensacola and Sarasota Yacht Clubss in Florida. All feature CCA members as moderators and speakers.

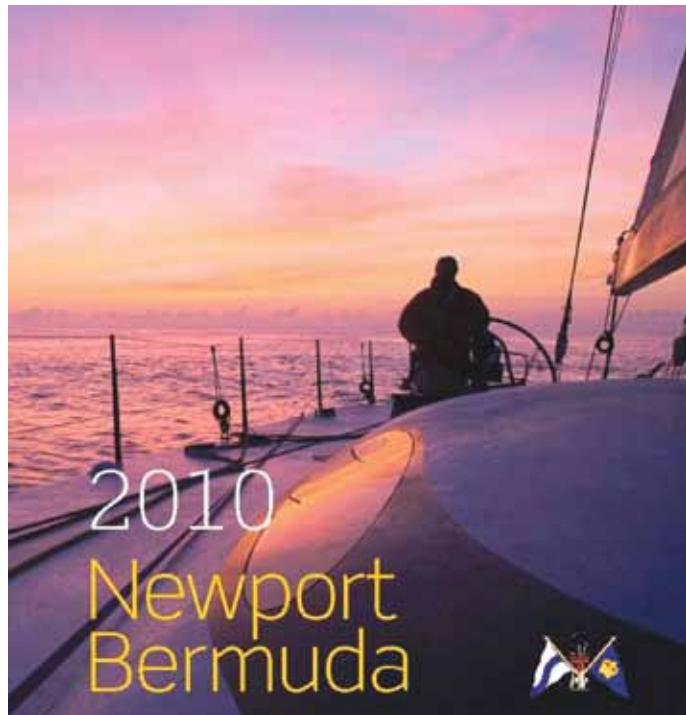
For more information at the race, see the official website, [www.BermudaRace.com](http://www.BermudaRace.com), whose webmaster and editor is Dorsey Beard (Boston Station, Buzzards Bay Post). On it you will find the official race program, edited by John Rousmaniere (NY Station) in collaboration with Cruising World magazine.

John Rousmaniere



Barry Pickhall/PPL

Laundry day at the Royal Bermuda Yacht Club



the races usual turnout, excepting the boom 2006 race (265 boats) and 2008 race (198). One interesting feature of this years entry list is that the proportion of first-time skippers is larger than usual. Participation Chairman Fred Deichmann (Essex Station) has assigned experienced Bermuda Race hands as Race Ambassadors to shepherd the newcomers through the entry and inspection process before the race start on June 18.

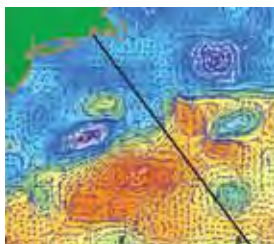
Among the many returning boats is Peter Rebovich's Cal 40 *Sinn Fein*, going after *Finisterre's* famous record of three straight St. David's Lighthouse trophies. She'll be challenged by CCA member Bill Leroy's Cal 40 *Gone with the Wind*, which is coming east from San Francisco Bay for the race. Also back are the first three boats on elapsed time in 2008, *Speedboat*, *Rambler*, and *Puma*.



John Rousmaniere

Steve Lirakis and Bjorn Johnson at the Safety at Sea Seminar

attendance was over 400. CCA members were prominent. Ron Trossbach (Chesapeake Station) was seminar organizer and co-moderator with John Bonds (Chesapeake Station), and Garry and Leslie Schneider (Boston Station, Gulf of Maine Post) managed the busy registration desk. Speakers included Commo-



The Gulfstream and its eddies.

dore Sheila McCurdy (NY Station), Race Chairman Bjorn Johnson (NY Station), Frank Bohlen (Essex Station), Dan Dyer (Boston Station, Buzzards Bay Post), Howard Eisenberg (Boston Station, Gulf of Maine Post), A. J. Evans (Boston Station, Buzzards Bay Post), Garry Fischer

# Yacht Club Standards for Ocean Stewardship

The Environment of the Sea Committee requests the assistance of CCA members to advance one of its important goals. The Committee has encouraged CCA members, yacht clubs and the recreational boating community at large to commit to stewardship of the seas. As part of this effort, we have now drafted a set of guidelines entitled “Yacht Club Standards for Ocean Stewardship”, the text of which is set out below and also will be posted on the Committee’s webpage.

Members of the CCA belong to many yacht clubs throughout North America and thus are in a unique position to call these guidelines to the attention of a significant number of clubs. The Environment of the Sea Committee requests that members do just that by sharing a copy of the Standards with their yacht clubs and asking that they consider adopting some or all of them.

We are aware that some yacht clubs have already taken action along the lines suggested by the Standards and we also recognize that what works for one club, might not be suitable for another. We know too that most sailors care about ocean issues, but believe that collective stewardship action under the banner of a yacht club is a strong way to reinforce convictions already held and make progress in this important area.

The Environment of the Sea Committee would appreciate feedback about steps which members’ yacht clubs have taken to promote ocean stewardship or suggestions for additions to the Standards. Please address such feedback to Committee Chair, Bill Foss at [wsfoss@gmail.com](mailto:wsfoss@gmail.com).



Steve James in the Faeroes

Steve James



San Juan Islands

Chris Otorowski

The Standards for Ocean Stewardship are as follows:

1. **Mission Statement.** Amend mission statement, if necessary, to reflect the Club’s commitment to the health of the oceans. By way of example, such an amendment might read: “The Club will conduct its activities in a manner consistent with a commitment to stewardship of the seas.”
  2. **Promotion of Ocean Stewardship.** Encourage members to maintain and operate their boats in an environmentally friendly manner, to be aware of environmental issues affecting the oceans and to consider becoming personally involved in addressing such issues. Such awareness and involvement could be as simple as joining and supporting one of the many non-profit organizations committed to ocean conservation or participating in the Ocean Conservancy’s annual International Beach Cleanup individually or as a group. Promotion of ocean stewardship might be facilitated by the designation of an individual or the creation of a committee with primary responsibility to oversee such efforts. An alternative might be to charge several committees to embrace ocean
- stewardship in their areas of responsibility.
  3. **Publicity.** Use Club publications, bulletin boards, website and speaking programs as tools to communicate Club’s commitment to ocean stewardship.
  4. **Dining Rooms.** Use guidelines such as those provided by the Monterey Bay Aquarium ([www.seafoodwatch.org](http://www.seafoodwatch.org)) or the Blue Ocean Institute ([www.blueocean.org](http://www.blueocean.org)) in the Club’s dining rooms to maximize seafood choices for healthy oceans. Note on menus that this is done. Make copies of the guidelines available to members and encourage them to follow them at home and in restaurants.
  5. **Regattas.** Ensure that regattas sponsored by the Club are run in an environmentally friendly manner. For an example of an approach to this, go to [www.sailorsforthesea.org](http://www.sailorsforthesea.org) and click on “Programs” and then on “Clean Regattas”.
  6. **Clean Marina Programs.** Become certified as a clean marina under the appropriate state clean marina initiative. For more information on this see [www.management.noaa.gov/marinas.html](http://www.management.noaa.gov/marinas.html).
  7. **Annual Award.** Institute an annual award to the member of the Club who has done the most to promote the Club’s commitment to stewardship of the oceans.
  8. **Youth Sailing Programs.** Incorporate principles of ocean stewardship into the curricula of sail training programs.

Bill Foss, Chairman of Environment of the Sea Committee



# HISTORY OF THE CCA

## TRACING OUR HISTORY 1925 - 1929 SECOND IN A SERIES

THE BURGEE HAD ALREADY BEEN DESIGNED BY NUTTING BUT, IN THE 1925 YEARBOOK, WITH ROBERT BAVIER AS COMMODORE, THE "FLAG" WAS FIRST MENTIONED IN THE CONSTITUTION. "THE FLAG SHALL BE TRIANGULAR IN THE USUAL PROPORTIONS WITH WHITE FIELD AND A WAVED BLUE STRIP 20% OF THE WIDTH RUNNING THRU THE CENTER FROM HOIST TO POINT". THE COMMODORE'S FLAG, DIFFERENT FROM TODAY'S, WAS TO BE A RECTANGULAR FLAG "CONSISTING OF THE CLUB FLAG WITH THE OUTER TRIANGLE CORNERS IN BLUE WITH THREE WHITE, FIVE POINTED STARS PLACED Laterally IN THE OUTER BLUE TRIANGLE". WITH THE REBIRTH OF THE BERMUDA RACE



AND OVER THE OBJECTIONS CONCERNING INVOLVEMENT OF THE CCA IN RACING, THE FIRST PERMANENT RACING COMMITTEE WAS ESTABLISHED. DURING THAT YEAR, TWENTY-ONE NEW MEMBERS WERE ADMITTED (A LARGE NUMBER CONSIDERING A TOTAL MEMBERSHIP OF 159) BUT RECORDS INDICATE THE MEMBERSHIP COMMITTEE WAS FOLLOWING A VERY STRICT SET OF GUIDELINES.

ON JUNE 19, 1925, AT THE HEIGHT OF PROHIBITION, COMMODORE BAVIER RECEIVED A LETTER FROM REAR ADMIRAL F.C. BILLARD, U.S. COAST GUARD ASKING FOR THE COOPERATION OF ALL MEMBERS IN "THE PREVENTION OF SMUGGLING LIQUOR INTO THE UNITED STATES FROM SEA." THE ADMIRAL OBVIOUSLY PRESUMED YACHTSMEN WERE ALL HONORABLE MEN AND NOT INVOLVED IN SMUGGLING FROM THE "RUM FLEET". THE COAST GUARD THEREFORE WOULD NOT STOP OR DETAIN YACHTSMEN. A COPY OF THIS LETTER WAS SENT TO ALL MEMBERS OF THE CCA AND IT MUST BE PRESUMED THAT THE SPIRIT OF THE COMMUNICATION WAS TAKEN TO HEART. HOWEVER, THE FEELING AMONG THE MEMBERS WAS THAT INDIVIDUALS WOULD

BE PATRONIZING ILLEGAL BOOTLEGGERS ON LAND AND THAT SMUGGLING LIQUOR FROM EITHER RUM ROW ON COX'S LEDGE, THE PROVINCES OF NEW BRUNSWICK OR NOVA SCOTIA WOULD BYPASS THE ILLEGAL BOOTLEGGERS AND PREVENT AN UNFAIR PROFIT. AN ADDITIONAL ISSUE WAS "THAT THE EXCITEMENT, LIKE OCEAN RACING, HAD UNDENIABLE APPEAL". BEING CAUGHT BY THE COAST GUARD WITH LIQUOR ON BOARD, REGARDLESS OF ITS ORIGIN, RESULTED IN SEIZURE OF THE VESSEL WITH THE VESSEL BEING SOLD AT AUCTION. CCA MEMBER N.F. EMMONS SUFFERED THIS FATE IN THE LOSS OF HIS BELOVED SCHOONER **THERESA WHITE**.

IN 1926, WITH 187 MEMBERS, THE MAJORITY RESIDING IN THE NEW YORK AREA, COMMODORE STUYVESANT WAINWRIGHT WAS OVERSEEING FOUR STATIONS. THE YEARBOOK STATED, "THE CHIEF STATION OF THE CLUB SHALL BE IN NEW YORK CITY". ALTHOUGH THE MEMBERSHIP REQUIREMENTS REMAINED RIGID, THE PAST FEW YEARS HAD SEEN GROWTH IN THE MEMBERSHIP NUMBERS AND EXPANSION OF THE CCA TO OTHER PARTS OF THE COUNTRY. FOUR STATIONS, MANNED BY POST CAPTAINS HAD BEEN ESTABLISHED. THE FIRST, THE HUNTINGTON STATION, LED BY POST CAPTAIN MOORE WAS BASED AT THE HUNTINGTON YACHT CLUB WHERE THE CCA BURGEE WAS FLOWN FROM THEIR FLAGPOLE. CCA MEMBERS HENRY BIXBY AND DESIGNER BILL ATKIN WERE ON HAND TO ASSIST VISITING MEMBERS AND HAD THEIR NAMES POSTED IN THE YACHT CLUB'S YEARBOOK FOR EASIER ACCESS. THE BOSTON STATION, PREVIOUSLY MENTIONED IN THE FIRST ARTICLE, UNDER THE LEADERSHIP OF GEORGE DOANE WAS UP AND RUNNING. CHARTER MEMBER OGDEN T. MCCLURE STARTED THE CHICAGO

STATION (NOW THE GREAT LAKES STATION) FOR THE MANY SAILORS IN THE MID-WEST WHO, BEYOND SAILING ON THE GREAT LAKES, NEVER MISSED AN OPPORTUNITY TO



INDULGE IN OCEAN CRUISING AND RACING. THE FOURTH STATION, UNDER THE COMMAND OF CHARLES B. DOWNS, WAS THE PHILADELPHIA STATION. THIS LATER BECAME THE CHESAPEAKE STATION.

THE REGISTRY OF AVAILABLE CCA MOORINGS CONTINUED TO GROW AND STRETCHED FROM FAR EASTERN MAINE TO THE CHESAPEAKE. BEING A KINDER AND GENTLER TIME WITH MORE FREE TIME TO PURSUE ONE'S INTERESTS, THE MAJORITY OF THE SAILING CENTERED AROUND CRUISING.

SINCE NO BLUE WATER MEDAL WAS AWARDED IN 1924, TWO MEDALS WERE AWARDED AT THE ANNUAL MEETING ON JANUARY 2, 1925. **SHANGHAI**, DESIGNED, BUILT AND OWNED BY AXEL INGWERSEN FROM DENMARK HAD COMPLETED A VOYAGE FROM CHINA, DOWN THE CHINA SEA, TO THE DUTCH WEST INDIES WHERE THREE OF HIS CREW JUMPED SHIP. CONTINUING SHORT-HANDED WITH ONLY TWO OF HIS ORIGINAL CREW, INGWERSEN CROSSED THE INDIAN OCEAN AND ROUNDED CAPE OF GOOD HOPE. AFTER A LAYOVER IN CAPE TOWN, INGWERSEN, LYING HOVE TO FOR FOUR DAYS IN A GALE OFF THE LIZARD, PROCEEDED TO HIS HOMEPORT IN COPENHAGEN COMPLETING A 16,000-MILE PASSAGE AND WAS AWARDED THE 1924 MEDAL. BY TODAY'S STANDARDS THIS WOULD NOT BE AN UNCOMMON VOYAGE BUT IN 1924 THIS VOYAGE WAS EPIC. SADLY, THE BOAT, A GOOD-LOOKING 47-FOOT DOUBLE-ENDER, WAS LATER WRECKED OFF THE COAST OF NOVA SCOTIA.



# HISTORY OF THE CCA

THE SECOND BLUE WATER MEDAL AWARDED IN 1925 WENT TO HARRY PIDGEON, BORN IN IOWA AND THE FIRST SAILOR FROM THE UNITED STATES TO WIN THE MEDAL. IN 1919, DOING THE CONSTRUCTION HIMSELF, HE BEGAN WORK ON **ISLANDER** BUILDING THE 34 FOOT YAWL FROM TOM DAY'S PLANS IN THE RUDDER. HAVING TAKEN COURSES ON NAVIGATION AND SEAMANSHIP AND WITH NO ENGINE DUE TO A LIMITED BUDGET, HE SET SAIL TO MAKE HIS WAY WESTWARD, FINANCING HIS ADVENTURE BY WRITING ARTICLES AND TAKING PICTURES. REACHING THE GREAT BARRIER REEF, HE REALIZED THAT THE PASSAGE HOME WOULD BE SIMPLIFIED BY CONTINUING WESTWARD. THE FIRST SAILOR TO CIRCUMNAVIGATE VIA THE PANAMA CANAL, HE CONTINUED TO LOS ANGELES FOR THE COMPLETION OF HIS VOYAGE.

PIDGEON AND HIS VOYAGING SO IMPRESSED THE CRUISING CLUB MEMBERS THAT HE WAS MADE AN HONORARY MEMBER. TO ENABLE PIDGEON TO SPEAK AT THE APRIL DINNER, CCA MEMBER CLIFFORD MALLORY, OWNER OF THE AMERICAN-HAWAIIAN LINES, HAD PIDGEON AND **ISLANDER** TRANSPORTED FROM THE WEST COAST TO NEW YORK FOR THE EVENT. **ISLANDER** WAS DOCKED ON GEORGE BONNELL'S ISLAND AND EVENTUALLY, IN 1932, PIDGEON SET OFF FOR A FIVE-YEAR CIRCUMNAVIGATION. IN 1947, THIS REMARKABLE MAN MARRIED AND SET OFF WITH HIS NEW BRIDE FOR HIS THIRD CIRCUMNAVIGATION. CAUGHT AT ANCHOR DURING A TYPHOON IN THE NEW HEBRIDES **ISLANDER** WAS LOST BUT FORTUNATELY PIDGEON AND HIS BRIDE SURVIVED.

THE 1926 BLUE WATER MEDAL WAS PRESENTED TO LT. COMMANDER E.G. MARTIN RN, OF LONDON, ENGLAND, WHO, SAILING **JOLIE BRISE**, HAD PRE-

VIOUSLY WON THE FASTNET RACE IN 1925. BUILT BY PAUMELLE IN LE HARVE, FRANCE AND THE LAST OF THIS BUILDER'S FAMOUS PILOT BOATS, **JOLIE BRISE**, WITH CUTTER RIGGING, MEASURED 56 FEET OVERALL, A 48 FOOT WATERLINE AND 15 FEET 9 INCH BEAM. LEAVING ENGLAND, WITHOUT ANNOUNCING HIS INTENTIONS, MARTIN SET A COURSE ALONG THE COAST OF SPAIN AND PORTUGAL PASSING EAST OF MADIERA AND WEST OF THE CANARY ISLANDS, AVOIDING THE CALMS THAT PLAGUED THE AREAS NORTH OF LATITUDE 20 DEGREES. AFTER HEAVING TO IN TWO MODERATE GALES, MARTIN EVENTUALLY ANCHORED IN LARCHMONT HARBOR, NEW YORK, 47 DAYS AND TWO HOURS AFTER LEAVING ENGLAND. HE HAD SAILED 6,000 MILES ALMOST 3,500 OF WHICH WERE DEAD DOWNWIND UTILIZING A SQUARE RIG THAT HAD BEEN ADDED SPECIALLY FOR THIS PASSAGE. MARTIN, WITH HERB STONE AS CREW, WENT ON TO ENTER THE BERMUDA RACE THAT YEAR, BECOMING THE FIRST FOREIGN ENTRY INTO THE RACE AND FINISHING FIFTH. THE CALIBER AND DESIGN OF THE SIXTEEN BOATS IN THAT YEAR'S RACE SHOWED, THAT AS A RESULT OF THE COMPETITION, THE DESIGNS AND EQUIPMENT WERE IMPROVING.

WHEN **JOLIE BRISE** RACED TO BERMUDA HER NORMAL DISPLACEMENT OF 50 TONS WAS INCREASED TO 55 TONS FOR THE RACE AND THE PASSAGE BACK TO ENGLAND. AFTER REFITTING IN BERMUDA, SHE SAILED A GREAT CIRCLE COURSE FOR PLYMOUTH, ENGLAND, ARRIVING IN TWENTY-FOUR DAYS WITH A TOTAL ROUND TRIP PASSAGE OF 9,600 MILES. MARTIN'S GREATEST PRIDE WAS THE ACCURACY OF HIS NAVIGATOR, J.R.K. WARNEFORD, WHO PLACED EACH LANDFALL EXACTLY ON TARGET. THIS ACCURACY WAS PARTIALLY CREDITED TO THE NEW WIRELESS RECEIVERS, ADDED SPECIALLY FOR THE PASSAGE, WHICH GAVE ACCURATE TIME SIGNALS TO A FRACTION OF A SECOND. DURING THE PASSAGE, "AMERICAN AND EUROPEAN SIGNALS OVERLAPPED BY ABOUT TEN DAYS GIVING CONTINUOUS COVERAGE FOR THE ENTIRE PASSAGE. I HAD A SINGLE WALTHAM CHRONOMETER (8 DAY SMALL SIZE) AND WE ALWAYS KNEW OUR TIME TO WITHIN ONE-HALF SECOND." THE MEDAL WAS AWARDED FOR HIS FORTY-SEVEN DAY NON-STOP PASSAGE FROM ENGLAND TO NEW YORK, THE SEAMANSHIP, THE PLANNING, AND THE OUTFITTING OF THE BOAT. UPON THE COMPLETE OF THIS EPIC VOYAGE, THERE HAD BEEN ONLY MINOR CHAFING

OF RUNNING GEAR WHICH WAS REPLACED PERIODICALLY WITH NO OTHER DAMAGE TO THE **JOLIE BRISE**. INTERESTINGLY, THE **JOLIE BRISE**, UNDER DIFFERENT OWNERSHIP, WAS AWARDED THE MEDAL ON A SUBSEQUENT OCCASION.

BOB BAVIER'S 66 FOOT **DRAGOON**, A MARCONI KETCH, PROBABLY THE FIRST BOAT DESIGNED PRINCIPALLY FOR OCEAN RACING, WAS A PERFECT EXAMPLE OF THE NEW TREND IN OCEAN RACING. **DRAGOON**, PAUL HAMMOND AND ELIHU ROOT JR'S STAYSAIL SEAWANHAKA SCHOONER, **CYGNET**, AND JOHN ALDEN'S

**MALABAR VII** ROUNDED OUT THE TOP THREE FINISHERS IN THE 1926 BERMUDA RACE. WITH LIGHT WINDS AT THE FINISH, **MALABAR VII**, UTILIZING HER LARGE SAIL AREA CAME ON STRONG



AND BEAT **DRAGOON** BY TWO HOURS ON CORRECTED TIME.

IN THOSE DAYS THE WATERFRONT SCENE IN HAMILTON WAS A FAR DIFFERENT CRY FROM TODAY. PILOTAGE WAS MANDATORY AND THE NATIVE PILOTS WITH THEIR CREWS AT THE OARS RACED ACROSS THE HARBOR TO REACH THE CONTESTANTS TO VIE FOR THE JOB. THE ROYAL BERMUDA YACHT CLUB, FURTHER UP THE HARBOR FROM WHERE IT SITS TODAY, WAS THE FINAL DESTINATION. HORSE DRAWN CARRIAGES, RED COATED BRITISH SOLDIERS, AND PINK GINS WERE THE ORDER OF THE DAY. ASIDE FROM THE OCCASIONAL TRIP TO THE RBYC, ROWED ASHORE BY NATIVE MEN IN THEIR SMALL BOATS, NO ONE THOUGHT OF TAKING A ROOM ON SHORE AS THE REAL PARTIES TOOK PLACE ON THE YACHTS. MANY OF THE CCA MEMBERS HAD SERVED IN THE NAVY DURING WORLD WAR I WITH SOME ON THE SUB-CHASERS. SAMUEL WETHERILL, WINNER OF THE NAVY CROSS, WAS OFTEN FOUND IN SOMEONE'S COCKPIT PLAYING HIS UKULELE AND SINGING THE FAVORITE NAVY CHANTIES - "THE YANKEE SUB CHASER SQUADRON" AND "HAVE YOU HEARD ABOUT THE OCEAN RACE IN JUNE?". "USUALLY SOME MI-



Jolie Brise E. G. Martin London, England





# HISTORY OF THE CCA



NOR SCANDAL OCCURRED ASHORE WHICH MADE FOR GOSSIP ON THE CRUISE HOME. OF COURSE THE DISTAFF SIDE WAS NON-EXISTENT, EXCEPT FOR AN OCCASIONAL TALL, BLONDE, FOLLIES BEAUTY WHO WOULD BE WAITING FOR A FAR-SIGHTED CREW MEMBER, CAUSING ENVOIOUS MUTTERINGS AMONG HIS COLLEAGUES." HOPEFULLY, WHAT HAPPENED IN BERMUDA STAYED IN BERMUDA!

ON JANUARY 13, 1927 THE ANNUAL DINNER WAS HELD AT THE YALE CLUB IN NEW YORK AND MARTY KATTENHORN, PREVIOUSLY SERVING AS COMMODORE IN 1924, WAS ELECTED COMMODORE FOR THE SECOND TIME. HE AND VICE COMMODORE, GEORGE BONNELL, ORGANIZED A SUMMER CRUISE WITH AN OPEN-ENDED ITINERARY. STARTING IN BLOCK ISLAND SALT POND ON AUGUST 7 WITH SUGGESTIONS TO MOVE ON TO VINEYARD HAVEN. SINCE THE CAPE COD CANAL HAD YET TO BE OPENED, A VOYAGE AROUND THE CAPE WAS PLANNED WITH THE NEXT STOP IN GLOUCESTER. AS TIME PROGRESSED THOSE WITH COMMITMENTS AT HOME BEGAN TO DROP OUT. THE FREE SPIRITS CONTINUED ON TO MONHEGAN ISLAND, GRAND MANAN, AND DIGBY, NOVA SCOTIA, WHERE THE FINAL TEN HEARTY SOULS COMPLETED THE CRUISE WITH A LAYOVER FROM AUGUST 21 TO THE 28. THOSE WHO LINGERED IN DIGBY WERE EXPOSED TO ONE OF THE RARE HURRICANES THAT REACH NOVA SCOTIA. KATTENHORN, BONNELL AND HENRY BALDWIN WERE STILL AT ANCHOR AT THIS TIME AND WERE ABLE TO RIDE OUT THE STORM. BALDWIN, SINGLE-HANDING **PENIKESSE**, HIS 30 FOOT FRIENDSHIP SLOOP, DRAGGED ASHORE WHERE SHE WAS TO STAY FOR THE WINTER.

THE SAME STORM THAT CAUGHT THE YACHTSMEN IN DIGBY CAUSED THE LOSS OF THE GLOUCESTER FISHING SCHOONER, **COLUMBIA**, AND HER ENTIRE CREW OF TWENTY-SIX HANDS ON THE GRAND BANKS. THAT SUMMER, THE BOSTON SCHOONER, **AVALON**, WAS RUN DOWN BY AN ITALIAN STEAMER WITH THE LOSS OF ELEVEN HANDS. WITH A MEMBERSHIP OF JUST 200, THE NEW YORK AND BOSTON STATIONS RAISED \$1,000 TO BE DISTRIBUTED TO THE FAMILIES OF THEIR FRIENDS OF THE SEA. CONSIDERING THE VALUE OF THE 1927 DOLLAR, THIS WAS A SIGNIFICANT CONTRIBUTION AND A REAL SHOW OF CAMARADERIE.

HONORARY MEMBERS IN 1927 INCLUDED COMMANDER DONALD MACMILLAN, MAJOR ANTHONY FIALA AND CAPT. ROBERT BARTLETT MAKING UP A CONTINGENT OF FAMOUS ARCTIC EXPLORERS.

MACMILLAN'S SCHOONER **BOWDOIN**, NOW OWNED BY MAINE MARITIME ACADEMY, IS STILL SAILING THE NORTHERN WATERS AND, WITH CCA MEMBER PEG BRANDON AT THE HELM FOR A PORTION OF THE VOYAGE, COMPLETED A 2009 SUMMER CIRCUMNAVIGATION OF NEWFOUNDLAND. THIS CIRCUMNAVIGATION WAS IN COMMEMORATION OF NEWFOUNDLAND'S FAVORITE SON, HONORARY CCA MEMBER CAPT. "BOB" BARTLETT, KNOWN AS ONE OF THE FOREMOST SAILORS AND NAVIGATORS IN THE NORTHERN REGIONS. HIS HEROICS RIVALED THOSE OF SIR ERNEST SHACKLETON. BARTLETT GUIDED ADMIRAL PEARY TO THE NORTH POLE IN 1909, GOING ON TO NAVIGATE MORE THAN 400,000 MILES AND OVER 40 JOURNEYS TO THE ARCTIC. IN 1914 HE TREKKED 700 MILES IN 37 DAYS TO RESCUE THE CREW OF HIS SHIP, **KARLUK**, AFTER IS BECAME MAROONED IN THE ARCTIC ICE.

THERE WAS A BIT OF INTRIGUE IN 1927. DURING A HARD NORTHEAST GALE, ABOUT 100 MILES OFF CAPE MAY AND WHILE SERVING WITH THE U.S. COAST GUARD, CCA MEMBER JAMES H. MOLLOY AND TWO OTHER WATCH MATES ONBOARD THE 71 FOOT SCHOONER **WAYFARER II**, SPOTTED THE PHANTOM FLYING DUTCHMAN.

WITH MEETINGS CONTINUING TO BE HELD AT THE YALE CLUB, 1928 OPENED WITH ELECTION OF CHARTER MEMBER GEORGE P. BONNELL AS COMMODORE, THE BLUE WATER MEDAL TO BE AWARDED AT A LATER DATE. IN WORLD WAR I THE GOVERNMENT BUILT A LARGE GLASS ROOFED STRUCTURE WITH SIX 350-FOOT WET SLIPS FOR FITTING OUT DESTROYERS IN SQUANTUM, MASSACHUSETTS. AFTER THE WAR IT WAS CONVERTED TO THE VICTORY YACHT YARD, ACCOMMODATING 50-FOOT MASTS AND THOSE WHO CAREENED THEIR VESSELS TO MOVE INSIDE. MANY BOSTON STATION MEMBERS STORED THEIR BOATS AT THE YARD AND THE BOSTON STATION BEGAN THE UNIQUE IDEA OF HOSTING SOME OF ITS WINTER GAMS AT THE VICTORY YACHT YARD. WITH GALLEY STOVES GLOWING, THIS MADE AN EXCELLENT WEEKEND HIDEAWAY AND THE VENUE FOR MANY SOCIAL EVENTS.

THE 1928 BERMUDA RACE COMMITTEE WAS COMPRISED OF ELEVEN MEN (NINE OF WHOM WERE CCA MEMBERS) WITH HERB STONE AS CHAIRMAN. A MORE FORMAL MEASUREMENT RULE HAD BEEN ESTABLISHED INCLUDING SAIL AREA AND DEPTH. YACHT RACING DESIGNS BEGAN TO EVOLVE. THIS WAS THE RACE WHERE JIB-HEADED YACHTS BEGAN

TO PROVE THEMSELVES. THE TWENTY-FOUR YACHTS, WITH ONLY ONE WITHDRAWAL, COMPRISED THE LARGEST FIELD IN BERMUDA RACE HISTORY AND INCLUDED SOME REPEAT FAVORITES INCLUDING **DRAGON**, **MALABAR IV**, **MALAY** AND JOHN ALDEN'S NEW **MALABAR XI**. THE SCHOONER **ELIZABETH**, FROM CHICAGO, WAS THE FIRST FRESH WATER ENTRY IN THE YOUNG HISTORY OF THE BERMUDA RACE. THE RACE WAS A FAIR WEATHER RACE WITH THE MAJORITY OF THE WINDS FROM THE EAST AND A THREE DAY CALM WHICH CHANGED THE STANDINGS DRAMATICALLY. **YANKEE GIRL II**, A HAND DESIGNED SCHOONER, SAILED BY CCA MEMBER DR. GEORGE WARREN OF NEW BEDFORD, APPEARED THE WINNER WHEN **RUGOSA II**, A CONVERTED NEW YORK 40, SAILED BY RUSSELL GRINNELL SUDDENLY APPEARED IN TIME TO BE FIRST TO FINISH, FIRST IN CLASS A AND FIRST OVER ALL ON CORRECTED TIME. CLASS B WINNER, RAYMOND FERRIS'S 45 FOOT, A WILLIAM ROUE DESIGNED NOVA SCOTIA SCHOONER, WON CLASS B AND TOOK SECOND IN THE FLEET. THAT YEAR SAW AN INNOVATIVE CLASS FOR YACHTS UNDER 35 FEET. HARRY PIDGEON'S, 34 FOOT **ISLANDER**, CREWED BY TWO SENIOR CCA MEMBERS, COMMODORE GEORGE BONNELL AND PAST COMMODORE MARTY KATTENHORN, WON THE CLASS CONSISTING OF THREE OTHER BOATS. ONE OF THE CONTESTANTS, **SVAAP**, SAILED BY WILLIAM ROBINSON, TOOK TWELVE DAYS TO FINISH THE RACE AFTER ENCOUNTERING GALE FORCE WINDS. UNDAUNTED, ROBINSON CONTINUED ON AFTER THE RACE AND COMPLETED A CIRCUMNAVIGATION WHICH EVENTUALLY WON HIM A BLUE WATER MEDAL.

THE 1928 RACE TO SPAIN WAS THE FIRST TRANS-ATLANTIC RACE SINCE 1905 WHEN CCA MEMBER HENRY HOWARD WAS CO-ORGANIZER WITH KING ALPHANSON OF SPAIN. THE EPIC 1905 RACE FROM SANDY HOOK TO THE LIZARD, WON BY THE THREE MASTED SCHOONER **ATLANTIC**, ESTABLISHED A LONG STANDING RECORD OF 12 DAYS, 4 HOURS, 1 MINUTE AND 19 SECONDS. THE 1928 RACE WAS A REVERSE HANDICAP WITH THE LARGER BOATS LEAVING A WEEK AFTER THE SMALLER FLEET ALLOWING ALL BOATS TO FINISH IN SPAIN AT THE SAME TIME. **ATLANTIC**, THE FAVORITE, WITH CHARLES FRANCIS ADAMS (FORMER SECRETARY OF THE NAVY AND HELMSMAN OF AMERICA'S CUP FAME RESOLUTE) AND CHARLES FRANCIS ADAMS JR. ONBOARD, FINISHED SECOND BEHIND THE FAMOUS **NINA** DUE TO **NINA'S** ABILITY TO BEAT INTO THE

# HISTORY OF THE CCA

STRONG EASTERLY THAT DEVELOPED NEAR THE END OF THE RACE. WITH THE KING OF SPAIN INVOLVED IN THE RACE, THE FESTIVITIES IN SANTANDER WERE OF A ROYAL NATURE. UPHOLDING TRADITION, ONE CCA MEMBER "FELL ASLEEP" IN A SECLUDED CORNER OF THE PALACE AND WAS NOT FOUND UNTIL MORNING AT WHICH TIME HE WAS ROYALLY TRANSPORTED TO THE ROYAL SPANISH YACHT CLUB IN A DONKEY DRAWN HAY CART. THE 1928 RACE WAS THE TWILIGHT FOR THE LARGE, GAFF RIGGED, CREWED SCHOONERS AND BEGAN THE ERA OF SMALLER YACHTS CREWED BY AMATEURS. THIS WAS ALSO THE FIRST TIME THAT THE CLASSES WERE RACED USING HANDICAPPING RULES AND BOATS WERE BEING BUILT TO TAKE ADVANTAGE OF THE RULES. THE INITIATION OF THESE RULES PRODUCED SOME VERY FAR OUT CONCEPTS WITH THE APPEARANCE OF SOME BEING COMICAL AND BEYOND.

LIFE MEMBER, HENRY HOWARD, MENTIONED IN CONJUNCTION WITH THE SPANISH RACE, WAS OWNER OF **ALICE**, A 52-FOOT SHOAL DRAFT CENTERBOARD KETCH DESIGNED BY HONORARY CCA MEMBER RALPH M. MONROE OF COCONUT GROVE, FLORIDA. MONROE, A PIONEER IN SOUTH FLORIDA, WAS CONSIDERED THE FIRST REAL YACHTSMAN IN FLORIDA, ENJOYING THE WINTER CRUISING WHILE OTHERS HAD THEIR BOATS UNDER COVER. CENTERBOARD BOATS WERE NOT CONSIDERED SUITABLE FOR OFFSHORE CRUISING, MOST SAILORS



PREFERRING A DEEP DRAFT KEEL, BUT HOWARD PROVED MONROE'S DESIGN BY SAILING **ALICE** FROM MOOREHEAD CITY TO ST. THOMAS, VIRGIN ISLANDS. HOWARD CONTINUED CRUISING **ALICE** UP AND DOWN THE COAST AND IN THE BAHAMAS UNTIL AGE SEVENTY. HOWARD ALSO RECEIVED A CITATION FROM THE UNITED STATES GOVERNMENT FOR THE DESIGN AND IMPLEMENTATION OF THE 40-MILLIMETER ANTI-AIRCRAFT GUN USED MANY CCA MEMBERS DURING WW II.

THE JANUARY DINNER IN 1929 AT THE YALE CLUB SAW EDWARD CRABBE INSTALLED AS THE NEW COMMODORE AND THE BLUE WATER MEDAL FOR 1927 WAS AWARDED TO FREDERICK L. AMES OF BOSTON, THE FIRST MEMBER OF THE CCA TO RECEIVE THE HONOR. AFTER CROSSING THE ATLANTIC IN 1926, AMES SAILED HIS 50-FOOT SCHOONER, **PRIMROSE** ACROSS THE NORTH SEA TO THE FAROE ISLANDS, BEING HOVED FOR A DAY, AND THEN ON TO REYKJAVIK, ICELAND. FROM ICELAND **PRIMROSE** PROCEEDED SOUTH OF GREENLAND AND WITHIN TEN DAYS ARRIVED IN BATTLE HARBOUR, LABRADOR. THIS WAS THE SAME ROUTE OF COMMODORE WILLIAM NUTTING AND HIS ILL FATED PASSAGE WITH THE LEIV EIRIKSSON IN 1924. ROUNDING CAPE FAREWELL, GREENLAND, THE ENSIGN WAS FLOWN AT HALF-STAFF IN MEMORY OF NUTTING AND THE CREW OF THE EIRIKSSON. CONTINUING SOUTH, AMES WAS HIT WITH HEAVY WINDS IN THE STRAITS OF BELLE ISLE, THE SAME EARLY FALL HURRICANE WHICH CLAIMED THE FISHING VESSEL, **COLUMBIA**, AND HER CREW. AFTER SURVIVING A MINOR COLLISION WITH A NORWEGIAN FREIGHTER, THEY ARRIVED IN NEWPORT, RHODE ISLAND, AFTER LEAVING PORTSMOUTH, ENGLAND, FIFTY EIGHT-DAYS EARLIER.

DURING THE SUMMER OF 1929, THE YACHT RACING WORLD TOOK NOTICE OF A NEWLY DESIGNED 30-FOOT YACHT, **KALMIA**, DESIGNED FOR ARTHUR HATCH. HATCH HAD COMMISSIONED A YOUNG NAVAL ARCHITECT BY THE NAME OF OLIN STEPHENS TO DESIGN THE SLOOP

WHICH TURNED OUT TO BE A SMASHING SUCCESS. THAT SUMMER, THE FIRM OF SPARKMAN & STEPHENS WAS FORMED BUT, THAT'S A STORY FOR ANOTHER TIME.

IN 1928, A GLOUCESTER FISHERMAN, CAPTAIN HOWARD C. BLACKBURN, WAS MADE AN HONORARY MEMBER AND IN 1929 THE CLUB RENDEZVOUSED IN GLOUCESTER TO PRESENT A PAINTING OF BLACKBURN TO THE MASTER MARINERS ASSOCIATION OF GLOUCESTER. BLACKBURN HAD BEEN A DORY FISHERMAN ON THE GRAND BANKS AND IN A WINTER SNOWSTORM HAD BECOME SEPARATED FROM HIS MOTHER SHIP, THE **GRACE L. FEARS**. LOSING HIS MITTENS WHILE BAILING THE DORY AND WITH HIS DORY MATE DEAD IN THE BILGE, BLACKBURN REALIZED HIS HANDS WERE FREEZING AND WRAPPED HIS FINGERS AROUND THE OARS, ALLOWING THEM TO FREEZE IN PLACE. AFTER FOUR DAYS OF ROWING IN UNBELIEVABLE CONDITIONS, WITH NO FOOD OR WATER, BLACKBURN REACHED LITTLE RIVER, NEWFOUNDLAND. FROST-BITE NECESSITATED THE REMOVAL OF ALL OF HIS FINGERS AND MOST OF HIS TOES. AFTER RECOVERING FROM THE LOSS, HE CONTINUED WITH HIS LIFE AND LOVE OF THE SEA, ROUNDING CAPE HORN IN A FISHING SCHOONER DURING THE GOLD RUSH DAYS, BUILDING HIS OWN 30 FOOT FISHING SCHOONER IN SPITE OF HIS DISABILITY AND, IN 1899 SAILING SINGLE-HANDED FROM GLOUCESTER, MASSACHUSETTS TO GLOUCESTER, ENGLAND IN SIXTY ONE DAYS. NOT TO BE STOPPED, HE BUILT A 34 FOOT SLOOP AND SAILED FROM GLOUCESTER TO SPAIN IN THIRTY EIGHT DAYS! RUMOR HAS IT THAT IN THOSE DAYS, A MAN COULD NOT BE BURIED AND GO TO HEAVEN UNLESS HIS BODY WAS WHOLE. THE HOSPITAL GAVE HIM HIS FINGERS AND TOES IN A BOTTLE TO KEEP WITH HIM UNTIL HIS DEMISE BUT, TIRED OF THE IDEA, BLACKBURN THREW THE BOTTLE OVERBOARD ON ONE OF HIS PASSAGES CREATING HIS OWN PARTIAL BURIAL AT SEA. TRULY A REMARKABLE MAN.

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



# Automatic Identification System (AIS)

A question making the rounds among some CCA members on the internet recently has been, "Should AIS be recommended for coastal and offshore cruising and should it be required for offshore racing? Some strong opinions have been voiced and not all are in agreement.

## Background

AIS (Automated Identification System) was designed and implemented to prevent collisions at sea. It does this by transmitting a VHF signal to other vessels equipped with an AIS system. The transmission provides data about the vessel's movement using their MMSI number to identify the vessel and to determine the vessel's maneuvering characteristics and Closest Point of Approach (CPA).

This is an evolving technology using VHF Channels 87B and 88B. At present, three systems are available, namely Class A and Class B & C.

Class A is required equipment on all regulated US flagged vessels (generally over 65 feet, over 300 tons, passenger vessels etc.) no matter where they are, regulated foreign vessels plying US waters and some other vessels including most tow boats over 26 feet. The systems required on these vessels include dedicated transmitters and two receivers, dedicated displays and other interface equipment. These systems transmit at least once every 10 seconds and can digest up to 4,000 responses per minute. Power consumption is at least 12.5 Watts which excludes them from being considered by many recreational vessel owners.

Similar to Class A are the Class B systems for non-regulated vessels which includes recreational vessels. These are optional equipment with reduced operating system design. For example, the transmission rate is once every 30 seconds reducing the power drain, some data and dedicated interfaced equipment are not required and so on. Class B systems transmit

and receive (two receivers also) and some have a built-in display while others require a laptop or chart plotter for the display.

Finally, there is Class C, really a subset of Class B which receives only. As with class B, some of these have a display while others require a connection to an external display.

For more information, some excellent sources on the web are:

Wikipedia: [http://ekipedia.org/wiki/Automatic\\_Identification\\_System](http://ekipedia.org/wiki/Automatic_Identification_System)  
USCG with links to more detail: <http://www.navcen.uscg.gov/enav/AIS/default.htm>

Soundings, June 2009: [www.sounding-sonline.com/boat-shop/tech-talk/237842-breaking-down-the-abcs-of-ais](http://www.sounding-sonline.com/boat-shop/tech-talk/237842-breaking-down-the-abcs-of-ais).

## The Current Status

Class A systems have been around for about ten years and over 20,000 have been installed on regulated vessels. It's required by the IMO (International Maritime Organization) and therefore endorsed by the 193 member countries. These systems certainly make a lot a sense when considering the limited maneuverability of ships and concerns with CPA when other large vessels are in the area.

Class B was finally authorized by the FCC for use in the U.S. last November although it and Class C had been available and in use in Europe for several years.

The ISAF (International Sailing Federation) in their Offshore Special Regs requires AIS. For Category 0, a Class A is required. The requirement for Category 1 and

2 is not specified, but it must be a transponder meaning at least a Class B. For more details, see rule 3.29.1(n) at <http://www.sailing.org/documents/special-regs.php>.



The 2010 Newport-Bermuda Race waived this requirement in Appendix A of the NOR but noted "it will probably be a requirement for the 2012 Race".

New on the horizon is AIS using low orbiting satellites accessible by standard VHF radios. This has great potential including vessel tracking, DSC communication perhaps and so on. Stay tuned.

## Advantages and Disadvantages of AIS

AIS is clearly a navigational advancement. It successfully enables large vessels to automatically determine the maneuvering intentions of other vessels in their proximity without the need to hail them on the VHF and without the need to speak in another language. With automatic determination of CPA and automatic alerts and alarms, no one could argue it isn't a major step in collision avoidance (just ask the Captain of the *Andrea Doria*).



Knowing what another vessel, particularly a large vessel or a tow's intention is goodness and the ability to hail the other vessel by name is certainly helpful in getting attention. Much of the rest of the data such as the hailing port of the vessel, the last port and next port, the cargo, etc. is for the benefit of the authorities and while perhaps interesting, is not of particular value to cruisers.

There are some hurdles with these systems however that aren't immediately obvious. Any electronic device that transmits in the U.S. must have a license. Through remarkable convoluted logic, Class B systems don't require a license to transmit because recreational U.S. vessels are not required to obtain a license to transmit on VHF. But the fly in the ointment is, AIS requires an MMSI number to key on. These can be



## Automatic Identification System (AIS)



obtained from the FCC (\$160 at present) or from other sources which are free such as Boat U.S., Tow Boats and now, the U.S. Power Squadrons.

The numbers given by the FCC to BoatUS etc. are in blocks of 5,000 and they are entered into the USCG's data base when assigned. Unfortunately, the FCC doesn't pass that data on to the IMO or the ITU and they are therefore not recognized by foreign regulated vessels or even foreign authorities when a DSC alarm is activated.

If you plan to cruise or race offshore, it would be prudent to obtain your MMSI from the FCC but be sure to list every transmitting device you think you might ever install on your boat even if you don't have it yet and your wife hasn't heard about it yet. There is no additional charge for including this equipment on the application, but there will be if you have to modify your license for another \$160 to register new equipment at some later date.

Class B transceivers are interactive with Class A systems but unfortunately, older Class A systems may not recognize a Class B transmission unless they have been updated.

Another drawback just being becoming recognized is that many recreation boats returning to harbor do not turn their VHF off and with it, their AIS. The result is many AIS responses continue to be transmitted by vessels not maneuvering masking the signal of those that are and defeating the system. If you have one on board, please turn it off when you get back or are anchored.

### Avoiding Collisions

Although we might not agree on every point, experienced sailors know what is

important to avoid a collision with a regulated vessel underway and here is my opinion (and here is where I get into trouble):

1. Stay away from regulated vessels underway including tows.
2. Maintain a proper lookout.
3. Ensure the radar is operating and monitored when in proximity of anything and when visibility is questionable or limited.
4. Have a fixed-mount VHF radio (25 Watt) accessible at the helm.

Not all collisions occur with regulated vessels underway but rather with things that don't move and are oftentimes, submerged and hard. So in addition to the above:

5. A current paper chart for the area. If a chart plotter is used, the date of the program should be current and the datum

reconciled to the latest paper chart. Further, the accuracy of the plotter should be confirmed before relying upon it.


6. A reliable GPS with a large display visible to the entire crew and a backup GPS.
7. A reliable depthfinder adjusted to indicate charted depth.
8. A rested crew who know how to operate the equipment on board.

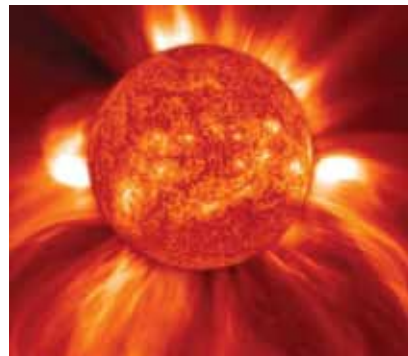
### Conclusion

AIS technology is a major step forward in the quest for safety while underway, particularly with large ships with limited maneuverability. It is not however the all encompassing safety device as some advertising copy would suggest but rather, a system supporting conventional equipment and prudent seamanship.

My thanks to those who have commented on a previous draft and contributed to this.

*Walt Paul, Chair, Offshore*

*Communications and Electronics* 



### Sustainable Source of Energy

Wind-Photovoltaic-BioFuels-BioMaterials

### Looking for Interested Sailors

The CCA Environment of The Sea Committee has posted for two years a web page devoted to "Energy Conservation" and methods to reduce the carbon footprint of yachts.

[www.cruisingclub.org/seamanship/environment/energy\\_cons.htm](http://www.cruisingclub.org/seamanship/environment/energy_cons.htm)

One possible outcome of our interests may be the sponsoring of an International Green Yacht Design Competition to help bring forward designs for the future of yachting.

We are looking for interested members who would like to be kept informed on this endeavor. If you would like to be kept informed, make suggestions to the web page, or participate in future projects, please contact Ted Brainard at [ecbrainard@verizon.net](mailto:ecbrainard@verizon.net).



## 2009 Annual Meeting at NYYC



*Bob Drew, Gil Middleton and Bob Von Blaricom*



*Barbara Watson-Clapp and  
Joyce Lhamon*



*Board Meeting*



*Our New Commodore Sheila McCurdy*

*Photos  
by  
Chris  
Otorowski*



*Checking them in!*



*Commodore Sherbrooke*



*Gerry Clapp and Jack Towle*



*Hans Himmelman, Larry Somers and  
Sandy Weld*



## 2009 Annual Meeting at NYYC



*Milt Baker and Paul Ives*



*Peter Willauer and Bill Cook*



*Ross and Kathleen Sherbrooke*



*Commodore Sheila McCurdy welcomes new Vice Commodore Dan Dyer*



*Sheila McCurdy and Ross Sherbrooke*



*Tad Lhamon, Gil Middleton and Michael O'Byrne*



# Annual Awards Banquet



*Nancy Eills and John Eills  
with Diana Russell*



*Nancy McKelvey and Bob Drew*



*Steve Taylor*



*The Model Room at NYYC*



*Jim Hammit and wife Susie Klein with  
Liza and Peter Chandler*



*Sir Robin Knox-Johnston and Rich Wilson*

*Photos by Dan Nerney*



*Rich Wilson, Tanner Rose, David Tunick and Ross Sherbrooke*



*Charlie Willauer, Leslie Schneider, Queene Foster and  
RC Bill Cook*





## Ski Gam



Our second annual cruise to the mountains took place above six thousand feet in the Wasatch Range of Utah the second week in February. Known for its champagne powder and home of the 2002 Olympics,

It was apparent that this crowd can really ski. This was not a "spring chicken" bunch and the average age was probably close to seventy and there were no slackers in the group. By the end of the week, the daily sign up sheet had twice as many "all terrain trail" sign ups as the "groomers"!



*The Groomers at Canyons*

*L-R Barbara Watson-Clapp, George Stoneman, Bobbie Daniels & Seymour Beek, Patti Young & Paul Hamilton, Mary Treanor, Steve James, Sandy Durant, Tom Kenney, Peter Pallette, Karyn James, Groomer leader Harriett, Lindsay Durant, Vivian Harquail, Ross Sherbrooke and Alan Harquail*

it harbors about ten major ski areas within an hour of Salt Lake City's airport. The CCA Utah GAM 2010 sold out with forty



*Ross Sherbrooke, Cathy & Allan Rae, Ross Santy*

members and guests attending. Commodore Ross Sherbrooke's innovation has been a great success!



*Alta*

*View west to Supreme, on the hike to Catherine's area*

It had been a difficult snow season but the front range of the Wasatch had just ended a long drought a week before the

Gam. While there were no big dumps the second week of February, folks like Rick and Linda Olney who have a home at Alta, Don Bekins who has spent a lifetime skiing there, and son-in-law Scott McCulloch, Malcolm and Luli MacNaught with abodes in Park City, were all great "pilots" steering the all-terrain troupes to hidden stashes.

We had several group dinners including a chili supper in the club room at the Canyons Resort and Grand Summit Hotel and at "McCulloch's" to get a taste of Park City. One evening, Karyn and Steve James gave us a wonderful presentation on their adventures in the Atlantic's high northern latitudes. On another evening, Barbara Watson-Clapp presented the history of our southern sailing brethren along with some great photos.

Thanks to the Ski Gam committee members: Rick and Linda Olney, Alan Harquail, Sham Hunt, Malcolm and



*Finale Dinner, Ticinos at Deer Valley Sham Hunt and GamMeister Bill Polleys*

Luli McNaught, Ross Sherbrooke, Barbara Watson-Clapp and Gerry Clapp, Mary and Scott McCulloch, and to our "pilots" Vivian Harquail, Harriet Lytle, Barbara Watson-Clapp, Don Bekins, Scott McCulloch, Nancy Polleys, the McNaughts who led the groomers all over Alta and the Wasatch safely.



*Bea Peck, Peggy French, The Commodore & David Brown*

Final note: Save the dates Friday, February 11 through Friday, February 18 for our 2011 Ski Gam. We had a 30% increase in attendees this year, taxing the capacity of our current venues and "staff" so space will probably be somewhat limited next year.

*GamMeister Bill Polleys*



*Bill introduces Steve and Karyn James*

*Photos by Barbara Watson-Clapp*



## Special Profile – Henry “Harry” H. Anderson, Jr.

Harry Anderson is a living legend in the world of sailing. As past commodore of the New York and the Seawanhaka Corinthian Yacht Clubs, recipient of the American Sail Training Association Lifetime Achievement Award, accomplished 6 meter sailor, Executive Counselor to the United States Yacht Racing Union, benefactor to many school sailing programs, contributing author and a 44 year member of the

CCA, he has done and seen most everything related to sailboat racing. He is actively plying the waters in his 40 foot modified Rosborough lobster boat, *Annie B*, and was part of the action in the 12 Meter Worlds last fall in Newport.

Harry grew up in Oyster Bay and then went off to the Adirondack-Florida School on Biscayne Bay, Florida, graduating in 1938. Back then, Harry sailed daily at the



*John Rousmaniere and past NYYC Commodore Harry Anderson on the occasion of the recently published history of the New York Yacht Club, to whom the new history is dedicated.*



Harry Anderson, 1936

Ransom Everglades School



Harry with crayfish bucket, 1937

Ransom Everglades School

Biscayne Bay Yacht Club in boats such as ‘Suicides’ and ‘Moths’ and competed against each other on a regular basis.

Upon graduation from AFS, Harry Anderson spent one year at the Andover School in Massachusetts and then went to Yale University, where he helped to build

what would become one of the most prestigious sailing programs in the country. When Harry arrived at Yale, the university had no boats or boat house. Harry ushered in the beginnings of the Yale University Sailing Team.

Perhaps

one of Harry Anderson’s biggest accomplishments is his influence on the Racing Rules of Sailing. Along with Dave Perry, a fellow Yale graduate, Harry was intimately involved in developing the rules of Team Racing, the Appeals Committee and the International Sailing Federation’s Case Hearings.

In his work for the America’s Cup, he acted as a liaison between the Cup and President Eisenhower, where he essentially taught the president the tactical side of sailing through play-by-play commentary of the race as it was happening.

The sport of sailing would not be where it is without Harry Anderson. Regattas such as College Sailing’s Harry Anderson Regatta, held at Yale at the beginning of every fall, and Ransom Everglades’ own Anderson Cup Alumni Regatta are only a small homage to the man that has helped the sport progress to where it is today.

Harry, your fellow CCA members salute you!



Harry at the wheel, 1998

Dan Nerney

Ransom Everglades School

*NY Times: September 2009*

NEWPORT, R.I.—Something familiar caught Harry Anderson’s eye as he walked the docks of Newport recently. Anderson, the former commodore of the Seawanhaka Corinthian and the New York Yacht Clubs, saw the 80 wooden sailboats that had been gathered for the Museum of Yachting’s annual Classic Yacht Regatta, but there was one, its sharp bow and white topsides glistening in the sun, that he had not seen since the late 1940s. It was *Goose*, a 1938 International Six Meter with a towering spread of white sails and a hand-crafted hourglass wooden hull. Anderson spent his summers as a youngster grinding her winches and working her spinnaker.

*Goose*, along with 24 others from the 1930s, ’40s and ’50s that have been restored to racing trim, were tuning up for last week’s International Six Meter World Cup, which started Tuesday. Many of them competed against one another for the first time since they were first raced.

“In my school days in the ’30s, our job was to stay below and crank as fast as we could; all we could see was sky looking up from under the deck,” said Anderson, who is one of the last remaining crew members of the boats that were raced in the Olympics by kings and used for training by America’s Cup legends like Briggs Cunningham, Harold Vanderbilt and Sherman Hoyt.

*Thanks to our Historian Jack Towle and to the Ransom Everglades School Alumni Magazine and Ransom Everglades alum Christine Marie (2004), we are pleased to publish this profile of our own Harry Anderson, a sailing legend.*

This is a piece on the Bermuda Race website and we believe it captures many of our thoughts about the Bermuda Race. This was written by then Vice Commodore Sheila McCurdy and it is too good not to share. – *The Editors*



## Why We Race

“I have raced every Newport Bermuda Race since I was 22 except for two times when I was sailing to Europe. I have raced on six different boats including skippering my family’s 38-footer *Selkie* to second overall in 1994. My father raced to Bermuda every two years for forty years. There must be a good reason.

### Why *do* I race to Bermuda?

I am competitive, but there are ample opportunities for sporting contests near shore.

I am intrigued by the logistics of boat preparation that improve the odds of success well before the start, but I could organize other aspects of my life better instead.

I am drawn to the sparse simplicity of life on the ocean, but there are easier ways to venture to sea.

I love the teamwork and friendship of the crew, but 100 hours of steamy, close-quarters living may be excessive.

I love weighing the strategies and tactics that would serve my boat and crew best in the changing weather patterns and currents of the course, but I could develop a video game for about the same cost and stay dry and well rested.

I love seeing Bermuda rise from the horizon on a starry night or pink morning, but jets get there quicker.

I love the fleet converging in a sprint to the finish after days of solitude, but I could do finish line duty.

I love the stories of triumph and excuse at the Royal Bermuda Yacht Club as the fatigue and frustrations of the race wash away with the first shower and cold drink, but I could stay up all night and reread very similar stories from 2004 or 1932.

I love the reunion in Bermuda of sailors and families of all generations whom I have known for decades and see too seldom, but I could pick up a phone or drive down the highway instead.

I have no definitive answer yet. Maybe I’ll know after the 2008 Race. Come by *Selkie* at the RBYC, and Ill tell you then.”

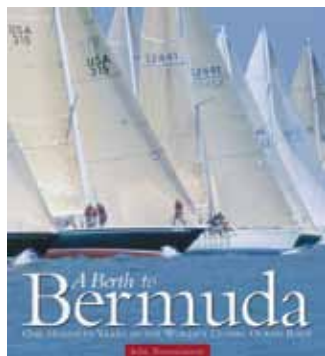
Sheila McCurdy 





## ***Bermuda Race 2010***

*Under chair Bjorn Johnson and his 150+ volunteers, the 2010 Race promises to be another great adventure. It is one of the best offshore experiences anyone can have. Check out the website at [www.bermudarace.com](http://www.bermudarace.com) and start getting your boat ready for this flagship event of the CCA.*



*The must read for anyone racing to Bermuda.*

***“Berth to Bermuda”*** by John Rousmaniere  
*available through Mystic Seaport.*

## **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.

## **In Memoriam**

Samuel Bell, Jr., CHE, 11/25/2009  
James Butterfield, PNW, 5/23/2009  
Radley H. Daly, ESS, 1/5/2010  
Richard C. Elliott, SOC, 5/30/2009  
Richard W. Hube, Jr., BOS, 12/21/2009  
Edmund H. Kendrick, BOS/GMP, 12/12/2009  
Peter B. Nalle, NYS, 2/26/2010  
Langdon F. Parrill, SOC, 11/22/2009  
James M. Sink, SOC, 1/3/2010  
Frederick Sturges III, ESS, 5/4/2009  
Llewellyn Vorley, BER, 12/2009  
Stuyvesant Wainwright, II, NYS, 3/7/2010  
Donald C. Watson, BOS/BUZ, 3/8/2010

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



*Newport Harbor*



## Welcome New Members



### SCHOFIELD ANDREWS III (SANDY)

Northeast Harbor, Maine  
Spouse: Eleanor (Elly)  
Station: BOS/GMP  
Proposer: Stockton N. Smith



Sandy spent his early childhood years sailing with the Northeast Harbor Fleet, as well as cruising the East Coast with his parents each summer. In the early 70's he sailed from Wellington, NZ to Portugal on *Ondine*, on which he also raced extensively through 1976, including a Transpac. After business took Sandy out to Hong Kong in 1980, he and Elly spent 4 years racing out of the Royal Hong Kong Yacht Club and cruising the waters of the New Territories. His relationship with the Northeast Harbor Fleet continued during his years as a banker overseas, culminating recently with 2 years as Commodore. Sandy continues to race actively in IOD's in the NEH Fleet races. In 2009 Sandy and Stockton Smith completed a circumnavigation of Newfoundland on *Weather Gauge*. It was thanks to Sandy's skilled interpretation of the satellite transmitted surface analysis chart (as compared to the weather channel broadcast) that the crew ducked into Port au Choix and avoided a northeast gale which blew for almost 2 days. Sandy's quick thinking also prevented a serious engine malfunction about 30 minutes before icebergs were spotted. Sandy is clearly the type

of shipmate any CCA member would be happy to welcome on board.

Membership: Northeast Harbor Yacht Club

### CLARK BRYAN BEEK

San Francisco, California  
Station: SAF  
Yacht: Salar 40  
Laurent Giles Ketch *Condesa*  
Proposer: John M. Robinson



Clark hails from a seagoing family in California – his father Seymour Beek is Secretary/Treasurer of the SOC station. As a youth, Clark worked as a deckhand on the family-run ferry service from Newport Bay to Balboa Island. Besides cruising in the Channel Islands, and dinghy racing, Clark also won many local and regional windsurfing championships. His love of the ocean led him at age 29 to take a one-year sabbatical – which became a 10-year 60,000 mile circumnavigation! He left California on *Condesa*, crossed the Pacific, through the Torres Strait, then on to Brazil via the Cape of Good Hope. He survived being run over by a container ship, attacked by a Rottweiler, and went through the tsunami in Thailand. Finally, he rounded Cape Horn and completed most of the homeward leg from Tierra del Fuego sailing solo. Many CCA members will be familiar with Clark's writings for a variety of sailing publications, or have heard him speaking about his voyages. Full details of his hair-raising circumnavigation adventures can be enjoyed on his website: [www.condesa.org](http://www.condesa.org). Clark is a welcome shipmate to his many friends

due to his nautical skills and easy-going disposition.

### DR. ARTHUR S. BILLINGS

Treasure Island, Florida  
Spouse: Patricia (Trish)  
Station: FLA  
Yacht: Hood/Bristol  
47' Sloop/Cutter *Cynosure*  
Proposer: Charles E. Morgan, Jr.



Art's earliest sailing experiences were carried out on a variety of vessels on the lakes, rivers and coastline of Maine. In 1990 he purchased his Ted Hood designed Bristol, and in 1992 he and Trish began life aboard full-time on *Cynosure*. In 1993, they left Florida for Mexico and Belize to begin their circumnavigation. They crossed the Caribbean to Puerto Rico then south to Trinidad, entering the Pacific through the Panama Canal in March 1995. There were many long passages across the Pacific, including one of 29 days from the Galapagos to French Polynesia. Art and Trish finally arrived in New Zealand in November 1995, where they stayed for 7 months. Leaving New Zealand for Australia and Indonesia, they dropped anchor in Thailand in December 1997. On their way across the Indian Ocean they spent 3 months on the uninhabited atoll of Chagos. They rounded the Cape of Good Hope in early 1999, encountering severe storms. Art and Trish arrived back in Florida in May 2001, successfully completing their 52,000 mile circumnavigation. Since that time they have logged many cruising hours in the Bahamas and Caribbean.



## JOHN CORREA

Trenton, Maine  
Spouse: Marcie  
Station: BOS  
Yacht: Hinckley Pilot 35' *A Cappella*  
Proposer: Louis Meyer



John was introduced to boats and the water through an extended Cape Cod family, sailing on the Bass River, first in a Beetle Cat *Undecided*, and later in a Wianno Senior Alert. John has spent his life on or near the water in the Southwest Harbor area. His many years of employment as Service Manager at Bass Harbor Marine, with subsequent years spent at Tom Morris Yachts and the Hinckley Company, provided John the opportunity to work in a yachting environment which would be the envy of all sailors. John is a seasoned navigator, with a distinguished record on countless Marion/Bermuda and Newport/Bermuda races, as well as the Halifax and Gotlund Runt races. He maintains his classic Hinckley Pilot to the highest of standards. John is regarded as a fine shipmate especially in the most challenging of weather conditions, with the courage to dive into frigid waters and free up a fouled prop or cut off a portion of a bent rudder! John's proposal for membership in the CCA is put forward by Louis Meyer, who notes that with John on board Louis' own Hinckley *Strummer*, his racing results always seem to improve.

Military Service: US Army 1967-1970

## BRYANT HARRIS DAVIES

Wilmington, Delaware  
Station: CHE  
Yacht: 26' Power Catamaran  
Proposer: Robert Thomson



Bryant comes from a CCA family with a lifetime focus on the water, completing his first Annapolis-Newport race at the tender age of 12. He has raced with his father, Dr. Allen Davies (CHE) for around 30 years on the Chesapeake Bay and offshore, notably as first mate on countless Bermuda races, as well as One-Ton races in Newport. These experiences have earned him a reputation as a superb helmsman, navigator and tactician. Bryant and his father had a series of boats named *GIN*, two of which they built, in their ocean racing pursuits. They are currently racing a Frers 45 *NOW*. Bryant's smile and sense of humor are infectious, and his competence and agility around a vessel during a race are a tremendous asset. His shipmates are known to sleep exceptionally well when Bryant is on watch!

### Safety at Sea Resources:

[http://www.cruisingclub.org/seamanship/seamanship\\_safety.htm](http://www.cruisingclub.org/seamanship/seamanship_safety.htm)

### 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](http://www.cruisingclub.org/pdfs/safety_inflatable_pfds.pdf)

## DAVID FRAIZER

Marblehead, Massachusetts  
Station: BOS  
Yacht: Rhodes 19' *Clover*  
Proposer: David F. Millet



David's formative years were spent sailing with his family on a series of dinghies and small boats, including one-designs, culminating with a voyage on a 103' schooner. David is a competitive helmsman, and has been active in the J24 racing fleet out of Marblehead. He has sailed for most of the past 10 years with CCA member Neal Finnegan on *Clover*, logging thousands of miles as captain/navigator on transatlantic, Newport/Bermuda and Halifax races. In addition, he has found time to complete multiple deliveries to the BVIs and a double-handed delivery from Spain to Italy. David is regarded by all who know him as a shipmate with a positive attitude, who enjoys sharing his passion for sailing and focus on safety. In addition to his sailing skills, David is an excellent athlete, who was Assistant Athletic Director at Northeastern University, where he still devotes many hours to athletic fund raising activities and mentoring programs.

Membership: Corinthian Yacht Club, Marblehead

### Fleet Surgeon



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

[http://www.cruisingclub.org/seamanship/seamanship\\_surgeon.htm](http://www.cruisingclub.org/seamanship/seamanship_surgeon.htm)

## JOHN FRANCIS FRANKLIN

Sevenoaks, Kent

Spouse: Jennifer (Jenny)

Station: BOS

Yacht: 42' foot custom designed alloy sloop by Michael Pocock *Al Shaheen*

Proposer: Douglas A. Bruce



John has a long and impressive sailing resume, starting at age 14 when he taught himself to sail, and joined his school's Naval Cadet Corps. He then raced with the University of Leeds sailing team, and for many years he cruised the waters round the British Isles and France. During this time, he had a memorable trip as Watch Captain under Sir Robin Knox-Johnston as Master on the square-rigger *Malcolm Miller* from Aberdeen to Spitzbergen and return. John had his boat *Al Shaheen* built in 2001, and he and Jenny have since made many crossings to the Caribbean and Bahamas, and up the East Coast as far as Nova Scotia.

John is a long-time member of the OCC, and in recent years has been the Net Controller for the OCC Caribbean Radio Net and the OCC USA North East Radio Net. Both of these SSB Nets were opened up to the CCA and RCC membership in 2009, with an encouraging take-up by the CCA in both regions. Military service: British Royal Navy Reserves 1957-1962

## JAMES FREELAND

Seattle, Washington

Spouse: Diana

Station: PNW

Yacht: Santa Cruz 52' *Prufrock*

Proposer: Donald. J. Stabbert



Jim, who is a retired UAL pilot, has recorded significant offshore sailing experience both on his own boat and as navigator for others. Jim is also a licensed Coast Guard Captain (50 tons). He and Diana participated in several Pacific Cup races from 1996-2002, and cruised extensively in the Hawaiian Islands (including Palmyra). In 2004 they moved from Hawaii to their new home in Seattle, sailing on *Prufrock* via the Aleutian Islands and British Columbia, through ice in Prince William Sound. They sailed double-handed back to Hawaii in 2006, returning to San Francisco via British Columbia in 2008. Besides their cruising activities, on their own or as crew for their many friends, Jim and Diana maintain and campaign a J24 in Seattle. Family members are often crew, including son Neil, who races a Thistle on Lake Washington. Jim and Diana are committed ocean cruisers, and having just sailed from PNW to San Diego in the fall of 2009 to participate in the Baja HaHa, they set off again back to Honolulu, where they have a new berth at the Ala Wai Marina.

Military service: US Navy Lt., Pilot  
– 1964-1969

### Offshore Communications Resources:

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

## KARL E. GRUNEWALD, M.D.

Wilmington, Delaware

Spouse: Barbara D. Hamming

Station: CHE

Proposer: Allen Davies, M.D.



Karl grew up sailing in the Great Lakes area, campaigning a Laser, which he still does today. Despite the rigors of medical studies, while he attained his boards in thoracic and cardiovascular surgery, Karl always found time for sailing. Dr. Allen Davies, who has proposed Karl for membership in the CCA, met Karl when he was a medical student. Dr. Davies recognized Karl's sailing skills early on, and made him a member of his crew. Karl has since logged many years of experience as Navigator on Newport/Bermuda and Annapolis/Newport races. As well as becoming an expert in weather, especially in the Gulf Stream, Karl is a licensed HAM radio operator, who was once told by the Coast Guard to slow his speed of transmission of a Morse Code message, because they couldn't follow him! His nautical skills are rounded out with the quality of his marlinspike work, with every canvas repair stitch the same size and perfectly aligned. Karl's skills with a camera also provide great photographic memories of the cruises and races in which he participates.

Membership: Corinthian Yacht Club of Philadelphia



## DR. KEITH HAMILTON

Halifax, Nova Scotia  
Spouse: Rosemary  
Station: BDO  
Yacht: Oyster 62' *Carpe Diem*  
Proposer: Will Apold



Keith has lived in Halifax since completing his medical studies, and has campaigned lasers around the eastern Canadian yacht club circuit since the late 1970s. He and his family have cruised around Nova Scotia on a number of sailboats, which have increased in size to the present Oyster 62'. Having completed trans-ocean passages and races in Spain, Keith and Rosemary, with the addition of family members from time to time, began a circumnavigation, starting in Gibraltar in November 2004. Their route took them through the Caribbean, to the Galapagos and on to the Marquesas by March 2006, arriving in Fiji in September of that year. In 2007 they left New Zealand for Australia, thence to Bali, reaching the Maldives in February 2008. The circumnavigation was completed in the fall of 2008 after a voyage which took them from Oman and Djibouti, finishing in Palma de Mallorca. In the winter of 2009 Keith and Rosemary sailed *Carpe Diem* from Palma to the Caribbean, and plan to sail back up the East Coast in 2010.

Besides their sailing involvement, Keith and Rosemary have founded and funded Laing House (named after Rosemary's father), a non-profit center

in Halifax which supports young people with mental disabilities. In addition, Keith has participated with Dalhousie University of Halifax in charity missions to perform cleft lip and palate surgery for the children of Vietnam.

Membership: Royal Nova Scotia Yacht Squadron

## MARK A. HAZLETT

Honolulu, Hawaii  
Spouse: Dorothy  
Station: SOC  
Yacht: 2002 Outbound 44'  
Hull #8 *Pau'ena*  
Proposer: Don Clothier



Mark has extensive experience sailing in the challenging winds of the Hawaiian islands. In addition, Mark and his family have cruised in the South Pacific, and from San Francisco to Mexico, then home to Honolulu. He will be known to many as Past Commodore of the Waikiki Yacht Club, Commander of the Honolulu Sail and Power Squadron, and Chairman of the 2008-2009 Honolulu Committee, Transpac Yacht Club. The latter position requires a huge amount of hands-on management and administration, orchestrating a wide range of volunteers in Hawaii for duties spanning berthing the race fleet, hospitality at finish parties, and dealing with government agencies. Mark has spent over 20 years teaching sailors and popularizing sailing in Hawaii, displaying his dedication to our beloved sport. Under his tutelage Hawaii has shown its Aloha spirit to those who sail in its waters. In

mid-2010 Mark and Dorothy plan to sail from Honolulu to San Francisco, then to San Pedro and beyond.

Military Service: USAF Reserve 1970-1973

Hawaiian Air National Guard 1973-1976

Membership: Waikiki Yacht Club  
Honolulu Sail & Power Squadron

## PETER F. LITTLEFIELD

Noank, Connecticut  
Spouse: Phyllis  
Station: ESS  
Yacht: 23' Sea Sprite sloop *Felicia*  
Proposer: David Page



Peter began his sailing career on CCA cruises with his uncle Mendam Littlefield on the classic Gloucester schooner *Blackfish*, and raced from an early age at Riverside Yacht Club, CT. Besides having logged thousands of miles offshore in deliveries and cruising on the East Coast from Maine to the BVI's, Peter found time to make substantial contributions shoreside at RYC, where he served first as Treasurer, and then as Commodore from 1985-1987. In 1992 RYC awarded Peter the prestigious Commodore Trenary trophy for meritorious service in the furtherance of yachting. Peter is a long-term volunteer at Mystic Seaport where he has served as a Pilot since 1994, and since 1999 as Captain of the 1917 launch *Resolute* and the Herreshoff ketch *Quiet Tune*. Peter has his US Coast Guard 100 ton license, with both sailing and towing endorsements. With Phyllis at the helm,

the Littlefield family cruised far and wide on their C&C *Corvette*, and have passed their love of sailing on to yet another generation. Their son Prescott Littlefield manages the waterfront programs at UConn Avery Point Campus, and races a J29 in the ECSA races.

Affiliation: Ram Island Yacht Club, Noank, CT

Military Service: US Navy 1960-1964

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### **JAMES LONG III**

Boynton Beach, Florida

Spouse: Elizabeth (Betsy)

Station: FLA

Yacht: 65' Cape Horn trawler *Two by Sea*

Proposer: Stephen W. James



Jim taught himself and his family to sail on a Tanzar 22' during his Army service. They quickly outgrew that boat, and in 1978 they moved up to a "roomy" Westsail 28' on which he and Betsy enjoyed many family vacations, including an extended cruise to the Bahamas with their three young children. For one of the eight years they owned the Westsail it was laid up so that Jim could attend the Australian Military War College, during which time he raced at the Geelong Royal Yacht Club. Back on the East Coast, in 1993 Jim and his family were on their way to the Bahamas, when they were broad-sided by a rogue wave off Cape Hatteras. It tore the main, and ripped the headsail, making them unusable. The boat took on water, and the engine quit, but this did not deter the family from bailing

out, effecting repairs and carrying on to the Bahamas.

Jim loves machinery of all kinds, and in addition to obtaining his pilot's license, he built, and learned to fly, a helicopter! Jim retired from full-time business in 2007 and acquired a custom-built steel motor yacht, *Two By Sea*. He and Betsy, both avid divers, have since voyaged around the Caribbean, Venezuela and the ABCs. *Two by Sea* is currently in Colombia, with plans for a 2010 Canal transit to the Galapagos.

Military service: U.S. Army 1965-1987 Lt. Col. (Ret).

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### **DAVID UTLEY**

Bainbridge Island, Washington

Spouse: Mary

Station: PNW

Yacht: C&C 48' *Morning Star*

Proposer: Brian O'Neill



David has been actively sailing since the late 1960s when he purchased a C&C 35, on which he cruised extensively on the East coast from New England to the Bahamas. His skills were recognized when he received the Yacht Racing Union of Massachusetts Bay Yachtsman of the Year award in 1974. Since moving to the West Coast, David, a retired airlines pilot, has cruised and raced in Puget Sound, Desolation Sound the West Coast of Vancouver Island. David is hailed by fellow shipmates as knowledgeable, a great raconteur and remarkably calm in the face of storm force winds. David con-

tributed significantly to the first-in-class place earned in 2009 by the US Navy *Vigilant* in the Swiftsure race, where he helped coach the U of W NROTC Midshipmen. The students were unanimous in their praise of David's contribution to their success. In addition to his sailing endeavors, David is very active in environmental issues relative to Port Madison Bay, Bainbridge Island.

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### **RUSSELL CLARK TARDIF**

Palm Harbour, Florida

Spouse: Luana (Lu)

Station: FLA

Yacht: Bristol 38' *Esprit*

Sponsor: William C. Gregg II



Russ has been a lifelong sailor, starting with local small boat racing in Pinellas County, FLA where he was Fleet Captain of the Hobie Fleet in the early 1970s, earning the 'Skipper of the Year' award several times. Russ is a skilled rigger and boat builder, who assisted in rebuilding an Irwin half-ton for a fellow cruiser, which was literally nothing more than a hull and deck when purchased. His seamanship skills and racing prowess have been evident in the results of many regattas. Indeed, Russ's navigational and tactical expertise were attributed in large part to the first-in-class earned by FLA member John Bankston's *Outbound 44 Watercolors* in the 2008 Carib 1500 rally from Hampton Roads, VA to Tortola in the BVI's.

As a teenager, Russ introduced Lu to sailing, and together they became



competitive on the racing circuit. They passed on their love of the sport to their son who grew up to sail for the University of Florida team, and has recently experienced open cockpit sailing in the Netherlands. Russ and Lu have happily given many volunteer hours to the youth of their community, including teaching sailing and watersport safety to the Boy Scouts of Pinellas County.

## JUDITH M. ROBERTSON (JUDY)

Halifax, Nova Scotia  
Spouse: Steve Kempton  
Station: BDO  
Yacht: Avance 40 *Semper Vivens*  
Proposer: Syd Dumaresq



Judy has been out on the waters off the Gulf of Maine, Newfoundland and Nova Scotia since the mid-seventies on a variety of vessels, including as crew on a commercial sword fishing boat. She is the only female to have participated in the single-handed racing series at the Real Club de Vela in Alicante, Spain, often flying a spinnaker. From September 2007 to May 2008, Judy skippered *Semper Vivens* with her husband and 2 young daughters on a winter-long trip from Nova Scotia through the Turks and Caicos to the Dominican Republic. The decision to not go

through Bermuda directly to the Caribbean was a conscious one, as travelling the coast and visiting the islands enabled her children to experience the cultural differences and learn about history en route. During the trip she towed a fellow cruiser into the Nassau Harbor marina at night with a strong current to contend with after the other boat suffered an engine failure. Judy also planned and skippered her boat with an all-female crew on the 2009 Marblehead to Halifax race.

Judy is a Vice Commodore at the Royal Nova Scotia Yacht Squadron, where she is a strong supporter of Junior Sailing. Besides her sailing skills, Judy is also mechanically gifted. On one passage she dismantled an entire cooling system while under way, found the blockage and got the engine running smoothly again!

Membership: Royal Nova Scotia Yacht Squadron

## THOMAS H. PURCELL

Laguna Beach, CA  
Spouse: Susan  
Station: SOC  
Yacht: Andrew 50 Sloop *It's OK*  
and Grand Banks 36  
Proposer: Alan V. Andrews



Tom grew up in a sailing family racing in the junior sailing program at Balboa Yacht Club. His parents were active members of BYC, racing a Cal 25' *Fiel Amigo*, in which Tom took part in his first

teenage off-shore race from Newport/Ensenada. He graduated to the USC team in college, during which time he raced from LA to La Paz and Puerto Vallarta, and on the Transpac. He co-skippered the current *It's OK* in the 2007 Transpac and the 2008 800-mile Corona del Mar race to Cabo San Lucas. Tom is an excellent helmsman in all weather conditions, focusing on safety for his boat and his crew, using top end safety equipment that more than meets requirements. Besides these skills, Tom is also known as a 'chef' on board. During one 11-day Transpac no freeze-dried food was eaten, instead he produced such quality main dishes as baked sea bass and steak and potatoes!

Tom was Commodore of the Balboa Yacht Club in 2001. He remains extremely active in a variety of positions at the Club, including raising funds for the purchase of 12 matched 21 foot sloops used for the Governor's Cup and other local and national events. As a result of their racing and cruising activities, Tom and Susan are already well-known to many members of the SOC station.

Membership: Balboa Yacht 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](http://www.cruisingclub.org)), Members Only section, from which one can place orders. Or call Atle at Stars: 888-627-8277. A large catalog is mailed to all members yearly.

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

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

## **JAMES M. MORGAN**

Long Beach, CA  
Spouse: Jill  
Station: SOC  
Yacht: Grand Banks 36' *Pacific High*  
Proposer: James Eddy



Jim spent 19 years in the Merchant Marine, attaining Master Mariner qualification. Jim is currently junior staff Commodore at Los Angeles Yacht Club, and Director of the Pacific Coast Sailing Foundation. He was instrumental in establishing the Port of LA Harbor Cup for intercollegiate sailing teams, working closely with a program for at-risk youth in the LA Harbor area. Tom raced from LA to Honolulu in 2007, and to Tahiti in 2008. During these passages, he took time to set up training sessions for crew members in navigating, piloting and safety at sea. This remains one of his principal interests, as evidenced by the fact that he is a Member of the Los Angeles Long Beach Harbor Safety Committee, and was a Member of the US Delegation to the IMO Maritime Safety Committee from 1996-2001. Jim's wife, Jill, also has her Master Mariner qualification.

When Jim is at sea his hard work and excellent results in major offshore races are noteworthy. However, once the hook is dropped he becomes a legendary entertainer, with fascinating sea stories, and recitations. It also seems likely that an enthusiastic rendition of 'Mac the Knife' will be heard at some point!

Membership: Los Angeles Yacht Club

## **GARTH WILCOX**

Seattle, WA  
Spouse: Wendy Hinman  
Station: PNW  
Yacht: Tom Wyle 31 *Velella*  
Proposer: Michael Gray



Garth grew up racing and cruising with his family in the San Francisco Bay area, and from 1973-1978 completed a circumnavigation with his parents aboard *Vela*, a 40' Pinky. Amongst his many memories of the circumnavigation, Garth counts navigating by sextant, and helping his parents rebuild their yacht after it was wrecked on a deserted Fijian island! Garth went on to train as a Naval Architect at MIT, and has designed many types of seagoing vessels. He and Wendy are active in the racing programs in the PNW, where they are recognized for their good sportsmanship. Garth is President of the Thunderbird Fleet, and used his architectural skills to update the Thunderbird design.

In 2000, Garth and Wendy set off on a 7-year voyage around the Pacific aboard *Velella*. During those years, they visited many countries and hundreds of ports, including Bora Bora, Vanuatu, the Solomon and Marshal Islands, and the Kwajaleii atoll. They completed their voyage with a 49-day non-stop crossing from Yokohama, Japan to Ucluelet, Canada. Wendy is an accomplished sailor and racing skipper in her own right. In addition, she writes for a local sailing publication while working on a book about their voyage. Meanwhile, Garth is at work on a 40 foot cruising sail boat being adapted to his and Wendy's cruising requirements.

## **STEPHEN J. MASON**

Kentfield, CA  
Spouse: Virginia (Ginger)  
Station: SAF  
Yacht: Pearson 422 Sloop *Sea Jay*  
Proposer: James K. Cooper



Steve grew up in a sailing family, taking part in the junior sailing program at SFYC. He raced for a number of years in the SFYC cruising division championship series, and was Cruise Chairman for several years. During those years he logged thousands of miles up and down the west coast either cruising or delivering both sail and power boats. Stephen's shipmates attest to his excellent seamanship skills, noting that his hardiness is very impressive even in very challenging weather conditions. In addition, Steve is a meticulous craftsman, which members of SFYC had the pleasure of observing firsthand as he and Ginger personally rebuilt the interior and refitted the rigging and exterior of their previous Pearson 39, while it was berthed at the club. Having completed the refit, in 2008 they then sailed double-handed from San Francisco Bay to Victoria, BC and cruised extensively in British Columbia and Puget Sound. Steve is now working on his Pearson 42, with further cruising adventures in mind.

Military Service: 1966-1978 Officer US Army Corp of Engineers



## ROBERT WINTERS

Newport Beach, CA  
Spouse: Corynne (Corky)  
Station: SOC  
Sponsor: Edwin Meserve



Bob began sailing on the west coast in a Catalina 36 in the early 1980's, cruising between Long Beach, La Paz and Cabo. In 2001 he moved to power, and spent many of the next few years cruising between California and Southern Mexico, logging countless hours of ocean passages aboard a succession of power boats, most recently an Ocean Alexander 64. His knowledge of the state of the art equipment installed on his boats is greatly admired. Bob still continues to sail, and has crewed recently on John Garrison's *Checkmate* and with Jack Hamilton on *Scrimshaw*. He has sailed his Harbor 20 competitively at Newport Harbor YC, where his grand-daughter is also enjoying sailing in the NHYC junior program. Bob has become well-known to many CCA SOC members, who appreciate his judgment in matters mechanical or weather-related, and is a popular shipmate with whom to enjoy "a long passage on a small boat". He and Corky plan to join the CCA Spring cruise to the Abacos, which will give other CCA members a chance to welcome them.

Military service: US Army 1962-1968  
Active and Reserves

Membership: Newport Harbor Yacht Club

## JOEL A. TALIAFERRO

Treasure Island, Florida  
Spouse: Brooke  
Station: FLA  
Yacht: Cheoy Lee Pedrick 41  
*Orient Express*  
Proposer: Charles E. Morgan Jr.



From his early years racing on Lake Minnetonka to cruising in Florida, the Bahamas and Eastern Caribbean, Joel has spent many hours on the water. He followed his service as a Navy pilot with a career as a Northwest Airlines 747 pilot, finding the time to race and cruise. At the Treasure Island Yacht Club he founded the Bruce Neubauer Regatta, which has become an extremely important and popular regatta for some of our newest sailors. Joel and Brooke are well-known to members of the FLA station, and have a long history of hands-on support for many sailing events, functions and committees in the region. Joel's mechanical and seamanship skills were brought to the fore at the end of a recent yacht club gam, when all boats had left, except one which was experiencing engine trouble. Joel turned back, and worked on the engine's exhaust system for several hot hours, finally managing to jury-rig the system sufficiently to enable the boat to make it back to its home port.

US Navy Aviator 1964-1967

Membership: St Petersburg Yacht Club

## New Members Profile Editor, Dianne Embree, Profiled!

Dianne grew up in Edinburgh, Scotland, and maintains regular contact with family members there. She visited France many times during her school and college years, and after completing a degree in French, she moved to Paris to work with a small French bank. Wells Fargo Bank eventually purchased a share in this bank,



and invited Dianne to their Head Office in San Francisco for training. She enjoyed sailing with friends out of the St. Francis Yacht Club, and hiking the local trails, however when Dianne was offered a transfer to New York City she leapt at the opportunity. Soon after her arrival there, she met and married Jeb Embree (ESS), who introduced her to the joys of sailing on the East Coast. This started off with a NYYC cruise from Newport to Nantucket with Anne and Larry Glenn (NYS). (Dianne still does not enjoy sailing in fog!). Dianne volunteered to help the Wohlfords last year when they asked for assistance in writing the new member bios, a task they have undertaken for the past 10 years. After a tryout in the last GAM, they happily ceded the task to her. Since then, Dianne has taken early retirement from Rabobank, where she worked for 30 years, and is enjoying her new life immensely. Dianne is also Treasurer of, and will be a participant in, the Hebrides cruise to be held in July 2010.



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## *Deadline for Fall 2010 Issue is September 15*

### Calendar of Events

- 2010** April 16-25, Abaco, Bahamas Cruise  
June 16, Safety at Sea Seminar, Newport  
June 18, Bermuda Race Start  
June 18, GAM at Castle Hill for Bermuda Race Start  
June 24, CCA Members Reception in Bermuda  
July 17-30, New Hebrides Cruise with Clyde Cruising Club  
October 15-16, Fall Meeting in Halifax
- 2011** February 11-18, Utah Ski GAM  
February/March, Annual Meeting and Awards Dinner NYYC  
June, Bermuda Cruise  
Sept/Oct, Fall Meeting, TBA

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

*For the latest info, please check  
[www.cruisingclub.org](http://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)

