



Awards Dinner at New York Yacht Club



Alex Whitworth

Blue Water Medal

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 prestigious 2010 Blue Water Medal has been awarded to Australian Alex Whitworth for a circumnavigation of the world via the Northwest Passage West to East. The first Blue Water Medal was awarded in 1923 and it is given "for a most meritorious example of seamanship, the recipient to be selected from among the amateurs of all the nations." The award was presented on March 4, 2011 by CCA Commodore Sheila McCurdy during the Annual Awards Dinner at the New York Yacht Club. Whitworth was

born in an air raid shelter on the island of Malta in 1942 and spent most of his childhood near Manchester, England, or wherever his father was stationed at the time. His father, Alexander Whitworth, a Royal Navy pilot, taught him to sail at a young age. At nineteen, Whitworth also joined the Royal Navy and became an Observer on carrier-based Sea Vixen aircraft until 1965.

In 1966, Whitworth emigrated to Australia and joined Adastra Aerial Surveys where he worked both full and part time until 1975. In 1974, he received a B.A. (Honors) in Political Science from Melbourne University and in 1982 an M.B.A. from the University of New South Wales. In 1993, Whitworth and his partner Hilary Yerbury purchased the sailboat *Berrimilla*, a Brolga 33 designed by Australian Peter Joubert. Since the purchase, Whitworth has circumnavigated the world twice in *Berrimilla*. The first time began in 2004 when Whitworth sailed to the U.K. via Cape Horn. On the way, *Berrimilla* was in frequent contact with Astronaut Leroy Chiao, Com-

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Rod Stephens Trophy for Outstanding Seamanship

Rod Stephens Trophy

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

The Rod Stephens Seamanship Trophy was presented to the Cruising Club of America by 21 of Rod's shipmates and other friends. It is a perpetual trophy to be awarded by the Club for an act of seamanship which significantly contributes to the safety of a yacht, or one or more individuals at sea.



The 2010 Rod Stephens Trophy for Outstanding Seamanship was awarded to Alessandro Di Benedetto for his seamanship in jury rigging a mast after being dismasted near Cape Horn on his solo, non-stop circumnavigation on the 21-foot (6.5-meter) monohull *Findomestic*.



Di Benedetto was born in Rome, Italy, in 1971 and began sailing at the age of eight. He quickly moved into Lasers and then sport catamarans and later a 41-foot (12.6-meter) yawl, which he sailed with his father Frederico Di Benedetto. Di Benedetto completed his studies at University of Palermo (Sicily) and holds a Doctorate in Geology and a Professional Diver Degree in Underwater Archaeology.

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From the Commodore



Dear Cruising Club Members:

I have had a chance to catch up with many members from all stations in my first year as commodore. I have heard great sailing stories from the past and lots of great plans that our members have for the future. This got me thinking about a continuum, but first let me share a sea story with you.

Four days out on my first Atlantic crossing aboard CCA member Ed Greeff's 48-foot yawl *Puffin*, we were hit by a series of increasingly powerful squalls. The seas stacked up. The sails were reduced. I learned to steer in a "six-foot chop" in complete darkness – something I never saw on Long Island Sound. The seamanship and experience of the skipper and crew meant that the ship's routine continued without undue excitement – aside from one knock down. With the wind behind us we had a near 200-mile day under staysail and mizzen. Over the next two days the conditions built to Force 9, and the tops of the waves were blown flat in a white, low froth. Under bare poles we were going over 12 knots down long swells. I learned

later that we had caught the tail end of a hurricane. More importantly, I learned the confidence one can have in a seaworthy vessel with a competent crew. I was hooked on offshore sailing.

The crew were of disparate backgrounds. The three older men had served in World War II – one as a merchant marine officer, one in the U.S. Navy, and one as a Royal Navy officer. Two were CCA members. The other two guys on the crew were in their twenties and from working class backgrounds in the south of England. I had just graduated from Smith College and was chock full of liberal arts wisdom. Each one of us had set opinions that mystified the other five, but we worked together with good humor and respect. We all loved what we were doing.

The continuum I mentioned earlier is that someone introduced each member of the CCA to offshore sailing for the first time. You may have a similar story of learning boat handling and navigation from an "old guy" who needed an agile person aboard to do daily chores, steer for hours, and drag sails around. Weren't we lucky? I continued to learn from CCA members like Rod Stephens, Dick Nye, Bill Rothschild, John Bonds, Ron Trossbach, Ralph Naranjo, Karen Prioleau and of course my father, brother, and husband. As CCA members we are linked to generations of fine sailors and yachtsmen – both past and future. Inevitably, I have found myself as the experienced one aboard taking younger sailors out of sight of land for the first time. I have lured my nieces and nephews to sea, and I have gone offshore with crews of midshipmen from the U.S. Naval Academy

(including Catherine Reppert who at age 19 was already a CCA member). Besides the benefit of having willing volunteers for changing sails, steering, and washing up, I have gotten vicarious pleasure from seeing the fathomless blue ocean and limitless night sky through fresh, unjaded eyes. I have recaptured the thrill of watching dolphins in the bow wave and shearwaters soaring at the wave tops. I have heard the youthful wonderment expressed in words so similar to those I used in the journal I kept on that first transatlantic.

With all the conveniences we have on our boats today – roller furling, windlasses, autopilots, and chart plotters – we may no longer need a nimble deckhand, but we also are losing the opportunity to pass on our knowledge to a younger generation. In addition those sailors who will find adventure on the world's oceans will not have a connection to the Cruising Club of America.

I challenge each Cruising Club member to take a "young-ish" person aboard this sailing season. If you do not have a boat, help a coastal sailor get aboard another member's boat for an overnight run or longer passage. Here is an offer: I am planning to take *Selkie* to the Chesapeake for the Fall Cruise in October. I would be delighted to have some crew for the trip from Newport to Annapolis and back. Give me a call with a crew recommendation. We even may identify some future membership candidates.

Sheila McCurdy



The CCA GAM

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Coming Up...Cruises and Meetings

Bermuda Cruise

June 26-30, 2011


The CCA Bermuda Station will be hosting a "Cruise Around Bermuda" in June of 2011, immediately after the Marion to Bermuda Race prize giving. It is anticipated that those planning to sail down will likely join the race or sail in company with the fleet. The event is limited to 80 participants as that would be a comfortable number for the chosen restaurants. Local boats are available for charter and one has already been booked. Most are not air conditioned and the local authorities will require the captain to stay on board whenever paying guests are aboard. There are no bareboat charters in Bermuda. However, there may be space aboard a local CCA member's yacht.

The key objective of the cruise is to take our overseas guests to places they may



not have seen in Bermuda despite many visits to the island. These will include, Walsingham Nature Reserve, Nonsuch Island, Ely's Harbour, and Castle Harbour. We will dine pub style in Mangrove Bay, enjoy a pleasant meal at Tom Moore's Tavern, built in 1652, a popular haunt of the famous poet, Tom Moore, who never lived there but frequented that nightspot. We will take a tour of Nonsuch Island with David Wingate, who spent his entire adult life restoring the population of a bird, the Cahow, once thought to be extinct, to a survivable population.

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

Ralph Richardson 

Cruise in Company

The New York, Essex and Boston Stations of the Cruising Club invite their members and guests to participate in a Cruise-In-Company to Bermuda to join the CCA cruise in Bermuda this June.

The Club cruise runs from June 26 through June 30, and our cruise-in-company will start from Marion on June 20. This is two days after the Marion-Bermuda Race start. With engines being used as needed, this should get us to Bermuda a couple of days before the Club cruise begins.

We would like to get expressions of interest or intent as soon as possible. Please call or e-mail Fred Deichmann at 860-536-2271 or fdeichmann@comcast.net

We look forward to seeing you in June.
*Bill Cook, Mindy Drew,
Larry Glenn* 

Chesapeake Cruise

October 6-12, 2011

The Chesapeake Station will be hosting a cruise in the Chesapeake for a glorious fall week scheduled around the 2011 Annapolis Boat Show. The cruise will be a cruise in company with the Royal Thames Yacht Club. There are many charter opportunities and if you have not cruised the Chesapeake, this is a perfect time to do it.

The maritime history and history of our nation is rooted in Annapolis. Downtown Annapolis, the historic government buildings, Naval Academy, great shopping and the fall colors will make this a special event not to be missed. Contact Bob Mathews



at rmmathews99@yahoo.com or check the website for details as they become available.

Bob Mathews 

2011 Fall Meeting in Seattle

October 13-15, 2011



Come join us in Seattle for our National Fall Meeting to be held October 13 to October 15, 2011. A great three days are planned and you might even want to stay longer and enjoy our fall colors and traditionally nice weather.

Headquarters for the meeting will be the Seattle Marriott Waterfront Hotel in the heart of Seattle's waterfront. The hotel is located across the street from Seattle's downtown small boat marina and cruise terminal. It is two blocks from our aquarium, only an elevator ride away from the world famous Pike Place Market, and an easy walk to the Pioneer Square district, art museum, Outdoor Sculpture Park and waterfront seafood restaurants.

The "Sailing Directions" are:

Thursday, October 13:

Meet and greet reception at the hotel, registration, hors d'oeuvres, wine and beer served.

Friday, October 14:

Morning: Membership Committee meeting.

Morning: Rear Commodore's meeting

Morning: Other committee meetings as required (let us know so we can get you a room)

Lunch for all at the hotel

Afternoon: Bus trip and tour of the Museum of Flight (this flight museum rivals the Smithsonian – thanks to Boeing)

Evening: Cruise and salmon bake at Blake Island, including a Northwest First People's dance presentation.

Saturday, October 15

Morning: Board of Governors Meeting


Lunch at the hotel for all

Afternoon: open for sightseeing

Evening: Closing dinner at Anthony's Home Port near Shilshole Bay Marina and Locks. Our final presentation will be by member Mark Schrader, Captain of the *Ocean Watch*, relating the story of its circumnavigation of North and South America (see the website AroundtheAmericas.org.)

Make your reservations early. We have secured a great rate at the hotel of \$199 per night, single or double. Make your reservations directly with Marriott reservations at 1-800-228-9290 and use the reference number of M-4MWYRO. **Reservations must be made by Wednesday, September 14, 2011.**


Come and enjoy the Pacific Northwest in the Fall. For full details check the website.

Sue McNab, Chair and Mike O'Byrne 

San Juan Islands Cruise

May 5-12, 2012



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

Bermuda Race

June 17, 2012

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

It requires the efforts of 250 volunteers and sailing or working on the committee is very rewarding. Contact John Osmond at



pplmedia.com

jeosmond@aol.com and log onto bermudarace.com for more details about the 2012 Bermuda Race to either race or get involved.

John Osmond 

Bras d'Or Cruise

July 23-August 3, 2012
90th Anniversary of the CCA

The Bras d'Or Lakes are large salt water lakes dominating the centre of Cape Breton Island in the eastern Canadian province of Nova Scotia. The Lakes extend in 4 large arms (arm of gold – bras d'or). The Lakes can be reached via a lock at the southern end of the arm through St. Peter's Canal which connects to the Atlantic Ocean. At the northern end the Lakes connect to the Cabot Strait. Ringed with high hills and low mountains, the Bras d'Or Lakes cover an area of more than 1,000 square kilometres which includes plenty of quiet and often



secluded coves for anchoring and daydreaming. The gentle waters of the Bras d'Or Lakes are fog-free.

It was in 1922 that the CCA was formed after an initial gathering on board *Elsie*, built by Dr. Alexander Graham Bell in Cape Breton, Nova Scotia. In 2012, the CCA will remember that auspicious occasion with a 90th Anniversary Cruise of the Bras d'Or Lakes.

The 90th Anniversary Cruise will begin in Louisbourg, outside the Bras d'Or Lakes at the northeastern corner of Cape Breton Island. Here we will visit the Fortress



Bras d'Or Lakes

people. A number of CCA members have offered to host other members on their yachts during the Cruise. A Day Sailing program will be developed to provide onboard day-only sailing opportunities for anyone who wishes to avail themselves of the famous Cape Breton hospitality, by staying in one of the many B&B's or other hotel establishments on the island.

Be sure to watch the CCA website for continuous updates as planning for the Cruise continues. Pre-registration information will be on the website by the end of March 2011. For further details email cca2021@bellaliant.net or contact

cruised the area extensively enthusiastically stated, "The sea's natural beauty is astonishing, featuring limestone monoliths jutting up hundreds of feet from crystal clear water, framed by shining white beaches and swaying palm trees. We'll be there in the dry season, with the warm northeast breeze blowing day and night." Another member who has chartered there two times has commented, "This is tops on my list of cruise sites. The Thai people are warm and friendly. The food is superb!"

We have the opportunity to include a



beautiful sixty-four berth "mother ship" on our adventure. Even though the cruise is nearly two years out, we need to move with dispatch to secure its charter. (See page 19.)

If you are thinking about joining, and especially if the "mother ship" appeals, please send an e-mail to jim.quanci@autodesk.com or call Jim Quanci at 415-640-4461. Check the CCA "members only" website for the latest details. 🚩

Maine Cruise

September 2013

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



Fortress of Louisbourg

of Louisbourg National Historic Site, a reconstructed 18th century French fortified town. It is from here the early history of the French and English fight for control of North America comes alive.

From Louisbourg we will sail into the Bras d'Or Lakes via the northern entrance of Great Bras d'Or Channel. Many activities will take place in the Lakes while the CCA is enjoying the magnificent scenery. A reception will be held at the home of Dr. Alexander Graham Bell and his family. The closing event will take place in Maskell's Harbour where in 1919 the concept of the CCA was first discussed.

As there are no yacht charter facilities in or near the Bras d'Or Lakes, most people will join the cruise on their own boat. One crewed vessel will be chartered to host six

Gretchen McCurdy at 902-275-4058

WEBSITES WITH ADDITIONAL INFORMATION ON THE AREA

Nova Scotia:

<http://www.novascotia.com/en/home/default.aspx>

Cape Breton:

<http://www.cbisland.com/> 🚩

Malaysia, Phuket Thailand

January 17-26, 2013

The San Francisco Station is leading this cruise, to be held in the Andaman Sea east of Phuket. One of our members, who has



Bermuda Race 2012



The last three Newport Bermuda Races have had the largest fleets in the event's 104 year history. Now lifelong sailor John Osmond (BOSTON Station, BUZZARDS BAY Post) takes the position of Race Chairman, planning to continue the trend of high participation in this classic ocean race.

John has sailed in 15 Bermuda Races both as captain of his own boat and watch captain or crew aboard some memorable

John has served in various capacities over twelve years and six runnings of the biennial event. His wife, Ellyn, is a long time volunteer for the Race; past skippers may well recognize her from her years in Race Headquarters in Newport the week prior to each race when captains check in for the event.

John has also served as Vice President of US SAILING and fourteen years as a Board Member. He is a past US Delegate and Deputy Chair of the Ocean Racing Council and past member of the ISAF Offshore Committee.



A close start!



Puma charging along!

yachts. He served as watch captain aboard *Kodiak* for her 1998 win of the St. David's Lighthouse Trophy and on *Matador* in 1986 as watch captain for her second place finish in 1986.

"It is truly an honor to work with the dedicated Commodores and hundreds of volunteers of the two host clubs, the Royal Bermuda Yacht Club and The Cruising Club of America," John said as he accepted the chairmanship. "The Newport Bermuda Race is a personal favorite that blends a serious offshore challenge with education, preparation, camaraderie, and sailing fun! As a bonus the race originates and finishes in two of the most outstanding sailing ports in the world!"



Skipper Rives Potts and the winning crew of Carina



2012 Newport Bermuda Race – How CCA Members Can Help


The Newport Bermuda Race is a huge effort for the CCA (and RBYC) involving many of our members both within and in support of the Organizing Committee. In addition to service as an Ambassador – see above – members may serve as an Inspector of entering yachts (contact Chief Inspector Ian McCurdy, mccurdyrhodes@aol.com). In addition, all members can provide significant support to the Race in the following ways:

- Consider entering your own yacht in the 2012 race. The 635-mile course from Newport across the Gulf Stream to Bermuda is a test of yacht and crew, the reward for which is the incomparable

blue water experience and unparalleled sense of accomplishment for all.

- Recruit a friend and fellow sailor to enter their own yacht. You'll be doing them and the CCA a favor by attracting new participants to the race. Be sure to tell potential racers that we have a very active program to provide advice and support to first-time racers as they prepare their yachts and crew.

Please ask any of your sailor friends who exhibit interest in joining the 2012 Race to contact the Participation Chairman, Fred Deichmann (participation@bermudarace.com) for additional information. This committee stands ready to help get interested sailors from that point to the starting line at Castle Hill Light in Newport on Friday, June 15, 2012.

John Osmond, 2012 Newport Bermuda Race Chairman 

The Ambassador Program

The Bermuda Race Organizing Committee offers the Ambassador program to provide mentoring to first-time participants in the Newport Bermuda Race. CCA members with offshore race experience are available to answer questions and provide advice about such subjects as obtaining a rating, boat preparation, safety equipment and crew training. Twenty-five Ambassa-



Speedboat collecting well-earned champagne.

dors have signed on to help with the 2012 Race. If you have offshore race experience and you'd like to volunteer to help, please contact Dick Holliday (ESSEX Station) dick@rcholliday.com.




Finishing at St. David's lighthouse

Racing Offshore with Friends and Family

There are two upcoming opportunities to enjoy a World Class Offshore race with friends and family: the Marion Bermuda Race, June 17, 2011 followed immediately by the CCA Bermuda Station cruise (June 26-30) and next year's Newport Bermuda Race, June 17, 2012. Recent successes by well prepared stock yachts with amateur crews may well challenge more Hinckleys, Little Harbors, Concordias, Cals, Beneteaus to enter with a reasonable chance of racing success. Despite all the ink they get, professionals and rock stars are not required for success nor are the latest designs. *Carina* and *Gracie* are only two examples. The objective of the Newport Bermuda Race has always been to provide fair and equitable handicapping for a wide variety of yachts. Our focus on the Ocean Racing Rule (ORR) has resulted in well sailed and prepared yachts having the opportunity to score well.

Most notably, in the Newport Bermuda Saint David's Lighthouse (SDL) division, the largest group with 106 entries in 2010, 60% are amateur. The Corinthian Trophy, an elegant crystal sculpture with valued keeper trophies donated by Diana and Llwyd Ecclestone, is awarded to the yacht with the best corrected time in the SDL division crewed by amateurs. The William L. Glenn Family prize is awarded in the SDL and Cruiser divisions for the best performance with at least 4 family members in the crew.

Both races offer a wonderful opportunity for offshore competition and fellowship with your friends and family. It is not too late to start planning. For more information and entry forms see: www.marionbermuda.com and www.bermudarace.com. 

Bermuda Minister of Tourism Honors CCA and RBYC



Richard Hawke

The Minister of Tourism, Patrice Minors, presents awards to the Commodores of the CCA, Sheila McCurdy, and the RBYC, Peter Shrubbs, for their continued contribution to the Bermuda community through the Newport/ Bermuda Race.

Nick Weare (RBYC and CCA Member) representing the Bermuda Hotel Industry introduced the recipients and noted that: *"the organization of the race is shared by both clubs and is done very largely by unpaid volunteers. This is an enormous enterprise in which the CCA organizes the entry and start and the RBYC organizes the finish line and hosts all the boats until their return after the race.*

Since inception in 1906 there have been about 5,000 boats, over 3 million miles of racing and over 50,000 participants.

If you take 2010 with about 200 boats that represents about 2,000 participants plus of course their friends and families who fly down for the parties. Add to this, every boat has to return so that is even more air arrivals in the form of the crew who are taking the boat back, often joined by their families and friends.


I think it would be difficult to overstate the value that the Bermuda Race brings to Bermuda for which we have to thank the hard working volunteers of both our own Royal Bermuda Yacht Club and the Cruising Club of America.

It is fitting therefore that the Bermuda Hotel industry recognizes both the CCA and the RBYC for their most valuable contribution they continue to make to Bermuda's tourism industry.

It is also fitting that we have representatives of both Yacht Clubs here today to receive the award.

Peter Shrubbs Commodore of the Royal Bermuda Yacht Club who has himself been an ocean racer and has worked freely and tirelessly for what has to be 20 years in any number of capacities leading up to Commodore.

Representing the CCA we are honored to have the Commodore - Sheila McCurdy. Sheila has raced in 15 Bermuda Races and in every imaginable capacity from cook, (feminists please remain seated) to skipper. The race is a family tradition; her father did 20 races starting in 1950.

The Bermuda Race is in fact a multi generational event, last year we had a 12 year old racing, a 72 year old and everything in between. Families race together and like the McCurdy's pass the baton from one generation to the other; may it continue and we members of the hospitality industry in Bermuda are sincerely grateful to you both and the clubs you represent for your tireless work in making the event a flagship event in Bermuda's calendar." 

Newport Bermuda Race 2012

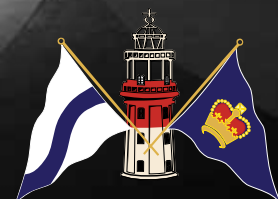
Start: Friday, June 15, 2012

The Newport Bermuda Race, first sailed in 1906, is the world's oldest regularly scheduled ocean race. The race is organized by The Cruising Club of America and The Royal Bermuda Yacht Club. Sponsoring the Newport Race is a major commitment of the CCA and its members.

The Race is open to blue water capable monohulls of all kinds, from family cruisers and cruiser-racers to state-of-the-art racing machines. The 2010 fleet of 183 boats was the third largest in history and the Cruiser and Double-Handed Divisions were the largest yet. All yachts race under ORR rating rules; at the captain's option, yachts may also compete and be scored under IRC rules.

Our next adventure begins at Castle Hill Light in Newport on June 15, 2012. Please join us!

Additional information is available at www.BermudaRace.com



Onne van der Wal Photography, Inc. - www.vanderwal.com

Onne van der Wal Photography, Inc.

Bermuda

At the beginning of the year R.A. (Tony) Jones, who had served the Bermuda Station for a decade as Secretary, retired from the post and handed over the reins to Andrew Burnett-Herkes. Andy, who is coincidentally Hon. Secretary of the Royal Bermuda Yacht Club, can be contacted at abh@logic.bm for information on the Station such as planned luncheon meetings held on a quarterly basis.

We regret to report the loss of two of our members in December. Michael C. Misick on the 4th in England followed by Richard W. Kempe on the 6th in Bermuda. Dick, who has been on the Newport/Bermuda Race Committee for many years as a jurist



Government House, Hamilton

Chris Otorowski

and inspector, will have been known by many of the participants of the race.

Response to the Bermuda Cruise following the Marion to Bermuda Cruising Race has been enthusiastic and plans for the cruise are well under way. Information on the Cruise can be found on the CCA Web Site and further details can be obtained by contacting Ralph Richardson (Past Commodore of RBYC) at ralphr@northrock.bm or the Station Secretary.

In December CCA Commodore Sheila McCurdy was in Bermuda to receive an award from the Bermuda Hotel Association in recognition of the CCA's continued contribution to the Bermuda community through the Newport to Bermuda Race. The award was also made to Peter Shrubbs the Commodore of the Royal Bermuda Yacht Club, for their part in staging the Bermuda Race. The awards of beautiful Waterford crystal vases were presented by Patrice Minors, the Minister of Tourism.

Jim Burnett-Herkes, Historian

Boston

The Boston Station's Fall Gam began on September 24 at Cuttyhunk. James Phyfe, Larry Hall and Tim Surgenor organized a shoreside party on the dock. There was plenty of fog in the harbor but the sun shone bright at the party with the usual refreshments and some great treats provided by Larry, who had recently returned from a three day fishing outing on George's Bank on *Gunsmoke*, his handsome Duffy 42. Larry had caught three giant tuna and had saved some choice tail meat, beautifully prepared in a giant skillet, for the group. He also served his famous *Gunsmoke* clam rolls.

The Gam continued across the Bay at the New Bedford Whaling Museum, the board of which is chaired by Skip Garfield who has sailed with a number of members on significant passages and is now a CCA member. The Museum hosted the event as part of the New Bedford Working Waterfront Festival. Members of the New Bedford and Beverly Yacht Clubs also attended and enjoyed the evening with the Station members, dining around the recently refurbished whale ship model *Lagoda*. New Bedford Mayor Scott Lang, Museum Director James Russell, author Llewellyn Howland and Rear Commodore Bill Cook addressed the group prior to dinner. It

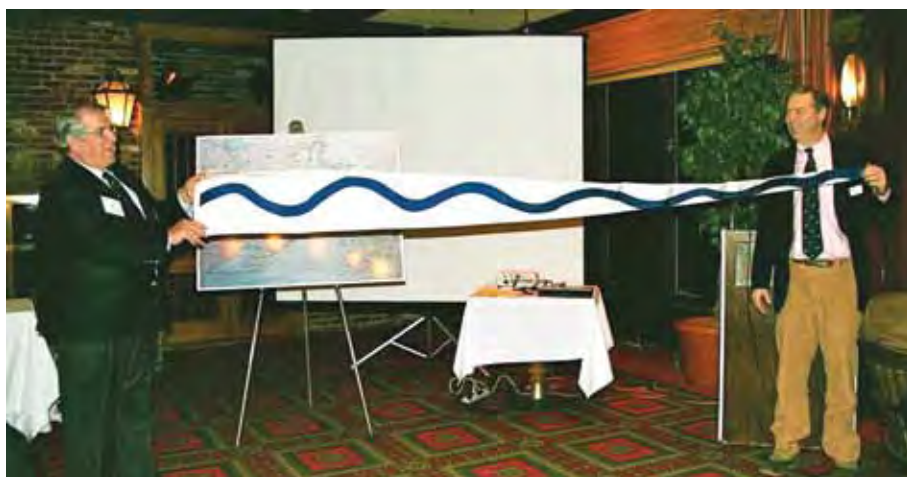


Kinnear Howland

RC's Tom Walker, Gary Fischer, Bill Cook, Nancy McKelvey, Dan Dyer and Rob Kiley at the December Rat's Lunch

was a lively event and benefitted from the museum venue and additional yacht club participants. Thanks to John and Laurie Bullard for the idea and Joe McDonough and Chip Johns, as well.

The New Members dinner was held October 7 at Henderson House in Weston following the Officers Meeting, where the calendar was established and various policy matters discussed and settled. Seven new members were introduced, including David Frasier, Jack Griswold, RJ Hoar, Malcolm Poole, Barney Baker, John Correia and Ben Morris, son of Bob Morris, then the Buzzards Bay Post Captain. Gus MacDonald sponsored what might be a record four candidates! With such a sterling example of successful sponsorship before the group, Rear Commodore Cook encouraged all hands to submit at least one name to Charlie Willauer as head of the Boston Station Membership Committee.



Kinnear Howland

Rear Commodore Dan Dyer presenting Transoceanic Pennant to Peter Stoops

News from Stations & Posts

Boston continued

The Fall Dinner was held at the Dedham Country and Polo Club on November 11. Bill Cook reported on plans for the year, including a possible cruise in company to Bermuda in June, 2011 and a Station Cruise to the St. John River in August. Commodore Sheila McCurdy noted that it was Veterans' Day, and asked for a show of hands from the veterans present.



Clare O'Keeffe, Tim O'Keeffe, Kathy Newman and Nick Newman at Cuttyhunk

The Boston Station Winter Dinner was held at Anthony's Pier Four on January 20, 2011. After a warm welcome from Bill Cook, Vice Commodore Dan Dyer gave an impressive run down of upcoming events, beginning with the Fall Meeting in Seattle, followed by the Club's 90th birthday in the Bras D'Ors Lakes in 2012 and a cruise in Thailand in January of 2013. The John Parkinson award was presented to Peter Stoops, of the Gulf of Maine Post, for his transoceanic passage from Falmouth, Maine to the Azores in his Swan 40 *Chase*.

The main event of the evening was Peter Plumb's wonderful slide show of his 3,000 mile clockwise circumnavigation of Newfoundland, beginning and ending in Portland, Maine. Peter provided many good anecdotes and nuggets of information about the numerous harbors and coastwise features they encountered during the voyage. Stories of the sadness of villages on the decline or forcibly abandoned were balanced by pictures of the magnificent scenery and icebergs, and by the great hospitality of the Newfoundlanders, the development of new summer colonies and

various tasty recipes, including seal flipper pie and puffin stuffed murre!

Kin Howland, *Historian*

Buzzards Bay

The fall chill signaled the start of the Buzzard Bay Post's off-season social schedule. We meet for lunch on the last Friday of the month from October through April and guests and visiting members are especially welcome. One such guest was called on to speak at our December lunch at the Kinsale Inn in Mattapoisett. Lt. Dan Wiltshire is a Coast Guard officer on loan to the Navy where he has been serving as navigator and boarding officer of the guided missile cruiser *USS Princeton* based in San Diego. He had just returned from a seven month deployment in the Indian Ocean and recounted his exciting experiences there including the capture of several Somali pirates, the first such action for the U.S. in 200 years.

January's affair at the Beverley Yacht Club featured an informative talk by Ted Brainard who is heading up the Club's Green Yacht Design Committee. He outlined their goals and early efforts and promised to return to keep us abreast of this ambitious and timely project.



L-R Jim Phye receives his Trans Oceanic Pennant from VC Dan Dyer and Buzzards Bay Post Capt Nick Newman

Post Captain Bob Morris sailed *Apogee* from Spain to Puerto de Mogan on Gran Canaria in late summer where he left the boat in anticipation of returning at the end of November for the crossing to the Caribbean. This schedule dictated an early change of command at the Post which normally occurs at the annual winter dinner. Therefore



Leslie Will, George Rockwood and James Phye III

in November with a minimum of fuss Nick Newman and Tim O'Keeffe replaced Bob



Tim and Sue B. O'Keeffe and Jean Myer

and Roger Merrill as Post Captain and Secretary/Treasurer respectively. Many thanks to Bob and Roger for their leadership and hard work.

Our Annual Dinner on Feb. 4 at the Hope Club in Providence drew about 60 lively guests and featured a spectacular video presentation by Bill Cook of his trip to Greenland on *Resolution* this past summer. Vice Commodore Dan Dyer presented the Parkinson Trophy to Jim Phye for his voyage on *Aristea* from New Zealand home to South Dartmouth by way of



Dan Nerney

Past Commodore Stan and Martie Livingston and Kathy Newman

the Strait of Magellan. In a postscript to the *Apogee* saga, PC Newman read an email from Bob and crew members Peter Passano and Larry Hall written that morning from midway between the Cape Verde Islands and Barbados. Their departure from the Canaries had been pushed back two months due to the failure of the NE trades to materialize before Christmas. All seemed well with them, their only worry being whether or not they would be able to pick up the super bowl broadcast on short wave radio.

Toasts were exchanged via email between *Apogee's* crew and the dinner guests.

Robert Morris, Post Captain

Bras d'Or

National Meeting, Halifax

The Station was proud to host the Fall Meeting in October in Halifax. Although the weather showed its Bluenose side, meetings and tours went well (except for the Harbour Tour – the wind and rain were too much even for those sheltered waters). Members enjoyed renewing old acquaintance and making new friends.

Annual Meeting

The Station Annual Meeting in November was entertained by Evans Hoyt. Evans and his wife Becky are members of the New York Station but they now live in Lunenburg during the short periods of time when Evans is not at sea as captain of a 1,000 crew, 2,500 passenger cruise ship. Evans opened our eyes to the logistics and management of such an enterprise.

A new slate of officers was elected:
Rear Commodore Wilson Fitt
Secretary-Treasurer Gretchen McCurdy



Fortress at Louisbourg, Bras d'Or Lakes

Historian Jim Evans
Membership Committee

Chair Alexander (Sandy) MacMillan
(David Archibald to take over shortly)

Cruise Committee Chair Phil Wash
Fleet Surgeon Dr. Allan Bishop

Winter Social

The Station's Winter Social this year took place aboard the *HMCS Sackville*, "the last of the corvettes". This brave little ship is the only survivor of over 260 "Flower Class" corvettes built for anti-submarine duty in WWII and is now Canada's Naval Memorial.

Following a tour of the ship and her triple-expansion steam engine, members were enthralled by current CO Wendall Brown's tales of the ship's history over dinner. With her sister convoy escorts, *HMCS Sackville* was instrumental in winning the Battle of the Atlantic. She is now maintained by the Canadian Naval Memorial Trust. During the course of an excellent meal we were provided with background about the varied and unlikely post-war career that resulted in her being

saved from the wrecker's yard, and were regaled with true "war stories". The sight of her tiny, cramped crew spaces failed to dampen members' appetites but added all the more to their admiration of the brave men who sailed her; mostly farm boys from the Prairies, the Maritimers having too good an idea of what was likely in store for them to sign up for such hardships.

Our members continue to travel far and wide across the oceans. Rick Salsman's *Aisling 1* and Fred Voegeli's *Frisco* followed different routes around the Med to end up wintering in the same yard in Marmaris, Turkey. They plan to continue voyaging deeper into the Med next year.



Jim Evans

Lunch aboard *HMCS Sackville*

Bras d'Or continued

Wilson Fitt's *Christina Grant* awaits him in Scotland following his singlehanded crossing last summer, and he plans to return to Nova Scotia by mid-June to enjoy some warm-weather cruising. Jim Evans plans to join an old English friend for sailing in the "Riddle of the Sands" waters of the North Sea.

Station Events for 2011:

Spring meeting Wednesday, April 6th

Raft up Saturday, June 25th

Raft up Saturday, Sept. 3rd


Fall meeting Wednesday, Sept. 28th

Annual meeting Wednesday, Nov. 16th

Locations to be announced. All are welcome.

Last Voyage

The Station was saddened by the sudden passing of Hal Davies, Capt. (N) CD, RCN, (Ret'd), a man who was full of vigour and life, a great seaman, a first rate racer, well informed, never shy with an opinion, and a good and generous friend. He made major contributions to the sailing community not the least of which were as rear Commodore of the CCA Bras d'Or Station and as one of the initiators of the Premier Racing Class and the Halifax-Saint Pierre Race.

Jim Evans, Historian 

Chesapeake

CCA Chesapeake Station 2010 Fall Cruise began October 7 with drinks, Rum Keg and hors d'oeuvres at Mears Marina in Back Creek, Annapolis. Friday, the fleet arrived at Rhode River to anchor and visit among the fleet. Nine boats sailed for the Sunny Gibbons-Neff Trophy Race, a distance of 17.7 miles on Saturday, October 9, 2010. Peter Driscoll in *Reindeer* was first across the line twelve seconds ahead of *Upgrade*, Peter Gibbons-Neff. The corrected results are as follows. First place Eric Crawford in *Restless*; second Peter Gibbons-Neff in *Upgrade*; third Karl von Schwartz in *Huron*; fourth Peter Driscoll in *Reindeer*; fifth Jack Gregg in *Spirit*; sixth Cary Thomson in *Freedom*; seventh Dona



John Melchner, the new Chesapeake Station R/C, being "pinned" by Sheila McCurdy

Schlegel in *Oscar*; eighth Chip Schutt in *Safari*, and ninth Tom Schubert in *Azzurra*. Following the race the station rafted up in Shaw Bay for the real stories. On Sunday, the Chesapeake Station held its Annual Meeting and dinner at Miles River Yacht Club. The new Rear Commodore of the Chesapeake Station, John Melchner was elected along with the new Fleet Captain, Tad DuPont. We were honored to have CCA Commodore Sheila McCurdy and Vice Commodore Dan Dyer joining us on our Fall Cruise.

The annual Christmas Party on December 14 was well attended by our members, spouses and guests. A Sunday Winter Lunch is scheduled at the Philadelphia Corinthian Yacht Club on February 27, 2011. 2011 cruise plans are being finalized under the guidance of Cruise and Entertainment Committee Chair Bob Mathews. Our Station lunches continue in Annapolis on the second Tuesday of each month. In July the lunch is held at Gibson Island, and in August in St. Michaels. Contact David Hitt at dhiyaacht@yahoo.com or 410-266-6677 for more information. Lunches are also held in Philadelphia on the third Thursday of each month. Contact Jack Gregg at ajohngregg@gmail.com or 610-525-0550 for more information.

Our Spring Cruise begins on Friday, May 20 with a raft party in Worton Creek. Saturday the 21st we will sail for the Robert

Goldsborough Henry Jr. Trophy enroute to Georgetown on the Sassafras River. A cookout is planned at the home of Mimi and Ted Parish on the North Shore of the River above the bridge. The rum keg will make an appearance at both events.

Our 2011 Fall Cruise will involve a first for our Station. Commodore McCurdy asked if we would invite the Royal Thames Yacht Club to cruise in company with us. It seems a

cruise on the Chesapeake is on the "bucket list" of many members of the RTYC. The Commodore got a resounding Aye! Aye! to her request. Our early contact with the Captain of Cruising of the RTYC, Peter Innes-Ker, was equally positive. Peter wrote, "There are a number of sailing locations in the world that every cruising yachtsman knows he should experience. High up on the list is Chesapeake Bay, the centre of East Coast USA yachting. For such an eminent body as the CCA to invite the Royal Thames to join them in cruising these waters is therefore a great privilege. We are looking forward to meeting up with you, to sharing some of your favorite gunkholes, and perhaps to finding out just who can tell the tallest tales about sailing! Thanks indeed to the CCA for the invitation."

Early in the planning we had to overcome a language barrier. We found we were not really having a Cruise – it was a Rally, which sounded just fine to us. The Rally will



John Melchner, new R/C of the Chesapeake Station and outgoing R/C Karl von Schwarz

Chesapeake continued

start on Thursday, October 6 with an opening event at Mears Marina on Back Creek in Annapolis hosted by Molly and Wally Stone. Mears Marina is a short walk from downtown Annapolis and the Sailboat Show (this is Trade Day). Mears is also across the Creek from where the RTYC members will pick up their charter yachts, so it will work well for everyone.

On Friday, October 7, we sail to historic St. Michaels for an oyster roast hosted by Tad duPont and Linda and Bryon Reilly. There will be an optional tour of the Chesapeake Bay Maritime Museum. On Saturday, October 8, we sail, and probably race, to La Trappe Creek off the Choptank River for a raft party and cocktails hosted by Mimi and Ted Parish on their restored 72' oyster buy boat *Nellie Crockett*.

Sunday, October 9 it is a short sail, hopefully with more racing, to the beautiful old town of Oxford on the Tred Avon River. We will have dinner and our Station Annual Meeting at the Club hosted by Margy and Jim Robfogel. A tour of the historic homes in town is planned.

Monday, October 10 has us sailing, with more racing, across the Bay to the Rhode River and another raft party on the *Nellie Crockett*. The destination on Tuesday, October 11 will be across the Bay to the Chester River to the home of Lindsay and Bob Mathews for dinner ashore. This is certain to be a highlight of the Rally

Wednesday, October 12, we cross the Bay again to Gibson Island where Neva and Murray Leigh will host a cookout at the Gibson Island Yacht Squadron boat house. This will be the final event of the Rally so be ready for toasts all around. Regrettably on Thursday, October 13, the RTYC participants have to return their charter yachts. The Rally may be over, but we are sure the memories will be there forever.


Commodore McCurdy and Vice Commodore Dyer plan to attend. We are looking forward to seeing *Selkie* on the Bay again.

As always, all CCA members are invited to join our events. The Rally is open to all, but attendance will be limited. If you plan on making the Rally, please contact Bob

Mathews at rmmathews99@yahoo.com. Email is preferable, but Bob can also be reached at home at 410-778-9191. Contacting Bob will get you on our email list for information about the Rally and the sign-up sheets for the events. Please let Bob know how serious you are about making the event. Allocation of available space will be on a first come first served basis so make your commitment known early.

Several of our Station members have offered to host RTYC members on their yachts – a noble gesture! If you wish to host RTYC members as guests on your yacht, please let John Melchner know as soon as possible at jocar105@aol.com or 410-849-8240.

Plan on joining The Chesapeake Station for what promises to be a memorable event.

John Hawkinson, Historian 

Essex

The Essex station planned its Fall Rendezvous at West Harbor, Fishers Island and in Noank, at the Ram Island Yacht Club for Friday and Saturday, October 8th and 9th. We had 10 boats signed up to meet in West Harbor, however the weather gods decided against this. Sue and Dave Dickerson on *Lindy*, and Sandy and Sidney van Zandt on *Shandygaff* had gone early to West Harbor and said it was actually quite pleasant inside the harbor. The strong westerlies that kicked up against the tide on Friday afternoon caused the rest of us to meet at past RC Paul Connor's house in Noank. The Connors were kind enough to host about 35 people on short notice. The next day, the wind swung to the north. Your scribe and Paul Hamilton after driving to Jamestown, RI, had a great sail on *Sarabande* back

to Ram Island, where 52 of us gathered for a fine dinner and evening. Also at the dock at Ram Island were Dennis Powers and his brother Joel on *Quest*, and Mark and Amy Rice on *Pilgrim*.

On November 6, 2010 at the Mason's Island YC, a dinner was held to honor *Carina* and her crew for her great success in winning the 2010 Bermuda Race and the Northern Ocean Racing trophy. The evening was to celebrate not only these terrific wins, but also to honor Richard B. Nye, *Carina's* former owner, and others who had sailed on her in the past. Richard and Patricia Nye, along with 65 others, including Commodore Sheila McCurdy, attended the dinner. Fortunately, Mason's Island YC had some molly columns that we could use to support the area where the numerous trophies were displayed. As we all know, *Carina* won by a huge margin, and was awarded 11 trophies for the 2010 Bermuda Race. These trophies included the award to Patricia Young Hamilton, who was the first woman to receive the George W. Mixter award for the navigator of the winning boat. Richard Nye talked about the history of *Carina* up to and including selling the boat to Rives Potts. Rives, with most of his winning crew present, responded with a toast of thanks to Richard and Patricia. Commodore McCurdy was eloquent in her talk about her father, Jim McCurdy, of McCurdy and Rhodes, the designers of *Carina* in the late 60's.



L-R: Jeb Embree, Paul Connor, Elizabeth Bohlen, Frank Bohlen, Dianne Embree, Carol Connor

Carol Connor



L-R Nancy Potts, Mindy Drew, the new R/C of Essex Station, Rives Potts, Commodore Sheila McCurdy and Outgoing R/C Rob Moore.

Carol Connor

Club and Station's activities over the last year. RC Jack Wills thanked Paul Ives for his service to the Station and the Club over the last two years and presented him with a plaque. Paul presented his rear commodore's enameled pin to Jack Wills, while Jerri Ives presented hers to Glory Wills.

The 54th Annual Wirth M. Munroe Invitational Yacht Race from Fort Lauderdale to Palm Beach, was held on December 3rd 2010. Jim Bishop Sr.'s J/44 *White Gold* won over Bill Koch's *Titan* by 32 seconds on corrected time in the IRC class. Eighteen attended the splendid post race activities at the Sailfish Club.

The end of January Midwinter Rendezvous in Stuart kicked off with a Rum Keg party at Jim & Sue Chambers. Tom Kenney supervised the mixing and put Jim Chambers and Milt Baker through their paces to produce a splendid cocktail that ultimately was enjoyed by 68 members and guests. Judy Baker, Sue Chambers, Jerri Ives, Diana Myles and Glory Wills produced a great buffet.

Saturday night's dinner at the Stuart Yacht and Country Club was a more formal affair. RC Jack Wills was delighted to introduce BOS/BUZ visitors John Osmond (the new Bermuda Race Chairman) and his wife, Ellyn, to the group. John and Jack both had C&C 40's and spent many years racing against each other on the east coast and to Bermuda. *This writer had always known that her late father in law's yacht Mokoia (bought by him in 1954), that she cruised and raced on in the 60's, had participated in the first 1950 TransAtlantic Race, along with Samuel Pepys and Cohoe, Adlard Coles' winner of that race. However, she had never met anyone who had raced on her, until Jim Gourd introduced her to Dan Walker. Dan was wearing his RORC tie, which prompted her to ask about his off-shore racing and thus to Mokoia. So gentlemen, ties may be a bore for*

Essex continued

On February 3, Station members gathered at the Boom Restaurant for the annual Pot-Luck dinner. The Boom is located in Pilot's Point Marina and is closed at this time of year. There is no water, but the gas is on for the kitchen stove and for the fireplace in the dining area. Over 45 members enjoyed great food supplied by "A thru M" and "N thru Z". After company cocktails, a sumptuous meal and a birthday cake for past RC Paul Connor, Bill Cook of Boston Station (BOS/BUZ) presented a terrific documentary film of his trip around Newfoundland during the summer of 2010. This trip aboard *Resolution* is fully described in the latest *Voyages* issue #53.

As always, members are encouraged to attend the lunches held on the third Thursday of the winter months. The venue is the Yachtsmans' Center, Pilot's Point Marina, Westbrook, CT. Visitors from other stations are cordially invited to attend. Contact Dick Holliday for details at dick@rcholliday.com or at 401.591.8602.

Jeb N. Embree, Historian

Florida

The Florida Station Annual meeting took place at the St. Petersburg Yacht Club on Friday November 5th and the Commodore graced them with her presence. The meeting was held with various reports and the voting in of the new slate: RC Jack Wills, Treasurer Tanner Rose, Secretary Don Krippendorf and Historian Barbara Watson-Clapp. Gerry Clapp, was unable to attend, but received thanks for his five years as membership chairman. Forty-nine strong attended the cocktail party then sat for dinner and enjoyed a slide show of the



John and Ellyn Osmond, Trish and Art Billings, RC Jack Wills

Barbara Watson-Clapp

News from Stations & Posts

Florida continued

Floridians to wear, but by gosh they open doors! Dan had no photos of Mokoia, so she sent him some.

Steve & Karyn James reported on their year on *Threshold*: 2010 has been another



Karyn and Steve James at Taormina, Sicily.

great year of cruising. For this, Karyn and Steve are very grateful. It was a relaxing year going when and where they wanted, moving slowly without many schedules, waiting for the wind they needed and essentially doing the cruising life the way they always imagined but never accomplished. After leaving their wintering spot in Barcelona, they visited the Balearic Islands of Mallorca and Menorca, essentially circumnavigated Corsica, Sardinia and Elba, stopped in exotic Tunisia for the obligatory EU exit, did some inland touring in Sicily, and are now wintering the boat dry docked on the ancient fortified island of Malta. They sailed through harbors frequented by Europe's vacationing elite and hiked through ruins left behind by the Greek and Roman cultures. For the first time in six years, they could abandon their thermals and live in swimsuits! They were surprised to discover how compact the western Med seems to be, never being more than an overnight sail from another fresh market and different cultural cuisine. When they return to Malta this spring, their plans are to continue heading east toward Croatia, Greece and Turkey, where they are looking forward to catching up with several CCA boats that are already there

Skip Barlow felt he should have kept his ketch after delivering his *Blue Heron* to the Chesapeake. Imagine his surprise when cruising at a comfortable 15k, there was a sudden bang and the shaft in the Aquadrive came apart. Dead in the water, 20 miles off South Carolina, he anchored in 40 ft. of water and waited. There was a light breeze of 10k and he could have put up the Genoa! Yes, Boat U.S. rescued him and he was towed into Georgetown, a pretty town where Hazard Marine Boatyard did all the heavy work of removing and reinstalling after re-build, then on north.

Dave and Sue Woolsey along with daughter Mary Logan plan some Keys cruising in *Circe* in April and a day race in March for the Lauderdale Yacht Club's Commodore's Cup. This summer, Dave, Susan, and Mary Logan plan to join their friend Aldo Pigni in June and July on his 55 foot catamaran *Avalon* in Greece.

Charles & Jeanne Moore report their *White Wings*, a 40' sloop, is now resting in Barrington, R.I. They plan to board next May to cruise to Maine, and possibly Nova Scotia. Thence, sail south at the end of the summer and attend the Chesapeake Station cruise in October.

In 2009, Braun and Tina Jones aboard their trawler, *Grey Pearl*, were a part of the "Great Siberian Sushi Run" (GSSR). From Seattle in April 2009 to Japan via British Columbia & Alaska, the Aleutian

Island chain and Russia. Spring 2010, the Joneses were back in *Ashiya*, just south of Osaka in March to enjoy the cherry blossom trees in their full glory. Onto Kyoto, the storehouse of Japan's traditional culture and the stage on which much of Japan's history has played out. It's where one will find the Japan of one's imagination – lush gardens, raked pebble paths, Shinto shrines & Buddhist temples galore, beautiful geisha ladies shuffling about and pockets of traditional architecture. The GSSR fleet was joined



Bob Bush receiving his 50 year membership medal from R/C Jack Wills

by Don and Sharry Stabbert (PNW), who had recently completed a Pacific crossing to Japan on their boat *Starr*. The newly formed fleet left the dock to cruise the Seto Naikai, Inland Sea of Japan. This Sea is about the size of the Chesapeake Bay and boxed in by the islands of Honshu, Kyushu and Shikoku. It is dotted with more than three thousand smaller islands. The fleet spent a month cruising in this area before setting off for the Japanese Ruyuku Islands, and eventually Hong Kong. In March 2011, the Joneses plan to return to the *Grey Pearl* in Hong Kong. The spring, summer and fall will be spent sailing to the Philippines, Malaysia, Singapore and Thailand. Follow along by checking out their blog: www.greypearl@talkspot.com.

While folks up north are waiting for warmer weather to start the varnishing, Floridians are on the water. This writer plans a month or two meandering the Keys and hopes to have an informal gam or two on the way.

The Stuart luncheons ended for the summer on April 12th, contact RC Jack Wills, gwillls3@juno.com. St. Petersburg Yacht Club luncheons will continue May



Jim Bishop's *White Gold*

Florida continued

12th, then will recess until September 8th, contact Charley Morgan, charley@charleymorgan.com

Wishing everyone a great season!

Barbara Watson-Clapp, Historian 

Great Lakes

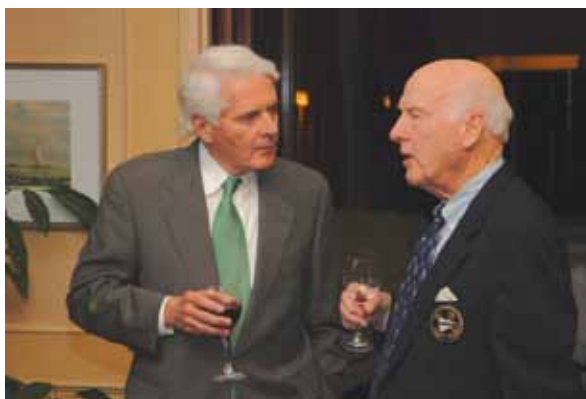
The Great Lakes Station, which achieved full Station status just one year ago, has begun developing a more active and ambitious calendar for our members, who generally live in the Chicago or Toronto areas but with others scattered in diverse places throughout the world. Most recently, six of our GLS members and spouses were attended the Annual Awards dinner at the NYYC.



Jean Foley, Mark Ellis, Rob Beebe, Jim Foley, Rob Lansing at the RCYC

A very fine Station Annual Meeting and Weekend of Friendship (we like this agreeable name for that event) occurred in Toronto over the weekend of December 3-5, under the leadership of Rear Commodore Ken Campia and some fine events planning by Bob and Sally Medland. Attendance was good, coming from both sides of the border.

Festivities kicked off with a dinner on Friday evening at the very fine Le Select Bistro. People gathered at the Art Gallery of Ontario the next morning for a guided tour of the Ken Thomson collection. Particular attention was given to his significant collection of ship models which spans some 350 years, beginning with 17th century British dockyard models, and contains only the very finest examples of workmanship and art in this genre. This collection was later



Past R/C Ken Campia and Bob Knight discussing tactics

the topic of an evening discussion at the New York Yacht Club in February.

Later on Saturday afternoon we all gathered at the Royal Canadian Yacht Club for a presentation by John Campbell, President and CEO of the Toronto Waterfront Revitalization Corporation, on the plans for the development of Toronto's waterfront.

Following the presentation there was a suitably grand reception and dinner at the RCYC which included our Station Annual Meeting. GLS members were glad to hear that the Station is in good financial order, that nine members had participated in the Clyde Cruising Club's Centenary Cruise on the west side of Scotland and the Outer Hebrides (Andy Jones' wonderful slide show of that was there for all to see), member's contributions to the CCA appropriately



Bob Medland, RC Elect

recognized, especially all that Ken Campia has done for the Club and the Station, and then Rear Commodore Campia entertained us with a well-constructed State of the Station report. A group of officers, reflecting the complicated geographical DNA of this

Station, was proposed and approved, whose two-year terms are to begin January 1, 2011:

Rear Commodore – Bob Medland
Secretary, Treasurer – Rob Lansing
Historian – Bob Knight
Events Chair – Bob Knight
Membership – Co-chairs – Jim Foley and Andy Jones
Communications – Co-

chairs –

Rob Beebe;

Donna Hill, Toronto;

Mike Hill


Then, to cap it all off, Arthur and Barbara English treated 17 of us to a fine brunch at



Arthur English and Bob Knight at the English's

their house in Toronto on Sunday morning.

Several of our GLS members are out cruising this winter, but we have heard little from them. Mike and Donna Hill have reported in from Antigua in the Caribbean, and are headed next to the BVI and other good places. Later in the spring they are going to replace sails then and head across the Atlantic to the UK via Bermuda and the Azores. Also, Jim and Jean Foley, recently featured in *Voyages*, will continue their adventure in the Baltic during the summer of 2011.

Robert Beebe, Historian 

Gulf of Maine

The GMP manages to keep itself pretty busy, all year long! Picking up from the last GAM update in August, here's what we've been up to:

News from Stations & Posts



*Rob Roy at the helm of **Bowdoin** with Joan Roy and Skipper Eric Jergensen*

Peter Stoops

Jack and Zdenka Griswold left their boat in the ABC's over the summer, and returned to *Kite* this fall. They were sighted at 3 Dollar Dewey's in Portland on a quickie trip home, and reported they had made it to Columbia and had waypoints entered for the Panama Canal, and points beyond.

Blair and Sherry Pyne last checked in from Antigua, and were headed down-island, with a target of Trinidad where they'll leave *Homarus* for the summer.

In addition to these full-timers, a number of GMP members took to the seas this fall/winter to move boats to the Caribbean, and to take time out to sail in warmer climes.

GMP Treasurer Paul Rogers wrote these words when he reported on the passing of GMP member Connie Connover: "Connie joined CCA in 1994... As I recall most of this time the family of six was sailing on a 29 footer... the family sailed the boat throughout Northern Europe and the Mediterranean, returning to Camden in 1998. He would always fly home to assume his summer duties as caretaker of Curtis Island. Most CCA members will remember his welcoming wave as they passed Curtis Island upon entering Camden."

Peter Stoops, Post Secretary

New York

The New York Station of the Cruising Club of America gathered for their Annual Meeting on Thursday, November 11, 2010 at Ft. Schuyler, NY. The station represented by 48 attendees thanked Ian McCurdy for making arrangements at Heritage Hall for the cocktails and dinner. Rear Commodore Larry Glenn and the Officers and Committee Chairmen were re-elected for 2011.

Following a lovely meal the group heard from Eric Forsyth, a truly great sailor and passagemaker. A former RAF fighter pilot, Eric does not know the meaning of "too far to sail". This 2000 CCA Blue Water Medal Recipient has six Bermuda Races and over 250,000 miles of ocean under his keel. He delighted us with a one hour video of his 17,000 mile 2009-10 circumnavigation of North America through the Northwest Passage aboard his 42 foot sloop *Fiona*.

- September brought us two great events – a gam at Charlie and Gale Willauer's in Oven Mouth, and the Annual Sail on the schooner *Bowdoin*.

- A small but hearty group braved some early cold in October to get a tour of the Maine Maritime Museum, in Bath. The group received full insight on how the great schooners were built, and followed that up with a luncheon gam.

- Jean Deighan and Glen Porter hosted a wonderful dinner in their restored Kent Cutting House in Bangor – listed on the National Register of Historic Places – in November.

- In December, we seem to have developed a traditional gam event that takes

place at the Damariscotta Grill. This year, Ross Santy and Peter Worrell treated a very large crowd – about 60! – to a review of their sail with the CCA 2010 cruise in Scotland.

- Ruth and Jim Harvie hosted yet another midwinter gam at their new home in Topsham. Neither Ruth nor Jim could come up with how many they've hosted, but the warmth of the annual event helped ease all of us through the coldest part of the season.

We have a number of GMP folks who are cruising in 2010-2011, here's a partial list:

Nat Warren-White is still in transit, and at last report *Bahati* was in Cape Town. Her progress can be monitored at www.bahati.net. It was great to get a first hand report

on their travel from Betsy Warren-White at the Harvie's house in January.

Brad and Ann Willauer showed on the cruising radar screen when they turned up to party in Antigua for New Year's Day, in *Breezing Up*.



Peter Stoops

Learning the finer points of Schooner building at the Maine Maritime Museum in Bath.

New York continued

Eric left Long Island with two companions in early June of 2009 and sailed via Nova Scotia, Newfoundland and Greenland to Lancaster Sound in arctic Canada. After a brief stop at Beechey Island to view the only known graves of three crew members of Sir John Franklin's ill-fated 1845 expedition he anchored at Resolute near 75°N to await the ice in

Peel Sound and the Franklin Strait opening up to the south. During the ten-day wait the boat was beset by heavy ice flows and pushed onto the shore, only to be left high and dry at low water. Twelve hours later the crew managed to kedge off. The next excitement was a polar bear that swam by and later sunned itself nearby on a floe. Heading south they skirted the west shore of the Boothia Peninsula but were trapped for nearly three days in thick ice floes near the Tasmania Islands. The Canadian Coast Guard advised Eric to inflate the dinghy, pack food and important papers in it and try to make it to shore if *Fiona* was crushed by the ice. But a wind change opened up leads and they pushed on to Gjoa Haven. Here they met Mark Schrader (PNW) who was engaged in a west to east transit of the Passage. After leaving Cambridge Bay they encountered little ice in the Beaufort Sea



Fiona aground after being pushed ashore by icebergs

but after they rounded Point Barrow the boat endured storm force winds in the Chukchi Sea and the steering chain broke. They steered by tiller to Nome in Alaska and made repairs but the crew had had enough and Eric singled-handed across the Bering Sea to Dutch Harbor, where he picked up a new crew. The trip south down the west coast to the Panama Canal was without major problems except for very heavy winds and currents off the south coast of Mexico. He returned home via the San Blas Islands, Colombia, the Bahamas and Bermuda, entering Fire Island Inlet eleven months after leaving and with about 17,000 nautical miles under the keel. Eric was roundly applauded for providing a fascinating cruise video and he fielded many questions about the special problems of Arctic cruising.

After a nightcap or two the members disbanded and headed home. The New York Station Meeting was held Friday, April 1, 2011 at the Harlem Yacht Club, City Island, NY.

Steve Frank

Pacific Northwest

The PNW Station cruising year will commence the evening of Monday, May 9th in Everett Washington at the new 2300 slip marina. The fleet will gather for the spiking of the traditional rum barrel and potluck appetizers either at the new port event room or on the port provided covered party barge. The following day is an open day as the fleet will head north towards a clam chowder evening, on Wednesday the 11th, at anchor off of Hope Island State Park. The final scheduled event will be a catered dinner Friday evening at the Port of Bellinghams' Squalicum Harbor Boathouse. The cruisers will have the opportunity to visit the historic towns of Coupeville, Oak Harbor, La Conner and Anacortes en route to Bellingham as well as drop the hook for a lunch or an evening in a variety of unique and beautiful anchorages. Sign ups will commence in the first week of April and run through the month.



Mary Alice and Brian O'Neill

The fall cruise will take place in the beautiful Gulf Islands of lower British Columbia and commence the evening of Tuesday, Sept. 6th and end Sunday evening the 11th. Specific itinerary to be announced in June.

Brian and Mary Alice O'Neill, cruising aboard *Shibui*, their Norseman 447 in the South Pacific, share a snippet of their adventure. "From Palmyra to the Philippines along the north side of the equator is not a path often sailed by cruising sailors. Sure the distances between island groups;



Polar Bear visiting Fiona on a nearby iceberg

Pacific Northwest continued

Palmyra to the Marshall's to Micronesia to the Philippine Islands are large, but each of the groups has many places to explore. We asked ourselves why more sailors didn't come this way and the answer became obvious. If you go west on the trades you end up in the Philippine Islands in the late Spring just in time for typhoon season and the Philippine's are typhoon magnets, not a good place to hang out. We looked at options such as Guam to Japan to Alaska and decided we did not

want to cut our cruise short or miss Palau and the Philippines. The answer for us was to hang out in Palau eight months, from May to December. We were concerned we might become bored in this small country of 18,000 people. As it turned out when December arrived we had fallen in love with the country, the people and the spectacular diving. We have now moved on to the Philippine Islands, and looking back on the journey we see the rich history of these islands. We have seen islands and people unspoiled by technology and still self-sufficient. We have also seen islands over-crowded and nearly everyone on the dole and the government blatantly corrupt, fortunately this is mostly the exception. Most impressive was realizing how World War II battles in the Pacific islands have left a legacy of unexploded ordnance that still plague the island's population. We also came to realize the extreme sacrifices made by the combatants and how these battles have served to shape the history of the entire world.



Reminder of World War II

Sailing and cruising is always a learning evolution and this route along the north side of the equator has proven to fulfill our quest. If you would like to see pictures of our journey please go to the below listed web site: www.picasaweb.google.com/svshibui

Don and Sharry Stabbert, cruising aboard their 80 foot *Starr*, in Japan, gave us the following report: "After cruising from Seattle to Hawaii, through the Marshall Islands, Micronesia, Guam and the Mariana Islands, we arrived in Ashiya, Japan in April 2010. In the past year, we have cruised

1700nm in Japan and have barely scratched the surface of the cruising possibilities. The Seto Nakai (Inland Sea) is about 240nm from east to west and 10-30nm from north to south; there are about 3000 islands within this small-enclosed body of water. It is the marine highway for Japan, and is wall-to-wall freighters, fish boats, tankers, car carriers, etc. I think that navigating through some of these narrow, traffic-laden passages has been some of the most fun I have ever had at the wheel of *Starr*. There are very few foreign yachts cruising this country. Last summer the Japan Coast Guard told us that we were the only foreign yacht actively

cruising in Japan for pleasure. It's been quite an adventure and we encourage CCA cruisers to give it a try. PNW CCA friends joined us for various legs of our trip from Seattle to Japan: Tad and Joyce Lhamon (*SY Lyric*) were on board from Seattle to San Francisco and from Guam to Ashiya, Japan. Dave Utley (*SY Morning Star*), and Jim and Diana Freeland (*SY Prufrock*) joined us for the San Francisco to Hawaii passage. Dave Utley with his wife Mary (it was her first ocean passage) joined us from Hawaii to Majuro in the Marshall Islands." The Stabberts were in Japan at the time of the earthquake and Tsunami but were in an area near Kobe which was unaffected. Their trip back east across the Pacific is routed now to avoid the significant flotsam from the tsunami that is carried on the known currents.

The PNW Station is looking forward to hosting the Fall Meeting in Seattle from October 13-15. Highlights will include the Museum of Flight, Cruise and Salmon Bake on Blake Island and a presentation by Mark Schrader of Ocean Watch and the circumnavigation of the Americas. See details on page 4, this issue.

Doug Cole, Historian

San Francisco

Since our Fall Report, the San Francisco Station has been like a seven ring circus.



Dick Enersen

John Sanford capturing the moment!

Ring one: Bob Van Blaricom was awarded the coveted Richard S. Nye Trophy for meritorious contributions to CCA. The list of Bob's contributions covers three typewritten pages. Bob has been characterized as the "quintessence" of the perfect ship-



Don and Sharry Stabbert

News from Stations & Posts

San Francisco continued

mate and he is the longest serving member of the San Francisco Station. Even though Bob passed the "four score" age mark, he is not slowing down. On April 1 he plans



Stafford Keegin and Liz Baylis at Corinthian YC

Dick Enersen

to leave as one of three-man crew sailing a friend's Pearson 365 ketch to Tahiti. Also joining that crew is Chris Parkman who is always up for a new adventure.

Ring two: Stan Honey was honored as the Rolex Yachtsman of the Year for his navigation skills on the otherwise all French crew on the 48 days 7 hours round the world record-setting *Groupama 3* trimaran. At the Rolex award dinner on February 25, Stan commented that sailing is one of the few sports where a man can win such an award at age 55. Stan is heavily involved in the 2013 American's Cup on San Francisco by providing graphic support for the real-time video coverage. At our October meeting, Stan is scheduled to speak on the technical aspects of the AC.

Ring three: CCA Commodore Sheila McCurdy honored our station by a three day visit February 8-10. We provided her

an opportunity to meet members at several venues including a cocktail party put on by Walter and John Sanford, a gracious French lunch (al fresco) at Jerry and Sue Knecht's new vineyard home, a pot-luck dinner party at Robby and Delores Robinson's home, a well-attended lunch meeting at Tiburon's Corinthian Yacht Club and home and dinner hospitality provided by Jim and Mimi Cornelius. Don Bekins escorted her as they both left to go to the CCA Ski Gam in Utah with husband David Brown and others.

Ring four: The plans for the Thailand Cruise in January 17-26, 2013 have moved into high gear. Co-Chairmen Wyman Harris and Jerry Eaton have gathered a formidable group of station members on their committee; Clark Beek has set a tentative itinerary, Mary Crowley has located a super-luxury mother ship, *Le Ponant*, Dick Enersen has created and sent out publicity and through the computer genius of Jim Quanci, a Siam 2013 website for CCA members is now on-line. John Sanford is organizing pre-trip kayak tours of the mysterious hollow islands of the Andaman Sea. Over 50 people have expressed strong interest and



Bob Van Blaricom receiving the applause of CCA-SAF members on announcement of Nye Award

Dick Enersen

several members have chartered yachts through Moorings. Coming to Siam – I am.

Ring five: At our annual Christmas party, Wyman and Gay Harris were awarded

the Station's "Cruiser of the Year" trophy for their extensive cruising of the Pacific Northwest and Mexico including a trip to Alaska in 2010 that was written up in the recent issue of CCA Voyages. The Station's New Year's Eve cruise to Clipper Cove was well attended by five yachts. Fritz Warren provided *Truly Fair* as the host ship. At our Christmas Party this December we'll



Commodore Sheila McCurdy and RC Robby Robinson

Dick Enersen

have a slide show and talk about Thailand where several of our members have previously cruised. Perhaps James Bond in his role in "The Man with the Golden Gun" will attend.

Ring six: Station Cruises are lined up this year under the capable leadership of Doug Finley. First is a cruise to Half Moon Bay in May followed by the warm inland waters of Montezuma Slough and the Solano Y.C. in June, Tomales Bay in September and Clipper Cove off Treasure Island for the New Year's Eve Cruise.

Ring seven: Members cruising plans include Jerry Eaton returning to *Blue Heron*; this time as part of crew taking the yacht through the Panama Canal, cruising to the Galapagos and across the pond to the Marquesas and Tahiti with a possible side trip to Easter Island. The new owner of *Blue*, Bob Frantz and his son Eric, plan to sail her around the world. Bill and Paula LeRoy are chartering in St. Lucia in February and in Greece in May. This summer Bill plans to sail his CAL 40 *Gone with the Wind* from Connecticut to the Chesapeake to join that station's cruise in October and then continue to Charleston for the winter. In 2012, Bill plans another crack at the

San Francisco continued

Newport-Bermuda Race. Bill and Angela Chapman have *Bones VIII* on the hard in Marmaris, Turkey and will take her cruising in the Med back to Rota, Spain with visits to Greece, Italy, Corsica and Balearics. Bill and Karen Foss have *Détente* in Kemer in Turkey and will head north up the coast of that country in May... Wyman and Gay Harris will cruise aboard *Safari* in British Columbia from mid-April until September with breaks for family side trips. They plan to join the PNW Station for its Spring and Fall Cruises. David and Betsy Fullagar have spent the winter in Mexico on *Mystic* and plan to head up to the Sea of Cortez in the spring and early summer.

John Sanford, Historian

Southern California

At our 2010 annual meeting Rear Commodore Tod White welcomed our newest members and their spouses: Carl and Kary



Robbie Vaughn atop Mt. Beatie in Tasmania

Fuller, Ron and Judy Wood and Johnny and Theresa Smullen. Tod thanked Rick Williams for his three years wonderful as our Cruise Chairman and Kirk Elliott who brought us many outstanding new members in his three years as Membership Chairman. We also remembered members who passed on in 2010: Will Shepherd, Jim Sink, Bucky Walters and BZ Jones and widows Jane Wright and Rosie Jones

At our first meeting of the new year held at Newport Harbor Yacht Club we

were honored to have as our guest speaker non-other than Commodore Sheila McCurdy. She traveled all the way from Rhode Island to bring some forty-seven of us up-to-date on current and future CCA happenings. We then invited her to board the famous Balboa Ferry provided by owner and CCA member Seymore Beek, to tour our harbor. Fortunately

it was a typical sunny California day and all enjoyed the scenic ride. While many of our members were busy planning or participating in local offshore voyages in 2011, some were already involved in more complex passages to exotic places. Brad Avery and crew aboard the *Alaska Eagle* were exploring South Georgia Island, one of the most remote and spectacular islands in the world, where Cook and Shackleton had anchored at the "Gateway to Antarctica". Brad wrote that their 1,150-mile passage to the island was smooth by Southern Ocean standards.

Robbie Vaughn in his beautiful *Van Diemen III*, a Herreshoff type 65' sloop whose design he describes as "Spirit of Tradition", tells of his voyage to seldom visited places. He began his most recent voyage from the east coast of Tasmania from Hobart to Sydney, Australia. Next was a short trip to Hamilton Island off the coast for their famous race week. He and crew explored the Great Barrier Reef and Frasier Island, claimed to be the world's largest sand dune. They returned to Pittewater, twenty miles north of Sydney and moored in Broken Bay. Then, it was on to small Lord Howe Island, 430 nautical miles



R/C Tod White on *Van Diemen III* in Tasmania

Robbie Vaughn

east of Australia to visit its 350 inhabitants. They ended the voyage enjoying the Bay of Islands in New Zealand. We'll hear more from Robbie as he continues on to Hawaii from New Zealand as he is preparing an article for *Voyages*.

On a more familiar route for us West Coasters, Mark and Dorothy Hazlett in their Outbound 44 *Pua'ena*, crossed from Hawaii to Alameda in July. They then sailed down the West Coast to San Diego and in late October joined the Baja Ha-Ha fleet of 155 boats. By going offshore they felt fortunate to sail all but a short portion of the third and last leg. Only a dozen or so boats were able to sail the entire 380-mile first leg. After completing the Ha-Ha in Cabo San Lucas the double-handed up to La Paz and then crossed to Mazatlan enjoying anchorages along the way. Leaving Mazatlan after several weeks they enjoyed more anchorages, including Matanchen Bay (San Blas) and Chacala. From there they made it past Punta Mita into Banderas Bay and anchored out near La Cruz then stayed in the new marina and enjoyed the town. They made it further on to Paradise Village Marina in Nuevo Vallarta next to the Vallarta Yacht Club where they hope to help with the Banderas Bay Regatta in mid-March. From there they are off to the South Seas and we hope to hear more of their travel as they plan to spend a great deal of time in Samoa and Tonga and look forward to meeting any CCA members along the way.

Dick Lawrence, Historian



Bermuda Race Hardware



HISTORY OF THE CCA

TRACING OUR HISTORY IV 1934 – 1937

THE MID-1930S WAS AN INTERESTING ERA FOR THE UNITED STATES AND FOR THE CRUISING CLUB OF AMERICA. THE COUNTRY WAS EMERGING FROM THE GREAT DEPRESSION, WHILE WAR IN EUROPE WAS LOOMING OVER THE HORIZON. THE CLUB CONTINUED TO EXPAND, CREATING FASCINATING HISTORY AND EVENTS.

HOBIE FORD, ELECTED COMMODORE IN 1933, WAS REELECTED TO A SECOND TERM AT THE ANNUAL MEETING HELD AT THE YALE CLUB IN NEW YORK CITY. THAT YEAR THE CLUB HAD SPONSORED A DESIGN CONTEST IN HOPES OF DEVELOPING A RACING RULE, THE RESULTS OF THIS CONTEST WERE ANNOUNCED AT THE ANNUAL MEETING. FIRST AND THIRD PRIZES WERE AWARDED TO DESIGNERS OUTSIDE THE CLUB, WHILE MEMBER JOHN ALDEN WAS AWARDED THE SECOND PLACE PRIZE, A GRAND AMOUNT OF \$50.00. SEVERAL BIZARRE PLANS HAD BEEN SUBMITTED AND THE COMMITTEE TOOK THE OPPORTUNITY TO ANALYZE THESE PLANS, ENABLING THE COMMITTEE TO CLOSE SOME POTENTIAL LOOPHOLES. MAKING THESE CHANGES AND ADOPTING THE NEW PLAN, THE COMMITTEE ESTABLISHED THE CRUISING CLUB RULE FOR WHICH THE CLUB IS UNIVER-SALLY KNOWN.

HERB STONE WROTE AN ARTICLE FOR THE 1946 YACHTING MAGAZINE ENTITLED, "THE RULES OF THE GAME". THIS PIECE WAS SUBSEQUENTLY UPDATED BY ROBERT BAVIER AND NAMED "THE CRUISING CLUB MEASUREMENT RULE". AT THE RISK OF GETTING AHEAD OF OURSELVES, EXCERPTS OF THIS ARTICLE ARE WORTH NOTING.

"PERHAPS THE GREATEST CONTRIBUTION WHICH THE CRUISING CLUB HAS MADE TO AMERICAN YACHTING IS THE DEVELOPMENT OF THE CRUISING CLUB MEASUREMENT RULE. AND IT IS SAFE TO SAY THAT WITHOUT THIS RULE AND THE BERMUDA RACE WHICH OUR CLUB

SPONSORS, THE CRUISING CLUB COULD HARDLY BE SO WIDELY RESPECTED, SO WELL KNOWN. THE CLUB'S CRUISES AND RENDEZVOUS WOULD BE JUST AS MUCH FUN, THE MEMBERS EQUALLY FINE SEAMEN, BUT WITHOUT THE RACE AND THE RULE TO 'PUT IT ON THE MAP' THE CLUB MIGHT CONSIST OF A SMALL GROUP OF CONGENIAL CRUISING YACHTMEN. SUCH A CLUB WOULD BE FUN, BUT IT WOULD NOT BE THE CRUISING CLUB AS WE KNOW IT NOW, A CLUB DEDICATED TO THE JOYS OF CRUISING BUT ALSO TO

THE CHALLENGE OF OFFSHORE RACING. (REMEMBER, THIS IS AN ORGANIZATION THAT, IN ITS EARLY DAYS, WAS OPPOSED TO OFFSHORE RACING.)

THE CRUISING CLUB RULE IS, HOWEVER, AS

FREQUENTLY CONDEMNED AS IT IS APPRECIATED. ITS CRITICS COMPLAIN OF ITS LENGTH AND COMPLEXITY, AND AVOW THAT IT TAKES A MATH MAJOR TO UNDERSTAND IT. THEY POINT OUT, ALSO, THAT CLOSE AND FAIR RACING IS OFTEN HAD UNDER MUCH SIMPLER RULES WHICH EVERYONE CAN UNDERSTAND, AND WHICH LOCAL MEASURERS CAN FIGURE RATINGS WITH EASE. WHAT THE CRITICS LOSE SIGHT OF IS THAT ANY SIMPLE RULE COULD EASILY BE "BEATEN" BY DESIGNERS IF BOATS WERE BUILT TO IT. THE SIMPLE RULES WORK OUT WELL ONLY BECAUSE THE TRULY MAJOR DISTANCE RACING EVENTS ARE CONDUCTED UNDER THE CRUISING CLUB RULE, AND HENCE DESIGNERS CREATE BOATS TO FIT THAT RULE RATHER THAN A SIMPLE ONE WHICH COULD BE CIRCUMVENTED BY SOME EXTREME DESIGN. BECAUSE THE CRUISING CLUB RULE WOULD PENALIZE SUCH AN EXTREME DESIGN PROPERLY, DESIGNERS ARE KEPT FROM BUILDING FREAKS WHICH WOULD HAVE NO CHANCE IN THE BIGGEST EVENTS OF ALL. JUST SO LONG AS THE BIG EVENTS ARE SAILED UNDER "OUR" RULES, THE SIMPLE RULES WILL CONTINUE TO WORK WELL FOR MORE LOCAL RACING.

TO RATE BOATS OF DIVERSE SIZE AND TYPE FAIRLY, AND TO PLUG LOOPHOLES WHICH CLEVER DESIGNERS AND OWNERS ARE ALWAYS (AND RIGHTLY) TRYING TO FIND, IT IS INEVITABLE THAT THE RULE BE LONG AND APPARENTLY INVOLVED. IN ITS PRESENT WORDING AND ARRANGEMENT, HOWEVER, THE RULE IS NOT AS INCOMPREHENSIBLE AS IT FIRST APPEARS. MANY YACHTSMEN WHO PROFESS THEY DON'T UNDERSTAND IT WILL ADMIT, WHEN PRESSED, THAT THEY HAVE NEVER READ IT CAREFULLY OR REALLY TRIED TO COMPREHEND IT. TRY READING IT WITH CARE. YOU MIGHT BE SURPRISED TO FIND YOU ARE SMARTER THAN YOU GIVE YOURSELF CREDIT FOR.

THE RULE IS REALLY BASED ON VERY SIMPLE PREMISES. IT IS KNOWN, FOR EXAMPLE, THAT

EXCEPT IN PLANING TYPE BOATS THE POTENTIAL SPEED OF A BOAT VARIES ROUGHLY IN PROPORTION TO THE SQUARE ROOT OF ITS WATERLINE LENGTH. ANY RULE, HOWEVER, WHICH MEASURES ONLY WATERLINE LENGTH (AS SOME OF THE EARLY ONES DID) COULD EASILY BE BEATEN. THE CRUISING CLUB RULE, THEREFORE, CORRECTS THE WATERLINE LENGTH TO GET A RATED LENGTH (R). IN ADDITION TO MEASURING WATERLINE LENGTH AND OVERALL LENGTH IT MEASURES THE 4 PERCENT W.L., WHICH IS THE LENGTH MEASURED IN A PLANE PARALLEL TO THE L.W.L. AND 4 PER-

CENT OF THE L.W.L. ABOVE SAME.

THIS 4 PERCENT LENGTH MAY NOT BE REDUCED BY LOCAL JOGS, NOTCHES OR UNFAIR HOLLOW.

THIS REMARKABLE RULE GOT ITS START IN 1934 WHEN A COMMITTEE WAS APPOINTED BY THE CRUISING CLUB TO IMPROVE THE RATING OF

OCEAN BOATS FOR OCEAN RACING. IN THE 1923 AND 1924 BERMUDA RACES, THE RATING RULES CONSISTED OF MEASURING OVERALL LENGTH AND NOTHING MORE. MINOR CHANGES WERE EFFECTED THEREAFTER, BUT IN 1934 THE FIRST EFFORT AT A MORE SCIENTIFIC RULE WAS MADE. THESE EFFORTS WERE AN IMPROVEMENT, BUT IT WAS NOT UNTIL 1938 THAT A RULE RESEMBLING THE PRESENT ONE WAS EVOLVED. THIS REMARKABLE RULE WAS TO A LARGE MEASURE THE WORK OF



Black Squall, owned by Commodore George Cutter

ONE MAN – WELLS LIPPINCOTT OF CHICAGO. IT WAS WELLS WHO CONCEIVED IT AND WHO SPENT HOURS EACH DAY FOR THE BETTER PART OF A YEAR STUDYING RACE RESULTS, ESTABLISHING STANDARDS TO WHICH THE PLUS OR MINUS CORRECTIONS COULD BE MADE, AND WORKING OUT FORMULAE. HE HAD AN ABLE COMMITTEE AND ABLE TECHNICAL ADVISORS TO HELP HIM, BUT WITHOUT WELL'S EFFORT AND ABILITY MY GUESS IS THAT THIS GREAT RULE WOULD NEVER HAVE BEEN EVOLVED. CHANGES WERE MADE NECESSARY BY CHANGES IN YACHT DESIGN AND BY THE FACT THAT CLEVER DESIGNERS AND OWNERS FOUND LOOPHOLES. PLUGGING THESE LOOPHOLES NECESSITATED A STILL LONGER, MORE COMPLICATED RULE, BETTER ONE TOO."

THE 1934 BERMUDA RACE WAS SAILED UNDER THIS RULE. THERE WAS A SPECIAL CONDITION ATTACHED THAT YEAR STATING, "... IN CASE OF A PROTEST AT THE START, THE CONTESTANT WOULD NOT BE COMPELLED TO WITHDRAW, BUT WOULD BE PENALIZED BY AN ADDITION TO HER ELAPSED TIME OF FIVE SECONDS PER MILE FOR THE COURSE OF 650 MILES."

IN 1934, WITH MONTAUK POINT HAVING BEEN DETERMINED AN INCONVENIENT STARTING POINT, THE TWENTY-NINE CONTESTANTS DEPARTED NEW LONDON AFTER A CLUB RENDEZVOUS AT BLOCK ISLAND THE PRIOR NIGHT. ALONG WITH THE USUAL "SUSPECTS" (**MISTRESS, TEAL, GRENADIER, MALAY, TERAGRAM, AND DORADE**), WERE THREE BOATS DESIGNED UNDER THE NEW CRUISING CLUB RULE – THE 71 FOOT WISHBONE KETCH **VAMARIE**, THE SLOOP **EDLU**, AND THE YAWL **STORMY WEATHER**. **EDLU** AND **STORMY WEATHER**, BOTH DESIGNED BY OLIN STEPHENS, TOOK HIGH HONORS. CCA MEMBER VADIM S. MAKKAROFF'S **VAMARIE**, THE FIRST LARGE OCEAN-GOING YACHT DESIGNED TO THE RULE FINISHED



Mistress, owned by Commodore George E. Roosevelt

HISTORY OF THE CCA

FIRST IN 3 DAYS, 3 HOURS AND 33 MINUTES, SLIGHTLY SLOWER THAN **HIGHLAND LIGHT'S** RECORD; WHILE **EDLU**, ON CORRECTED TIME, WAS DECLARED THE OVERALL WINNER. THE NEW RULE HAD PROVEN ITSELF! AT THE COMPLETION OF THE RACE, AS THANKS FOR THEIR COOPERATION AND PARTICIPATION WITH THE CCA, COMMODORE FORD PRESENTED THE ROYAL BERMUDA YACHT CLUB WITH A FULLY RIGGED MODEL OF **SOVEREIGN OF THE SEAS** WHICH RESTED IN THE BAR AND HAS BEEN ADMIRER FOR BERMUDA RACE CONTESTANTS FOR MANY YEARS.

CCA MEMBER DONALD STARR'S 85 FOOT ALDEN DESIGNED SCHOONER, **PILGRIM**, WAS IN BERMUDA AT THE FINISH OF THE 1934 RACE AFTER COMPLETING A TWO YEAR ROUND THE WORLD VOYAGE. **PILGRIM** WAS A STORY UNTO HERSELF, AS TWO OF HER CCA CREW MEMBERS WERE INDIVIDUALS OF NOTE. WILFRID O. WHITE OF BOSTON WAS ALONG FOR A GOOD PORTION OF THE CRUISE. WHITE, AN AUSTRALIAN BY BIRTH, SPENT TIME AS A YOUNG MAN ABOARD A SQUARE RIGGER, MOVING ON TO ENGLAND WHERE HE BECAME ASSOCIATED WITH THE FAMOUS SCIENTIST LORD KELVIN. MOVING TO BOSTON, WHITE BECAME WELL KNOWN AMONG CCA MEMBERS FOR HIS COMPASS AND NAUTICAL INSTRUMENT BUSINESS. WHITE LATER MARRIED THE DAUGHTER OF CAPTAIN ELDRIDGE, ACCLAIMED FOR HIS ELDRIDGE TIDE TABLES. WHITE'S SCHOONER, **LADY KELVIN**, AND HIS BUSINESS, KELVIN WHITE, WERE BOTH TRIBUTES TO THE LATE LORD KELVIN, THE SCIENTIST WHOM WHITE ADMIRER.

A SECOND CCA MEMBER ON BOARD **PILGRIM**, A RECENT HARVARD GRADUATE, HORACE "HOD" W. FULLER, WAS RECRUITED BY HIS FRIEND DON STARR TO BE **PILGRIM'S** ENGINEER ON THE TWO YEAR VOYAGE (1932-1934). ALTHOUGH FULLER WAS ALMOST LOST WHEN THE CANTANKEROUS ENGINE'S HEAD BLEW OFF, HOD CARRIED ON WITH HIS SAILING CAREER AND, DURING THE WORLD WAR II, AMASSED AN IMPRESSIVE RECORD.

PRIOR TO ENTERING THE MILITARY AND BEFORE GRADUATING FROM HARVARD, FULLER HAD ALREADY ESTABLISHED HIMSELF AS AN ADVENTURER WHEN, AT AGE 22, THE GYPSY MOTH AIRCRAFT HE WAS PILOTING SUDDENLY BURST INTO FLAMES AT 150 FEET OFF THE GROUND. AT THIRTY FEET ABOVE SEA LEVEL, WITH HIS SEAT ON FIRE, FULLER WAS FORCED TO ABANDON SHIP WITHOUT A PARACHUTE. GRABBING A PASSING BRANCH TO BREAK HIS FALL HE SUSTAINED ONLY MINOR INJURIES. IN 1939 HE BEGAN HIS MILITARY CAREER AS AN AMBULANCE DRIVER FOR THE FRENCH WITNESSING THE BOMBING AND RESULTING CARNAGE OF AMIENS. FULLER SPENT THE WINTER IN THE ALPS AVOIDING THE GERMANS BEFORE RETURNING TO THE UNITED STATES. HOD WENT ON TO BECOME A MARINE LIEUTENANT WHO, AFTER BEING WOUNDED IN THE LANDING ON GUADALCANAL AS PART OF AN ADVANCE TEAM TO

SECURE THE AIRPORT, WAS EVACUATED BACK TO THE STATES.

AFTER HIS RECUPERATION FULLER JOINED THE OFFICE OF STRATEGIC SERVICES, FORERUNNER OF THE CIA, AND RETURNED TO EUROPE BECOMING THE LEADER OF A "JEDBURGH TEAM" THE PRECURSOR OF TODAY'S GREEN BERETS. HIS UNIT, CODE NAMED "BUGATTI", WAS RESPONSIBLE FOR MANY OF THE UNDERGROUND ATTACKS AND ACTIVITIES AGAINST THE GERMANS. QUOTING PARKINSON, "IN 1944 HE WAS PARACHUTED INTO SOUTHERN FRANCE WHERE HE ORGANIZED AND FOUGHT WITH THE MAQUIS GROUPS UNTIL THE AMERICAN LANDING, WHEN HE DRESSED AS A FRENCH PEASANT AND DROVE A HERD OF COWS THROUGH THE RETREATING GERMAN ARMY TO REJOIN HIS COUNTRYMEN. IN 1945 HE SERVED WITH THE CHINESE NATIONAL TROOPS IN CHINA. HIS RETIRED RANK IS BRIGADIER GENERAL IN THE MARINE CORPS AND HIS DECORATIONS ARE: SILVER STAR, PURPLE HEART, PRESIDENTIAL UNIT CITATION, FRENCH LEGION OF HONOR, FRENCH CROIX DE GUERRE WITH PALM, CROIX DE GUERRE WITH BRONZE STAR, AND THE BRITISH 'MENTIONED IN DISPATCHES' AWARD..."

IN THE EARLY 1950'S, GENERAL FULLER MOVED TO GREECE AS A U.S. INFORMATION OFFICER BEING DEEPLY INVOLVED IN MANY MARSHALL PLAN ACTIVITIES. FULLER, ALONG WITH MANY OTHER CCA MEMBERS AT THAT TIME, WERE THE STOCK OF WHICH TOM BROKAW REFERRED TO IN

HIS BOOK "THE GREATEST GENERATION". QUOTING JOHN ROUSMANIERE, "I SAILED WITH HOD WHEN I WAS NOT MUCH MORE THAN A BOY, HELPING TO DELIVER **VELILA** FROM SAN DIEGO TO GREECE DURING THE WINTER OF 1964. HOD WAS A CLOSE FRIEND OF CARLETON MITCHELL'S AND LEFT HIS CUSTOM MADE CCA CUFF LINKS TO MITCH, WHO, TO HONOR OUR RELATIONSHIP, VERY GENEROUSLY WILLED THEM TO ME." JOHN PROUDLY WEARS THOSE CUFF LINKS TODAY.

FULLER, A CCA MEMBER FOR OVER FIFTY YEARS, WAS INSTRUMENTAL IN THE ESTABLISHMENT OF THE CCA ARCHIVES AT MYSTIC SEAPORT, DONATING HIS PERSONAL LOGS, THE HANDWRITTEN LOGS FROM THE SCHOONER **PILGRIM** AND MANY OTHER PERSONAL EFFECTS. THE 1984 DONATION OF MATERIALS WAS CITED AS "THE SINGLE MOST IMPORTANT GIFT THE CCA ARCHIVES HAS EVER RECEIVED". GENERAL FULLER'S MEMORY IS PERPETUATED BY THE HORACE W. FULLER MEMO-



Pilgrim, owned by Donald Starr

RIAL

FUND AT MYSTIC TO

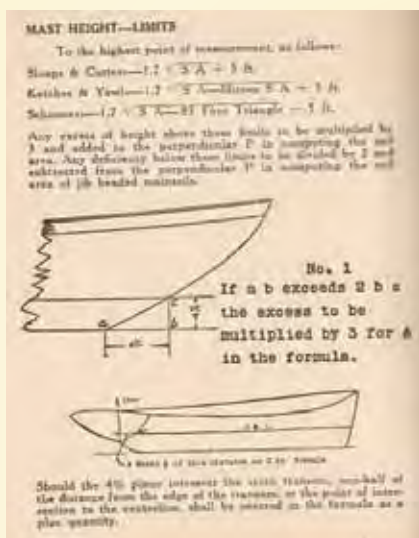
"ENCOURAGE THE EXPLORATION OF MARITIME HISTORY THROUGH BOTH SCHOLARSHIP AND EXPERIENCE."

TIME MOVES ON AS TIME WILL AND WITH THAT MORE BERMUDA RACES, BLUE WATER MEDALS, AND CHANGES WITHIN THE ORGANIZATION.

THE 1934 YEARBOOK LISTS EIGHT MOORINGS ALONG THE NEW ENGLAND COAST AVAILABLE TO MEMBERS. THE LISTINGS ALSO INCLUDED DETAILED INSTRUCTIONS FOR APPROACHING THE HARBORS AND THE MOORINGS. (THIS WONDERFUL SERVICE HAS BEEN REINSTITUTED IN RECENT YEARS UNDER THE TILLAGE OF CHANNING REIS WITH APPROXIMATELY SEVENTY MOORINGS AVAILABLE.) IN TODAY'S AGE OF TECHNOLOGY, SAILORS WHO REFUSE TO WEAN THEMSELVES OF SATELLITE AND WIRELESS COMMUNICATIONS WHEN THEY CAST OFF, SHOULD NOTE THAT THE MOORING FLOAT LISTED IN THE 1934 YEARBOOK IN NEW HARBOR, MAINE, BOASTS NOT ONLY "LOBSTERS, GASOLINE AND LOCAL INFORMATION" BUT "THE GOSNOLD ARMS INN HAS TELEPHONE AND TELEGRAPH SERVICE FOR THOSE WANTING TO WALK UP THE HILL... MAIL CAN BE ADDRESSED TO MR. ROBERT SEARCH AT THE INN AND WILL BE HELD FOR MEMBERS". (WOULDN'T IT BE WONDERFUL IF WE COULD RETURN TO THOSE DAYS WHERE MAKING A PHONE CALL ENTAILED A WET DINGHY RIDE FOLLOWED BY A LONG WALK UP THE HILL TO A HOTEL FOR AN IMPORTANT CALL?)

THE HUNTINGTON STATION CONTINUED TO ADVERTISE THAT CRUISING CLUB MEMBERS COULD TEMPORARILY LEAVE THEIR BOATS AT THE HUNTINGTON YACHT CLUB UNDER THE CARE OF THE CLUB STEWARD. VARIOUS YARDS WERE AVAILABLE IN THE VICINITY FOR REPAIRS, CABINET WORK, AND ENGINE MAINTENANCE WITH WAYS CAPABLE OF HAULING UP TO A 10.5 FOOT DRAFT. TAXIS WERE AVAILABLE FOR THE 75 CENT RIDE TO TOWN. IN 1934 THE INITIATION FEE INTO THE CRUISING CLUB STOOD AT \$10.00.

SPEAKING OF ELECTRONICS, OR THE LACK THEREOF, THE 1934 JEFFERY'S LEDGE RACE, STARTING ON SEPTEMBER 8TH FROM MANCHESTER HARBOR, WAS A NAVIGATOR'S NIGHTMARE. THIRTY-TWO ENTRIES BEGAN THE RACE, TWENTY-NINE COMMENCING THE RACE FROM AN "AT-ANCHOR START" ACCORDING TO THEIR HANDICAP TIMES. WEATHER DETERIORATED DRASTICALLY DURING THE DAY AND THE 125 FOOT COAST GUARD PATROL



PORT, DONATING HIS PERSONAL LOGS, THE HANDWRITTEN LOGS FROM THE SCHOONER **PILGRIM** AND MANY OTHER PERSONAL EFFECTS. THE 1984 DONATION OF MATERIALS WAS CITED AS "THE SINGLE MOST IMPORTANT GIFT THE CCA ARCHIVES HAS EVER RECEIVED". GENERAL FULLER'S MEMORY IS PERPETUATED BY THE HORACE W. FULLER MEMO-

HISTORY OF THE CCA

BOAT, **ANTIETAM**, WHICH WAS TO ANCHOR AT THE TURNING BUOY, RETURNED TO GLOUCESTER. CONDITIONS WORSENE DURING THE NIGHT. NONE OF THE BOATS WERE ABLE TO FIND THE MARK. THUS THERE COULD BE NO RACE AND SUBSEQUENTLY, NO WINNER. (THE "AT ANCHOR START" HAS FALLEN OUT OF FAVOR WITH ENHANCED STARTING LINES, SIGNAL FLAGS, COUNTDOWNS ETC. AND PERHAPS COULD BE REINTRODUCED AT ONE OF THE "FUN" RACES ON OUR CRUISES.)

WITH NO SMALL BOAT RADIO COMMUNICATION AVAILABLE AT THE TIME, SOCIALIZING AND OTHER NECESSARY COMMUNICATIONS WERE CARRIED OUT WITH ELABORATE SIGNAL FLAGS AND CODES. THE YEARBOOKS OF THAT ERA DEVOTED MANY PAGES TO THESE SIGNAL AND PRIVATE CODES WITH A FULL PAGE IN COLOR OF "FLAGS AND PENNANTS TO BE USED IN THE INTERNATIONAL CODE". THE 1934 YEARBOOK CONTAINS SOME INTERESTING "SPECIAL SIGNALS" SUCH AS:

G Q – WILL YOU COME ABOARD FOR A DRINK
C N – CALL TO SONG
G W – WILL YOU LEND ME ONE QUART
B J – STAG PARTY
B K – MIXED PARTY

IN 1935 THE BOSTON STATION CAME UP WITH A BETTER REASON FOR FLYING THE BURGEE DAY AND NIGHT (SEE PREVIOUS ARTICLE), THIS TIME: "...AS AN INDICATION OF OUR DESIRE TO BE HELPFUL TO MEMBERS CRUISING IN NEW ENGLAND WATERS."

THE 1934 BLUE WATER MEDAL WAS AWARDED IN 1935 TO AN ENGLISHMAN, CAPTAIN LIONEL W.B. REES, V.C. OF EDGEWARE, MIDDLESEX, FOR HIS SINGLE-HANDED VOYAGE IN MAY, A DOUBLE-ENDED KETCH. THE BASIS FOR THE AWARD WAS THAT

REES HAD DONE AN EXTRAORDINARY JOB IN PREPARING THE VESSEL FOR HIS PASSAGE FROM ENGLAND TO HIS FIRST LANDFALL IN NASSAU IN JANUARY OF 1943. UPON HIS ARRIVAL IN NASSAU AND UPON INSPECTION, THE BOAT WAS IN AS GOOD SHAPE AS WHEN SHE DEPARTED AND IN A "...STATE OF SPOTLESS CLEANLINESS AND PERFECT ORDER BOTH ABOVE DECK AND BELOW, THAT ALWAYS GLADDENS THE HEART OF A TRUE SEAMAN".

COMMODORE GEORGE ROOSEVELT, FORMER CHIEF OF STAFF WITH THE FAMOUS 82ND DIVISION, KNOWN FOR THE HEROIC EFFORTS OF SERGEANT YORK, WAS IN COMMAND WHEN THE CRUISING CLUB OF AMERICA AND THE ROYAL NORWEGIAN YACHT CLUB SPONSORED A TRANS-ATLANTIC RACE TO NORWAY STARTING ON JUNE 8. WHEN THE GUN WAS FIRED FROM THE DECK OF THE BRENTON'S REEF LIGHT VESSEL (THE FINISH LINE HAVING BEEN SET FOR BERGENSFJORD, NORWAY, 3050 MILES AWAY) THERE WERE SIX STARTERS. OF THE SIX, **MISTRESS**,

VAMARIE AND **STORMY WEATHER**, WITH ROD STEPHENS IN COMMAND, WERE CONSIDERED THE SERIOUS CONTENDERS. A MAJOR OBSTACLE IN THE RACE WAS THE NUMEROUS ICEBERGS THAT HAD DRIFTED ONTO THE GRAND BANKS, POSING A SIGNIFICANT HAZARD TO NAVIGATION. INGENUITY, INSTEAD OF ELECTRONICS, WON THE DAY WHEN ROD STEPHENS CONTACTED SOME LOCAL HALIFAX FISHERMEN AND CONSULTED WITH CCA MEMBER CASEY BALDWIN WHO HAD JUST FINISHED AN EARLY SPRING PASSAGE TO ENGLAND ON THE SCHOONER **BLUENOSE**. WORD WAS THAT THERE WAS A NARROW ICE-FREE PASSAGE CLOSE TO CAPE RACE AND INSIDE SABLE ISLAND, OTHERWISE A NEED TO STAY SOUTH OF THE GRAND BANKS. ROD TOOK THEIR ADVICE AND MADE THE GAMBLE IN HEAVY FOG, GAINING THE EDGE. **VAMARIE**, WHILE SAILING AS FAR NORTH AS SHE DARED, WAS ASTONISHED TO SEE **STORMY WEATHER** IN THE LEAD WHEN THEY REACHED THE ORKNEYS. **VAMARIE**, WITH HER WISHBONE KETCH RIG, PULLED AHEAD TO FINISH FIRST, BUT **STORMY WEATHER** FINISHED FIRST OVERALL WITH A FORTY-TWO HOUR CORRECTED TIME LEAD. THE REST OF THE FLEET WAS FAR BEHIND AND APPEARED TO HAVE SAILED OFF THE EDGE OF THE EARTH.

TRAGEDY STRUCK THE RACE WITH THE LOSS OF LIFE OF THREE FAMILY MEMBERS. ROBERT AMES, OWNER OF THE 54 FOOT KETCH, **HAMRAH**, WAS SWEEPED OFF DECK, AND, VIOLATING ONE OF THE CARDINAL RULES OF THE SEA, HIS SON DICK WENT IN AFTER HIM. FOLLOWING A JIBE IN WHICH THE MAIN BOOM WAS BROKEN, SON HENRY FOLLOWED OVERBOARD IN THE RESCUE ATTEMPT WITH ALL THREE FAMILY MEMBERS LOST. WITH THREE CREW MEMBERS LEFT ABOARD THE STRICKEN VESSEL, 21 YEAR OLD CHARLES F. TILLINGHAST JR. TOOK COMMAND. HE HAD LITTLE EXPERIENCE. THEY CLEARED THE WRECKAGE AND COMBED THE AREA FOR FIVE HOURS LOOKING FOR ANY SURVIVORS. THE WEATHER INCREASED TO GALE STRENGTH FORCING TILLINGHAST TO HEAVE TO UNDER STAYSAIL FOR FORTY HOURS. THIS RELATIVELY INEXPERIENCED SAILOR THEN NAVIGATED THROUGH THE FOG TO SYDNEY, NOVA SCOTIA.

FOR THESE HEROICS, TILLINGHAST WAS AWARDED THE 1935 BLUE WATER MEDAL.

CLOSING OUT THE YEAR, COMMODORE ROOSEVELT SENT INVITATIONS TO THE COLUMBUS DAY GAM AT PRICE'S BEND AND THE WORDING WAS CLEAR, THIS WAS TO BE A "STAG" EVENT. SIXTY-FIVE BOATS ATTENDED! THE COMMODORE ALSO SUGGESTED THAT A CLUB TIE BE DESIGNED AND CCA MEMBER ELLSWORTH (LANK) FORD CAME UP WITH THE CURRENT DESIGN WE ALL DON FOR OUR FESTIVE CLUB EVENTS. (NO MENTION WAS MADE OF THE EXACT SHADE OF BLUE, THE CONFIGURATION OF THE BURGEE OR THE WIDTH OF THE NECK-

PIECE. THIS HAS BEEN LEFT TO INTERPRETATION.)

AT THE 1936 ANNUAL MEETING IN NEW YORK, GEORGE ROOSEVELT WAS ELECTED COMMODORE FOR A SECOND TIME. THE SPRING MEETING WAS HELD AT THE LARCHMONT YACHT CLUB ON MAY 11TH. A "SINGSONG" FOLLOWED THE MEETING THAT EVE-



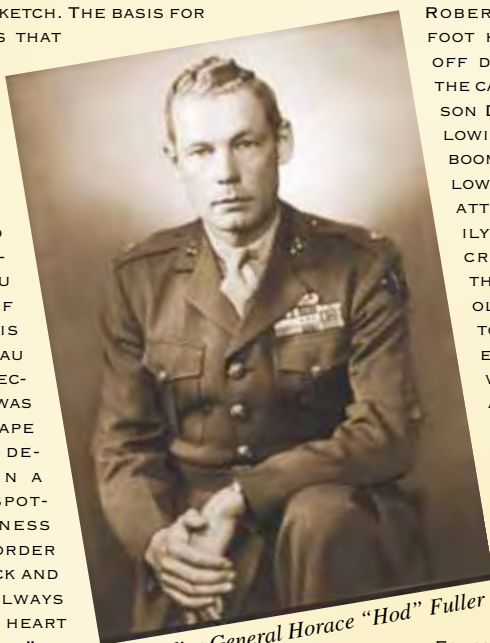
Arielle, owned by Martin Marie, Winner of the 1936 Blue Water Medal

NING, WITH DINGHY RACING THE NEXT DAY. THE DECORATION DAY GAM WAS HELD AT PRICE'S BEND WITH THE FLAGSHIP, COMMODORE ROOSEVELT'S **MISTRESS** "SUPPLEMENTED BY A CHARTERED YACHT, SERVING FOR THE COMMODORE'S RECEPTION."

THE 1936 YEAR BOOK SUMMARIZES THE PRIDE THAT MEMBERS MUST HAVE FELT REGARDING THEIR YOUNG ORGANIZATION, "THE RULE PRODUCED BY THE CLUB HAS GIVEN TO THE AMERICAN YACHT FLEET NOT ONLY SUCH YACHTS AS **VAMARIE** AND **STORMY WEATHER**, BUT MANY OTHERS WHICH ARE RECOGNIZED AS BOTH SEAWORTHY AND FAST, WITH A PROMISE OF GREATER IMPROVEMENT AS DESIGNERS GO FURTHER IN THE STUDY OF THE RULE. IN THE FIFTEEN YEARS OF ITS EXISTENCE, THE CLUB HAS TO ITS CREDIT NOT ONLY THE MANY OCEAN RACES, COASTWISE, BERMUDA AND TRANS-ATLANTIC CONDUCTED BY IT, BUT A MATERIAL IMPROVEMENT IN DESIGN AND THE CONSTRUCTION OF OCEAN-GOING YACHTS." (THIS QUOTE SAYS IT ALL!)

AT THE ANNUAL DINNER IT WAS ANNOUNCED THAT THE CCA HAD ARRANGED WITH THE NORTH GERMAN YACHT CLUB TO JOINTLY SPONSOR A RACE FROM BERMUDA TO CUXHAVEN, GERMANY. SECONDLY, WORKING WITH THE TRANS-PACIFIC YACHT CLUB, IT WAS DECIDED TO SAIL THE HONOLULU AND BERMUDA RACES ON ALTERNATING YEARS. ALSO DECIDED WAS THAT FUTURE TRANS-ATLANTIC RACES WOULD BE STARTED THE END OF JUNE OR EARLY JULY TO AVOID THE DANGEROUS ICEBERGS THAT HAD PLAUGED EARLIER RACES, ESPECIALLY THE 1935 RACE. LASTLY, THE CLUB VOTED TO JOIN THE AMERICAN POWER BOAT ASSOCIATION.

THE AFOREMENTIONED RACE TO GERMANY STARTED ON JULY 4 AT THE COMPLETION OF THE BERMUDA RACE. ALTHOUGH THE CCA HAD SPONSORED THE RACE, THE FLEET OF SEVEN CONTESTANTS WAS WITHOUT AN AMERICAN PRESENCE. THE RACE TO NORWAY IN 1935 HAD DRAWN UPON THE ENERGIES OF THE FLEET AND WITH THE GROWING APPREHENSION CONCERNING THE



Brigadier General Horace "Hod" Fuller

HISTORY OF THE CCA

POLITICAL CLIMATE IN GERMANY, THERE WAS LITTLE INTEREST.

THE START OF THE 1936 BERMUDA RACE WAS MOVED TO A LINE OFF THE BRENTON'S REEF LIGHT VESSEL NEAR NEWPORT, RHODE ISLAND. THE PREVIOUS LOCATION OF NEW LONDON HAD PROBABLY BEEN CHOSEN FOR A NUMBER OF REASONS INCLUDING THE HARVARD-YALE CREW RACES ON THE FRIDAY PRECEDING THE SATURDAY START. THE BOSTON STATION WOULD USUALLY HOLD A GAM AT BLOCK ISLAND THE WEEKEND BEFORE THE START WITH MANY YACHTS CONTINUING ON TO NEW LONDON TO PARTICIPATE IN THE RACE OR TO WATCH THE START. MANY WOULD THEN ENTER A RACE BACK TO MARBLEHEAD AROUND CAPE COD. THE FESTIVITIES WERE HIGH. WITH THE SMALLER RACES GOING ON THERE WERE PLENTY OF PRIZES AWARDED, USUALLY CONSISTING OF A JUG OR TWO OF RUM, CONSUMED ON THE SPOT. THE BERMUDA RACE FLEET THAT YEAR CONSISTED OF FORTY-FOUR BOATS, WITH TWENTY-THREE PERCENT SCHOONERS. THIS WAS A SIGNIFICANT REDUCTION FROM THE FIRST RACE IN 1923 IN WHICH SCHOONERS ACCOUNTED FOR SEVENTY-SEVEN PERCENT OF THE FLEET.

THE CRUISING CLUB RULE BEGAN TO INSPIRE DESIGNERS TO WORK TOWARD THE RULE. THE NEW YORK YACHT, WORKING WITH SPARKMAN & STEPHENS, COMMISSIONED A FLEET OF ONE-DESIGN SLOOPS. THESE TWENTY BOATS, WITH A WATERLINE LENGTH OF THIRTY-TWO FEET, BECAME THE NOW FAMOUS NEW YORK THIRTY-TWOS. EIGHT OF THE TWENTY NEW OWNERS WERE MEMBERS OF BOTH CLUBS AND THE THIRTY-TWOS MADE THEIR FIRST APPEARANCE IN THE 1936 RACE.

THE RACE STARTED IN CALM WEATHER. THIS SOON DETERIORATED INTO STRONG SOUTHEAST WINDS MOVING INTO THE SOUTHWEST AT GALE FORCE LASTING ALMOST A WEEK. TEN YACHTS WERE DISABLED OR WITHDRAWN FROM THE FLEET. LUCKILY THERE WAS NO LOSS OF LIFE ALTHOUGH MANY INJURIES. AS A RESULT OF THIS EXPERIENCE, THE CRUISING CLUB BEGAN TO STRENGTHEN ITS SAFETY AND SEAMANSHIP REQUIREMENTS. **VAMARIE** HAD BEEN TRANSFORMED INTO A "THREE-MASTER" SPORTING A SMALL MIZZEN AND WENT ON TO WIN THE RACE IN FOUR DAYS, EIGHTEEN HOURS AND FIFTY MINUTES. THE GAFF RIGGED **BRILLIANT** FINISHED FOUR MINUTES LATER, TAKING SECOND IN CLASS A ON CORRECTED TIME. **STORMY WEATHER**, DRIVEN 100 MILES EAST OF THE RHUMB LINE DUE TO THE HEADWINDS, APPEARED TWO HOURS LATER AND WON HER CLASS ON CORRECTED TIME.

THE WEATHER DID NOT FAVOR THE FIFTY-THREE FOOT **KIRAWAN**, BUT THE CLASS B CUTTER PERSEVERED AND FINISHED THIRD OVERALL AND FIRST IN CLASS B. HER DESIGNER, CRUISING CLUB MEMBER PHILIP RHODES WAS DISCOVERED AND THE MAN WHO BEGAN HIS SAILING CAREER

ON THE LAKES OF CENTRAL OHIO AND EDUCATED IN NAVAL ARCHITECTURE AT MASSACHUSETTS INSTITUTE OF TECHNOLOGY, BECAME AN INSTANT CELEBRITY. RHODES WAS NOT ONLY KNOWN FOR HIS SAILING YACHTS, BUT FOR DESIGNING EVERYTHING FROM SMALL BOATS, INCLUDING THE *DYER DINK*, TO HIS WORK ON THE LINER *NORMANDIE*, AND THE HOSPITAL SHIPS **HOPE**, **MERCY**, AND **COMFORT**.



May, owned by Captain Lionel W.B. Rees, winner of the 1935 Blue Water Medal

THERE HAD NOT BEEN A CLUB CRUISE FOR SOME TIME AND CCA MEMBER W. H. (HAM) DE-FONTAINE LOBBIED COMMODORE ROOSEVELT TO HAVE THE ANNUAL CRUISE REINSTITUTED. IMMEDIATELY ROOSEVELT APPOINTED "HAM" CHAIRMAN OF THE NEWLY FORMED CRUISE COMMITTEE. (AS WE ENJOY OUR WONDERFUL CRUISES, MEMBERS SHOULD RAISE A TOAST TO 'HAM'.)

ON JANUARY 14, 1937 GEORGE CUTLER WAS ELECTED COMMODORE, THE SECOND COMMODORE FROM THE BOSTON STATION. HIS EXTENSIVE CRUISING ALONG THE NORTHEASTERN COAST OF THE UNITED STATES AND CANADA HAD BEEN ACCOMPLISHED ON HIS 43 FOOT ALDEN SCHOONER **BLACK SQUALL**.

THE CLUB MET AGAIN IN MARCH AND THE 1936 BLUE WATER MEDAL WAS AWARDED TO AN INTERNATIONALLY KNOWN FRENCH ARTIST, MARIN MARIE. IN 1933 MARIE MADE A SINGLE-HANDED ATLANTIC PASSAGE IN **WINNIBELLE II**, HIS 36 FOOT NORWEGIAN CUTTER – FOURTEEN DAYS FROM DOUARNEZ, FRANCE TO THE AZORES, 29 DAYS TO FRENCH MARTINIQUE, AND 21 DAYS TO NEW YORK. THIS PASSAGE WAS HAILED AS A NOTABLE ACHIEVEMENT. MARIE'S NEXT SOLO ADVENTURE WAS TO VOYAGE FROM WEST TO EAST IN THE 43

FOOT **ARIELLE** EQUIPPED WITH A SELF STEERING MECHANISM, TWO RUDDERS AND A POORLY PERFORMING PHOTO-ELECTRIC SELF-STEERING CONTRAPTION CONNECTED TO THE COMPASS. MARIE DEPARTED NEW YORK ON JULY 23, 1936 AND, WITH THE HELP OF THE SELF-STEERING, SLEPT DAYS AND STOOD WATCH AT NIGHT. BLESSED WITH FAIR WEATHER, HE MADE THE CROSSING IN EIGH-

TEEN DAYS AND SIXTEEN HOURS. THERE WAS ONE REASON TO RAISE THE EYEBROWS OF THE COMMITTEE – **ARIELLE** WAS, OF ALL THINGS, A MOTORBOAT! AT ONE STRETCH, THE 60 HP, 750 RPM BEAUDOIN DIESEL RAN FOR ELEVEN DAYS WITHOUT STOPPING. (THE COMBINATION OF THE TWO FEATS WAS PROBABLY WHAT SWAYED THE COMMITTEE AND CONVINCED THEM TO AWARD THE MEDAL AS CROSSING IN A "MOTORBOAT" MAY HAVE BEEN CONSIDERED UNHOLY.)

AFTER CRUISING CLUB MEMBER, RICHARD J. REYNOLDS FINISHED THE GIBSON ISLAND RACE IN HIS NEWLY DESIGNED 63 FOOT SPARKMAN STEPHENS YAWL, **ELIZABETH MCCAW**, HE DECIDED TO LEAVE IMMEDIATELY FOR THE FAST-NET RACE. FAIR WINDS FAVORED THEM FOR MOST OF THE PASSAGE, BUT WHEN THEY WERE BECALMED NEAR THE ENGLISH COAST REYNOLDS STARTED THE ENGINE TO REACH THE START OF THE RACE ON TIME. RUNNING OUT OF GASOLINE AND IN DESPERATION, THEY POURED A MIXTURE OF STOVE KEROSENE AND FLIT INSECT KILLER INTO THE TANKS. THEY THEN PRIMED THE ENGINE WITH CIGARETTE LIGHTER FLUID AND IT THEN SPUTTERED TO LIFE, GETTING THEM TO A SOURCE OF ADDITIONAL FUEL IN TIME

TO MAKE THE RACE. PERHAPS BEING A LITTLE TOO AGGRESSIVE AFTER THE INNOVATIVE SUCCESS WITH THE FUEL, REYNOLDS CROSSED THE STARTING LINE ELEVEN SECONDS EARLY. THERE WERE NO MECHANISMS IN PLACE FOR A TIME ADJUSTMENT PENALTY AND IT APPEARED AS THOUGH THE BOAT AND CREW WOULD BE DISQUALIFIED. THE ENGLISH YACHTSMEN STEPPED FORWARD IN PROTEST AND THE MATTER WAS DROPPED. LATER, REYNOLDS DONATED THE **ELIZABETH MCCAW TROPHY** FOR THE FIRST YACHT TO ROUND FASTNET ROCK. A TRULY GENEROUS GESTURE.

CLOSING OUT THE YEAR, FIFTY-ONE BOATS WERE ON HAND FOR THE COLUMBUS DAY GAM AT PRICE'S BEND. CERTAINLY AN ENTHUSIASTIC TURNOUT CONSIDERING THAT AT THE END OF 1937, THE MEMBERSHIP OF THE CRUISING CLUB OF AMERICA STOOD AT 389 ACTIVE MEMBERS WITH A FLEET OF 240 BOATS.

MANY EVENTS OCCURRED IN THIS SHORT PERIOD OF TIME AND IT IS IMPOSSIBLE TO COVER THEM ALL. THE CRUISING CLUB CONTINUED TO CREATE HISTORY. STAY TUNED FOR THE NEXT EPISODE OF TALES AND EVENTS AFTER 1937.

JACK TOWLE, HISTORIAN

HENRY FULLER AND JOHN ROUSMANIERE SUPPLEMENTED INFORMATION ON HOD FULLER. AGAIN, ANYONE WISHING TO CONTRIBUTE TO THESE ARTICLES IS ENCOURAGED TO DO SO.

THE MATERIAL FOR THIS ARTICLE WAS OBTAINED FROM JOHN PARKINSON'S, 'NOWHERE IS TOO FAR', CCA YEARBOOKS, AND THE LIBRARY AT MYSTIC SEAPORT MUSEUM. – JACK TOWLE, HISTORIAN

A New Electronic "Notice" to Mariners

By Walt Paul, Offshore Communications and Electronics Committee (NYS)

In maintaining navigational buoys, the US Coast Guard often moves them for various reasons, and the only way to remain current is to buy new paper charts or update your old charts via the Local Notice To Mariners. Chart plotters are not updated without buying an update service and, in short order, are often out of date.

The precise location of a buoy is not all that important when sailing on a sunny day, but it takes on new meaning when a fog develops or at night in poor conditions. Further, if a buoy has been moved or a sandbar has developed, the GPS will only tell you where that waypoint was but not where that buoy is now or why it was important enough to move.

NOAA's Office of Coastal Survey has recently made nautical charts—with weekly updates—available on the Web. From their announcement page:

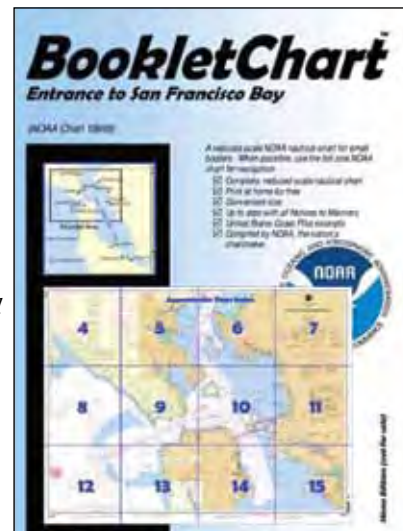
"The NOAA BookletChart™ is an experimental product that you can print at home for free. They are made to help recreational boaters locate themselves on the water. The Booklet Chart is reduced in scale and divided into pages for convenience, but otherwise contains all the information of the full-scale nautical chart. Bar scales are also reduced in scale, but are accurate when used to measure distances in a BookletChart. Excerpts from the United States Coast Pilot are included. Most chart notes are consolidated on a single page for easy reference. Emergency information for the charted area is printed on the back cover. Booklet charts are updated weekly for all Notice to Mariners."

IMPORTANT NOTE

During the current "experimental phase," the charts are not being updated regularly. While there are weekly updates, the date of the chart will be the last date the chart was published.

The website to obtain the BookletChart is:

www.nauticalcharts.noaa.gov/staff/BookletChart.html



Mother Ship Alert

CCA Winter Cruise in Thailand January 17-26, 2013

We know it seems early, but in order to secure our luxury "Mother Ship" option we need member commitments now!

Le Ponant is a majestic three-masted 290-foot sailing vessel built in France in 1991 to the highest international standards of safety and elegance. She carries just 64 paid passengers with a crew of 30.

All cabins feature an ocean view with two lower twin beds or one double, en suite bathroom, air-conditioning, and all the amenities of a small, luxury cruise ship. There are two restaurants aboard, and all the water "toys" you need to fully enjoy the cruising ground.



Le Ponant's itinerary will include all the Siam 2013 Cruise rendezvous.



Ski Gam



Park City Gang

The Winter Gam took place in Utah with 33 attending, representing 7 stations and 2 posts. Based at the Grand Summit Hotel in Canyons with skiing at Canyons, Park City, Deer Valley, Snowbird and Alta. Sun, powder, bumps, corduroy and cross country for all.

A fondue luncheon, chili dinner, classic malts tasting and pub crawl fueled the fun. Nightly briefings in the Club room with Gam meister Bill Polley's wit, amused us all; we were well lubricated with Gerry Clapp's hot buttered rums or many a Dark & Stormy and Nancy Polley's delicious hors d'oeuvres. Wii Ski Jumping was run by Gerry Clapp and Ross Sherbrooke with valuable prizes presented.

With slide shows we cruised, vicariously, to Labrador on *Windigo* with Sandy Weld and without thermals to the western Mediterranean on *Threshold* with Steve and Karyn James. Allan Rae and Vivian Harquail organized a splendid closing dinner

at the Easy Street Restaurant, in Park City, where the Gam meister was the subject of song and limerick and the Commodore showed her woodwork and knotting skills with original gifts. The Harquails produced our goody packets and aided and abetted the Polleys, as locals, much fell on all their shoulders. The McCullochs (Bill & Nancy's daughter) were kind enough to open their home and host the Classic Malts tasting and buffet dinner.

Ski guides included the Olneys, in Snowbird, Bill Polleys, John Robinson, Sandy Weld, Ross Sherbrooke, Barbara Watson-Clapp, Ernie Godshalk and the Harquails. Car Tsar Steve James ensured everybody got to where they wished to go

and John Robinson arranged and supplied the passes. A Ski Gam book will be forthcoming, thanks to all who have given photographs. And perhaps there is the sound of some edge sharpening in the Dyer household, hopefully

the Vice Commodore and Mimi will join in next year?

A huge thank you to the Commodore for finding her skis again after a gap of a few years and enthusiastically pursuing this great new tradition for the CCA. Thank you also to PC Ross Sherbrooke for initiating this event in 2009 along with Gam meister Bill Polleys. And Gam meister Bill and Nancy have put so much into this endeavor over the last three years, please accept sincere thanks from all involved. Thanks to all the committee who put this Gam together.

The Winter Gam will happen once more! The fourth Utah Ski gam is scheduled for 3rd - 10th February 2012. Again based at the Grand Summit, Canyons and will be chaired by John Robinson and



Gam Meister Bill Polleys, Commodore Sheila McCurdy and Sandy Weld



Classic Malts tasting

Barbara Watson-Clapp. In the meantime John is off to cruise to Alaska and Barbara to the warmer Florida Keys. But watch this space, as they say, more will be heard in the early Fall. Prompt registration is essential as this has become a very popular event!



Sandy Weld turns the boards at Deer Valley

2010 Annual Meeting and Awards Banquet at NYYC



NYYC Model Room



Mimi Dyer and Jack Towle



*Bill Cook (BOS) RC and 2010 BWM Winner
Alex Whitworth*



Commodore Sheila McCurdy and Steve White



Carrol Connor, Larry Somers and Lisa Laing



Fred Bauerschmidt and Bob Darbee



*L-R (SOC) Pete Pallette, Susan Bohlen,
Larry Somers, Jack Wills*



Kappy and Tom O'Brien



*Bob Van Blaricom, Alessandro Di Benedetto,
Jane Van Blaricom and Frank Bohlen*



*Model Room with Dan Nerney slide show running of
pictures from awardees*



Vice Commodore Dan Dyer



*Fleet Captain A.J. Evans, John Rousmaniere,
Blue Medal winner Australian Alex Whitworth*



Jim Chambers (FLA) with Lucia and Ross Santy (BOS)

Photo Credits: Dan Nerney

2010 Annual Meeting and Awards Banquet at NYYC



Bob Darbee and Awards Chair Bob Drew hold transoceanic pennant awarded to Peter Voges



Crew member Jonathan A. D. Lewis and skipper Greg Carroll receiving circumnavigation pennant and award



Alessandro Di Benedetto, Rod Stephens Trophy recipient



The Commodore holds the Richard Nye Trophy while Bob Van Blaricom receives the award for meritorious service to the Club.



Bill Cook, Far Horizons recipient



Crew members Jean Myer with Far Horizons Award and Chris Parkman with Bill Cook



Australian Alex Whitworth receiving Blue Water Medal



Awards Chair Bob Drew, Alessandro Di Benedetto, Alex Whitworth and the Commodore



Two Cape Horners, Rich Wilson and Alessandro Di Benedetto

*Photo Credits:
Dan Nerney*

2010 Annual Meeting and Awards Banquet at NYYC

The Far Horizons Award

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

The Far Horizons Award was established in 2006 by the CCA Governing Board and the name of the award is derived from the name of the books published by the Club containing accounts of cruising adventures by its members.



Bill Cook

The 2010 Far Horizons Award was awarded to William E. Cook for a series of commendable voyages to the far north of the globe including cruises to Greenland and Baffin Island (Canada). This award is given to a member of the CCA “for a particularly meritorious cruise or series of cruises that exemplify the objectives of the Club.” The award was presented on March 4, 2011 by Commodore Sheila McCurdy at the Annual Awards Dinner at the New York Yacht Club in Manhattan.

After receiving a B.A. from Yale and a Ph.D from Harvard, Bill went on to teach English for five years but longed for a change in scenery and decided it was time to explore more of the world both mentally and geographically. In the early

summer of 1972 he set out on a cruise of the North Atlantic Circle with his wife Toni on their 60-foot (18.3-meter) Sparkman & Stephens ketch, *Endeavour*. The two spent the summer sailing through Scotland, England, France, Italy and Spain and by the fall, *Endeavour* was in the heart of the Mediterranean Sea. When winter came, Cook had made it past the Canary Islands, Cape Verdes Islands and was headed for the Caribbean.

By the spring of 1973, Cook and his wife had completed their first journey and began the cruise home to New England.

After Cook’s excursion, he became enamored with the art of yacht design and decided to further his knowledge of the subject through courses at Westlawn School of Yacht Design and Stephens Institute of Technology in Hoboken, New Jersey.

By 1977, Bill Cook had opened Cook Yacht Design in Hyannis, Mass. Since then, he has been designing racing and cruising sailboats that range from 10-85 feet.

After Cook had sold *Endeavour* in mid-1970, he began cruising with friends and visited many new places including Nova Scotia, Newfoundland and Labrador. He also partook in a number of Southern Ocean Racing Circuits including three Newport to Bermuda Races, the Annapolis to Newport Race and the Marblehead to Halifax.



Resolution

Bill Cook

In 2000, Cook bought the sailboat *Resolution*, a 56-foot (17-meter) Bristol Sloop. Since that time he has cruised extensively in the Canadian Maritimes and the Canadian Arctic including the Labrador Coast, and in 2007, he visited Leaf Basin in Hudson Strait. His most recent cruise was in 2010 when he visited Greenland for the second time to explore the southern end of the country. (Cook’s first trip was in 2003 when he ventured through the western end into Disko Bay.)

When he is not exploring the seas, Cook participates in a number of extracurricular activities. He is a past Commodore of the Indian Harbor Yacht Club in Greenwich, Conn. and has been a Trustee at Mystic Seaport Museum since 1982. He served as Board Chairman from 1995 to 2001 and is currently the Rear Commodore of the Cruising Club of America’s Boston Station.

Commodore’s Special Award to T.L. and Harriet Linskey



“One special award I am making this year is to T.L. and Harriet Linskey who have broadened the value of cruising to include a generosity of spirit to friends near and far.

Cruising is often characterized as a personal quest for adventure at sea. T.L. and Harriet have added several layers of accomplishment to their cruising life. First they took their volunteer job of editing the Cruising Club News with them afloat – collecting articles and photographs, designing and laying out the annual book – doing it all from their catamaran *Hands Across The Sea* as they traveled between New England and the islands of the Caribbean. The accomplishments of our members have been captured in the beauty of the Linskeys work for the past eight years.


Just doing hours of uncompensated, highly skilled work is not enough to warrant a Commodore’s Award. This award is also in recognition of their not-for-profit venture, also called “Hands across the Sea” into which they have poured their considerable energies and established partnerships with community groups in the Caribbean. This past winter they delivered 38,400 books, 59 boxes of teaching resources, and 1,180



Bill Cook receives the Far Horizons Award

2010 Annual Meeting and Awards Banquet at NYYC

pounds of medical supplies to three island communities. Because of their generosity of spirit, I present them with this special award."

Sheila McCurdy, Commodore 

John Parkinson Memorial Trophy for Transoceanic Crossing

Thomas Amory (2nd), *Flash of Beauty*, William S. Chapman, *Bones VIII*, Gregory C. Carroll (5th), *Alpheratz*, Wilson Fitt, Christina Grant, Ernest L. Godshalk, III, *Golden Eye*, Mark A. Myers (2nd), *Tonic*, James D. Phye, *Aristea*, William Piper, III (15th), *Pipe Dream IX*, Peter W. Stoops, *Chase*, Peter W. Voges, *Escapad*, Nathaniel M. Warren-White, *Bahati*.

Fifteen Thrashes to the Onion Patch

John D. Osmond III

Richard S. Nye Trophy



The Nye trophy is a lifetime achievement award for meritorious service and seamanship in long-distance cruising to Robert Van Blaricom.

Charles H. Vilas Literary Prize



Bob Lux receiving Carl Vilas Literary Prize

Charles H. Vilas Literary Prize awarded to Robert Lux for his article, *Thirty Years with RHODORA* which appears in the new issue of *Voyages*.

Royal Cruising Club Trophy

Royal Cruising Club Trophy is awarded to Peter S. Plumb for his circumnavigation of Newfoundland in the summer of 2009, a cruise of 3000 miles. He documented this cruise with an article, "Around the Rock in 70 days, A Newfoundland Circumnavigation" that appears in the new issue of *Voyages*.

*Thank you to Robert E. Drew,
Chairman of the Awards Committee,
for these Awards writeups.*

Check out the Website: www.cruisingclub.org

The CCA website is remarkable for its clarity, ease of navigation and the wealth of information it contains.

Dorsey Beard has done a truly amazing job in putting together a website that functions so well. You can find out almost anything you need to know about the CCA, its cruises, officers, committees and members on the site and download important cruising information. GAMs from the past seven years can be downloaded.

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

The deadline for the Spring issue is September 1.

New Final Voyages Editor



The Commodore has asked Barbara Watson-Clapp to assist the editors of the *Voyages* magazine, by collecting the Final Voyages for the upcoming year. Barbara very much looks forward to working with the RCs, Post Captains and Historians throughout the year (not just prior to the Fall deadline) in achieving this goal. Links to newspaper obituaries are always welcome for a Final Voyage recognition on the CCA website, as this gives invaluable information to members. A more sailing related article and photograph are desired for the Final Voyages section of *Voyages*. There is more information on the website or contact Barbara at finalvoyages@cruisingclub.org

2010 Annual Meeting and Awards Banquet at NYYC

2010 Rolex Yachtsman of the Year



Stan Honey, with wife Sally (Rolex Yachtswoman 1973) receiving the Rolex Yachtsman of the Year Award at NYYC in February.

Dan Nerney

Stan Honey (SAF), previously nominated for the Rolex Yachtsman of the Year Award in 2006 as the Volvo Ocean Race winning navigator aboard *ABN Amro One*, was cited as “one of the most outstanding offshore sailors known world-wide” by a member of the award’s selection panel that recognized him as the 2010 Rolex Yachtsman of the Year. Stan becomes the second American in the history of the award to receive the honor for the fastest circumnavigation of the globe. The trimaran *Groupama 3*, with Stan as navigator, set the latest benchmark. In 48 days, seven hours and 45 minutes, *Groupama 3* made the fastest non-stop circumnavigation under sail in history and claimed the Trophée Jules Verne while eclipsing a record – by more than two days and eight hours – that had stood for

getting the boat around the planet. This was the crowning achievement for a hell of a career,” said the panel member.

After sailing around the world, some might have expected Stan to spend some time on dry land, but in mid-June he was taking aim at another record, this time in the Newport Bermuda Race as navigator aboard *Speedboat*. “I’ve been navigator on *Speedboat* since she was built, so I carried on,” said Stan. “You get hooked on spending time at sea.” After leading the 183-boat fleet for most of the 635 nautical-mile race, *Speedboat* was the first boat to cross the line after racing for 59 hours.

“I am honored to receive the US SAILING Rolex Yachtsman of the Year Award,” Stan said upon hearing the news. “It is humbling to read through the list of previ-

ous winners. As an American, it was an unexpected opportunity and honor to be asked to sail with the legendary all-French *Groupama 3*’s success in the Jules Verne is a tribute to Franck Cammas’ leadership and the seamanship of the entire crew. I would also like to thank Rolex and US SAILING for all they do to support sailing.”

After graduating from Yale University (New Haven, Conn.) with a degree in engineering and applied science, and from Stanford University (Palo Alto, Calif.) with a Masters in science electrical engineering, Stan, in 1998, co-founded Sportvision Inc. which evolved into the leading developer of live-tracking enhancements for sports TV broadcasts. Stan led the development of the yellow first-down line for televised football; the NASCAR racecar tracking and highlighting system; and the baseball K-Zone system, which highlights the pitch location and strike zone in televised baseball. He holds eight patents in navigational system design, 21 patents for TV special effects, is a member of the board of directors of KVH (a manufacturer of satellite communications and navigation sensors), and currently works for the America’s Cup Event Authority on TV technology for the America’s Cup. Stan is married to Sally Lindsay Honey, herself a two-time Yachtswoman of the Year (1972, ’73) and CCA member. 🇺🇸

Adapted from an article in
North American Sailor



Where to get
CCA Clothing

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

A large catalog is mailed to all members yearly.

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

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

Stormy Weather – 2011 and Still Sailing the World!



Chris Otorowski

Stormy Weather, as mentioned in Jack Towle's fine history discussion in this issue, mentions *Stormy Weather*. This photo was taken in April, 2011, in Antigua, as *Stormy Weather* prepared for the Antigua Classic Yacht Regatta. *Stormy Weather* was designed by Sparkman and Stephens in 1933 and built by the Henry B. Nevins yard in New York. She won her very first race, the 1935 Transatlantic to Bergen, Norway, and the Fastnet in 1935 with Rod Stephens aboard. Stormy has crossed the Atlantic **31 times!** She sailed and was first in class in the America's Cup Jubilee in 2001 after a major refit and is in the hands of a dedicated owner who normally keeps her in Antibes but brought her over to the Caribbean this year. Timeless, beautiful lines and well found. We should all look this good at 78! – *The Editors*



Mariners are requested to notify the Canadian Coast Guard when a new or suspected danger to navigation is discovered.

Les navires doivent porter à l'attention de la Garde côtière canadienne tout danger de navigation nouveau ou suspecté.

YEARBOOKS WANTED!

WE'RE STILL LOOKING FOR YEARBOOKS TO COMPLETE THE HISTORIAN'S COLLECTION (SPECIFICALLY 1922, 23, 24, 25, 26, 38, 50, 51 AND '52). SPECIAL THANKS TO PAST COM-MODORE JIM HARVIE FOR HIS GENEROUS DONATION OF YEARBOOKS. 🇺🇸

PENNY TURTLE



A FOND FAREWELL TO A FAIR LADY

Penny Turtle, a true and gracious friend of Cruising Club members who have cruised the Bahamas over the past 50 years, has sailed her final voyage. She died Feb. 22, 2011 in Nassau in the prime of her life at age 77 after a short illness. On the CCA 2010 Spring Cruise in Abaco last April, Florida Station past R/C Jim Gourd, a long time friend, presented her a Lifetime Achievement Award in recognition of her decades of service to the Cruising Club.

A Briton by birth, Penny traveled to Nassau in the early 1960s as a chic and sophisticated young belle. She soon married Bay Street bachelor Billy Turtle, a young man-about-town from an old Bahamas family, and never looked back. Her early career there was in show-biz. Always a behind-the-scenes arranger and puller-of-strings, she worked on location on more than a dozen films and specials shot in the Bahamas, including the James Bond film "Thunderball". Among her pals she counted dozens of stars and media personalities, including Andy Rooney and the late Walter Cronkite (CCA).

Penny spent more than three decades in Marsh Harbour working first for the Abaco Beach Resort and then for Conch Inn Marina. Over the course of her time in Marsh Harbour she organized dozens of special events, including her signature annual Penny Turtle Billfish Tournament in Abaco. Everyone in Marsh Harbor knew "Miss Penny."

Penny will be sorely missed by all who knew her and loved her. As I write this brief note a lump in the throat and a tear in the eye just cannot be denied.

Jim Gourd, with an assist from Milt Baker. 🇺🇸

2010 Blue Water Medal


from page 1

mander of the International Space Station (ISS) and for much of the time, Chiao was Whitworth's nearest neighbor when the ISS orbit crossed her track.

When Whitworth arrived in the U.K., *Berrimilla* competed in the 2005 Rolex



Fastnet Race, finishing 11th overall and second in the double-handed division. After the Fastnet, *Berrimilla* returned to Sydney (Australia) via the Cape of Good Hope, arriving just in time to sail in the 2005

Rolex Sydney-Hobart race. The second circumnavigation began in 2008 when as a result of *Berrimilla's* encounter with the ISS, Whitworth was invited by NASA scientists to rendezvous at Beechy Island in the Canadian Arctic. The plan was to view the solar eclipse on August 1, 2008, so Whitworth set out on April 10, 2008, sailing directly from Sydney to the Aleutians and then through the Northwest Passage. Due to dangerous ice conditions, *Berrimilla* bypassed Beechy Island and arrived in Falmouth (U.K.) in September. That winter, the boat was stored in the U.K. and then competed in the 2009 Rolex Fastnet Race. After the race, *Berrimilla* sailed home to Australia via the Cape of Good Hope and the Kerguelen Islands and arrived in Sydney on March 2010 having completed her second circumnavigation of the globe. 

CLUB ETIQUETTE REMINDERS

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

AJ Evans, Fleet Captain



2010 Rod Stevens Trophy

from page 1

In 1992, he sailed with his father from Italy and arrived November 27 at the Cape Verde Islands on a 20.4-foot (6.3-meter) sport catamaran. On December 28, the two left the Cape Verde Islands and crossed the Atlantic Ocean to Martinique in the French Caribbean Islands in 16 days. Once Di Benedetto had experienced open ocean sailing it became a hunger he couldn't satiate. In 2001, he logged 1700 miles in a single-handed, non-stop journey beginning in Italy and finishing in the Canary Islands, and in 2002, Di Benedetto became a record breaker when he sailed single-handed across the Atlantic in his sport catamaran.


Another world record was broken in 2006 when he became the first person to do a single-handed, non-stop transpacific cross-



Alessandro Di Benedetto receives Rod Stevens Seamanship Trophy from the Commodore

Dan Nerney

ing from Yokohama, Japan to San Francisco on a 19.4-foot (5.9-meter) catamaran that had no shelter or cabin. Di Benedetto's

most recent and memorable journey was in 2009 when he departed on October 26 from Les Sables d'Olonne, France in a 21-foot (6.5-meter) sailboat that he himself had rebuilt and customized in preparation for his solo, non-stop, 24,000 mile voyage around the world. As he came to the last leg of the journey and began approaching Cape Horn (the most treacherous part of the voyage) he was dismasted, causing him to choose between getting help on land or jury rigging the mast. He decided to carry on with the jury rig. On July 22, 2010, after 268 days, 19 hours, 36 minutes and 12 seconds at sea, Di Benedetto had completed his around-the-world voyage and set the record for smallest boat to complete a solo nonstop circumnavigation in that time. 



Di Benedetto



Where to get CCA Burgees



The **Sail Bag Lady** is the supplier of **CCA burgees**.
There is a separate page for them on the CCA web site:
CCA Burgees – sailbaglady.com;
or call Bettina (the sailbag lady herself) at 203-245-8238.



Daniel Forster

Rosebud off Tasman Island, 2007 Sydney Hobart Yacht Race



In Memoriam

James Arneil, PNW, 9/32/2010

William C. Birdsey, SAF, 8/26/2009

David Cabot, ESS, 2/15/2011

Elliott Conover, BOS/GMP, 9/16/2010

Hal Davies, BDO, 2/15/2011

William A. Dickson, MD, BOS/BUZ, 8/31/2010

Walter T. Flower, BDO, 3/24/2011

Daniel S. Gregory, BOS, 1/5/2011

Richard K. Hawes, Jr., BOS/BUZ, 1/29/2011

Graham M. Jones, SOC, 9/30/2010

Fred Keire, NYS, 1/12/2011

Richard W. Kempe, BDA, 12/5/2010

Frederick H. Knight III, CHE, 5/14/2011

M. William Langan, BOS/BUZ, 12/31/2010

G.W. Mefferd, FLA, 2/28/2010

Michael Courage Misick, BDA, 12/6/2010

Arthur F.F. Snyder, BOS/BUZ, 1/4/2011

C. Wallace Stuard, Jr., CHE, 12/32/2011

Voyages will continue to carry full remembrances with photos.

Horn of Africa: Pirate Alley

Four American cruisers killed after their boat was hijacked

By Alanna Byrne Posted February 22, 2011



Scott and Jean Adam had been sailing the globe for six years from their home base in Marina del Rey, California

Four American sailors aboard a hijacked yacht, *S/V Quest*, were shot and killed by their pirate captors on Tuesday near Somalia. The shootings occurred as U.S. forces were negotiating for the release of hostages Jean and Scott Adam, Phyllis Macay and Bob Riggle.

Four Navy warships had been trailing the *S/V Quest* for approximately three days, following her capture off the coast of Oman on February 18. The fatal confrontation began at about 1:00 EST when the pirates reportedly fired a rocket-propelled grenade at the *USS Sterett*, leading American forces to board the captured yacht. "As [U.S. forces] responded to the gunfire, reaching and boarding the *Quest*, the forces discovered all four hostages had been shot by their captors," Central Command said in a statement. "Despite immediate steps to provide life-saving care, all four hostages ultimately died of their wounds."

Two pirates were killed in the confrontation and 13 were detained, in addition to two pirates already in American custody. U.S. forces found the remains of two other pirates aboard the yacht. In total, 19 pirates were involved in the hijacking.

Quest owners and California natives Jean and Scott Adam had sailed aboard the 58-foot sloop since 2004. According to the couple's website, one of their reasons for sailing was "finding homes for thousands of Bibles, which have been donated through grants and gifts, as we travel from place to place."

Phyllis Macay and Bob Riggle, natives of Seattle, Washington, had joined the Adams in India. The four had been traveling as part of a Blue Water Rallies flotilla for security, but had broken off from the group before the attack.

In a statement, Blue Water Rallies said it was "stunned and devastated" by the killings. "Although yachtsmen have been discouraged from sailing through this area for some time, it is a hard

decision when the only other choices are to sail around the stormy, dangerous seas off South Africa, leave the yacht in the Far East, put it on an expensive cargo ship, or to sail back across the Pacific which presents more weather challenges and difficulties," the statement read.

Pirate attacks have plagued ships off the coast of Somalia for years. International counterpiracy forces have had some success creating a protected shipping corridor in the Gulf of Aden. Recently, however, pirates have begun to extend their reach into the open sea, sometimes using larger "mother ships" to travel more than 1,000 nautical miles off shore. The International Maritime Bureau estimates that Somali pirates are currently holding 712 hostages captive aboard 33 vessels. Of these, all but one—a South African yacht hijacked in 2010—are commercial vessels, according to the *New York Times*.

These pirates often seek huge payouts to release prisoners, as seen in the case of

British couple Paul and Rachel Chandler, who were held hostage for 388 days after their yacht was hijacked in October 2009. They were released only after friends and family paid a large ransom.


Just last week, Somali pirate Abduwali Abdukhadir Muse was sentenced to nearly 34 years in prison for the April 2009 hijacking of American cargo ship *Maersk Alabama*. In that case, the ship's crew was rescued in a Navy Seal operation that killed the three other hijackers.

The U.S. government responded quickly to these most recent shootings. Secretary of State Hillary Clinton released a statement condemning the killing, adding that the "deplorable act firmly underscores the need for continued international progress toward



Seattle natives Phyllis Macay and Bob Riggle joined the Adams in India

Photo provided by Joe Grande

confronting the shared security challenge posed by piracy in the waters off the Horn of Africa." 

Reproduced courtesy of sailmagazine.com

Fall Halifax Meeting



Fall Halifax Meeting



See Photo Key page 36.

Key to Halifax Photos pages 30 and 31

Photos p. 30:

1) Model of Titanic at the Maritime Museum of the Atlantic; 2) Halifax Coast Guard Operations Center, Halifax; 3) Kit McCurdy and Sheila McCurdy (maybe distant cousins?); 4) Blue Lobster; 5) Firing the noon cannon at the Citadel; 6) Historian Jack Towle and Gretchen McCurdy; 7) Sue Chambers, David Brown and Leslie Schneider; 8) The Florida Station!; 9) Grave of Unknown Child from the Titanic.

Photos p. 31:

10) The Citadel, high above Halifax; 11) Lisa Laing and Linda White 12) Milt and Judy Baker; Past Commodore Ned Rowland; 13) Crier delivering oral history on Halifax; 14) Barbara Watson-Clapp and Gerry Clapp; 15) Exquisite model of the Passenger ship *Franconia*; 16) Ross Rose, Vice Commodore Dan Dyer and Past NYYC Commodore Harry Morgan; 17) Overlooking the main display area at the Maritime Museum of the Atlantic; 18) The Board hard at work; 19) Jack Towle, Citadel Guard and Ned Rowland, about to be conscripted into service.



Knidos, Turkey

Chris Otorowski



Bodrum, Turkey

Chris Otorowski

Founding of the CCA

The CCA was launched in the winter of 1921-22 by a group of yachtsmen interested in cruising and the development of the cruising type of yacht. Two yachts from Baddeck, Cape Breton played a role in its founding, *Elsie*, built in 1917 by Alexander Graham Bell as a gift to his son-in-law, Gilbert H. Grosvenor, and *Typhoon* built in 1920 for William Washburn Nutting the Club's first Commodore.

In 1919, aboard *Elsie*, on a cruise to Boulaceet Harbor (currently known as Maskell's Harbor) Nutting, Grosvenor and F.W. (Casey) Baldwin discussed the concept of forming a cruising club. The next year Nutting, Baldwin and Jim Dorsett sailed *Typhoon* to England where they were welcomed by officers of the Royal Cruising Club and became even more enthusiastic over forming a similar organization in America.

On returning home, Nutting, using the Royal Cruising Club as his model, persuaded a group of yachtsmen to launch the Cruising Club of America. Shortly thereafter, Henry A. Wise Wood, a charter member, was asked to formulate ideas on the objectives and scope of the activities of the Club.

His words say it best: *"Let us refuse stoutly to accumulate an on-shore contingent; let membership in the Club be a mark of achievement. This policy will give us a standing at home and abroad such as no American ever has had. Besides it will make of the Club burgee a bit of bunting that all afloat will respect, and that sea lovers everywhere will strive to possess. Thus we shall become an active force influencing others to make adventurous use of the sea."*

—Submitted by Thomas E. Hazlehurst

 VOYAGES



CHRONICLES OF THE CRUISING CLUB OF AMERICA

Issue 53 • 2011

**Submissions for Voyages
should be sent to
Doug and Dale Bruce
voyages@cruisingclub.org**

Nautical Seminar for Cruising Couples – *Suddenly Alone*

OVERVIEW: The popular *SUDDENLY ALONE* (SA) program originally developed by the Cruising Club of America and the Bonnell Cove Foundation has been repackaged as a small scale DIY (do it yourself) presentation for sailing clubs and organizations. Available on CD's for local speakers use are subject descriptions and sample PowerPoint files with speaker notes for the course Introduction and Psychology presentation and four other technical segments.

The SA Program is divided into five presentations consisting of a 40-50 minute classroom lectures and three 60 minute hands-on, practical sessions. An accompanying work-book "*Suddenly Alone – Know You Can Handle It*" is available for each student or couple attending. The five sessions of the program can all be done in a single eight hour day or divided into five separate sessions (e.g. one a week for five weeks).

An experienced and respected local sailor should be chosen as Coordinator/Moderator. This person should deliver the Introduction and monitor the other four topics by introducing speakers and summarizing how their comments contribute to the whole message or goal of the program. Four Instructors are needed, one for each technical subject. They should be experienced and familiar enough with their topic to deliver an interesting, informed presentation following the course outline. Small teams of volunteers can assist instructors during the hands-on sessions. Advice and answers to questions on all aspects of the SA Program are available by phone or E-mail from the CCA Program Coordinator RonTrossbach@msn.com at (703) 403-8408.

MISSION. The mission of *SUDDENLY ALONE* is to provide shorthanded crew

members the tools and knowledge that will enable them to handle emergencies. By practicing these aboard their own boats, crew members will develop the confidence and competence that will enhance their enjoyment of cruising.


The program is designed to raise the understanding and confidence of crew members with limited experience. It describes and demonstrates the minimum skills necessary to assume command and it covers the minimum emergency procedures to learn and practice before an incident occurs.

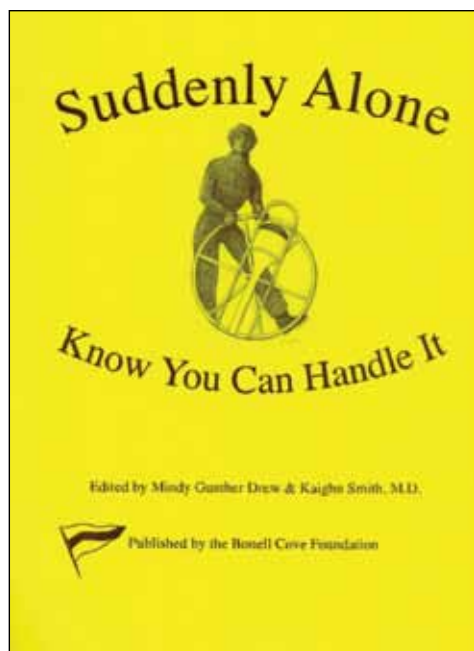
The five subjects of the program are Introduction and Psychology of *SUDDENLY*

ALONE, Stabilizing the Situation, Communicating a Request for Assistance, Navigating to a Safe Haven, and Recovery of an Overboard Person. Detailed descriptions of these subjects are at www.cruisingclub.org

**T A R G E T
A U D I E N C E
IS CRUISING
COUPLES.** In the beginning the SA Seminar was originally focused on the less experienced partner of a sailing/boating

couple. It soon became evident that both partners must be aware of the issues and work as a team to make sure that they understand and practice the skills needed to overcome a suddenly alone situation. This often results in changing or outfitting their boat so that either person can operate it while simultaneously carrying out the search and rescue functions of an emergency scenario. By having both partners together in a class they can make a list of the items they need to change or practice. This list becomes one of the most valuable products of the course and instills the confidence that makes boating more even enjoyable.

Ron Trossbach 



Voyages Mystery Photo

Doug & Dale Bruce, in the 2011 issue of *Voyages*, challenged the membership to a Mystery Photo Contest.



The mystery photo was taken in 1985 aboard *Wissahickon*. This navigator is none other than our consummate sailor Commodore, Sheila McCurdy.

Winners and second place responders are as follows:

NAME	STATION or POST
Mindy Drew (1)	Essex
Max Fletcher (1)	Gulf of Maine
Tom Hovey (1)	Boston
Eric Crawford (1)	Chesapeake
Robert Vaughn (1)	Southern California
John Sanford (1)	San Francisco
Schuyler Benson (2)	Chesapeake
Steve Hunt (2)	San Francisco

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.



Welcome New Members



NATHANIEL "NAT" BENJAMIN

Vineyard Haven, Massachusetts
Spouse: Pamela
Station: Boston
Yacht: 50' Schooner *Charlotte*
Proposer: William E. Cook



Nat is one of the country's leading wooden boat builders and designers, and one of only a few exclusively building traditional plank-on-frame boats. His boats have been described as strong, simple, safe and of outstanding beauty and originality. As such, the Benjamin and Gannon Marine Railway, in Vineyard Haven, a yard he runs with his partner, Ross Gannon, is a joy to visit for all those who are passionate about sailing. Nat's extensive offshore experience includes three transatlantics, and various voyages in the Mediterranean, as well as the East Coast, Bahamas and Caribbean. During one of his transatlantic crossings, Nat and a friend were delivering a wooden schooner from the Canaries to Bermuda, when his friend fell overboard while sailing dead downwind in a 20 knot breeze. Nat was below and heard him call out, came on deck, changed down to a smaller jib, and tacked back upwind to successfully locate and recover his friend over an hour later – a great feat of seamanship.

Nat is a Trustee of Mystic Seaport, where his advice plays an important role in the care and preservation of the Seaport's collection of historic vessels. He is also a strong proponent of sail training and education at sea programs for young people.

DR. DAVID M. BRIDGES

Virginia Beach, Virginia
Station: Florida
Yacht: Valiant 40' *Blue Yonder*
Proposer: Pamela Wall



David is a retired radiologist who has logged over 20,000 offshore miles. He has both captained and crewed on many occasions on races and cruises on the East Coast. With David as her captain in 1998, *Blue Yonder* won First in Class in the Caribbean 1500, from Hampton, VA to Virgin Gorda. Beginning in the year 2000 David set sail on *Blue Yonder* through the Panama Canal to French Polynesia, Tonga, and on to New Zealand, arriving in Brisbane in 2004. At that point, he had *Blue Yonder* shipped back to the East Coast, where he continues to sail her actively from the Caribbean up to Maine, often single-handed. David has his Masters 50 ton Captain's license.

Affiliations: OCC

DR. RICHARD FINK

La Crosse, Wisconsin
Spouse: Donna
Station: GLS
Yacht: Valiant 39' *Ocean Explorer*
Proposer: Gaynelle Templin



Rich started sailing at the age of 14 in a Sunfish he built himself, and for years raced her, and a succession of other boats, mainly in the Chicago area. Today, he keeps *Ocean Explorer* at Manitowoc on the west shore of Lake Michigan. Rich's years of experience in the lakes led him to write an extensive cruising guide for the waters of the Upper St. Lawrence River down to Quebec City for use by the Great Lakes Cruising Club, of which he has been an active member since 1995. His keen sense of observation and recording has also provided critical information for fellow sailors, following the cruises he and Donna made with Gaynelle Templin through various ports from Durban, South Africa to Madagascar, and in the transit of the Panama Canal against the trade winds to Curacao.

Rich is a retired orthopedic surgeon, who has his Officers License as Master of 100 tons upon the Great Lakes and Inland Waters.

Affiliation: Great Lakes Cruising Club
Service: Merchant Marine Service
1968-1977 Lieutenant Commander

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.

GIAN LUCA FIORI

Newton, Massachusetts
Spouse: Angela
Station: Boston
Yacht: Hinckley 51' *Vivaldi*
Proposer: Joe McDonough



Gian Luca and Angela grew up in Colombia, where they cruised with their parents in the San Blas and San Andres islands. They raced Lightnings against and with each other, and Gian Luca went on to medal in the South America championships, Worlds and Pan American Games. Once in the United States, they were able to cruise for several years, mostly to Maine, on Angela's father's boat. Gian Luca has completed four Marion-Bermuda races and one Newport-Bermuda race on *Vivaldi* and has crewed on another Newport-Bermuda race. Gian Luca is currently Race Committee Chair at the Beverly Yacht Club, no small feat, since the BYC holds hundreds of races each summer, and co-sponsors the Buzzards Bay regatta and the Marion to Bermuda race. At BYC, Gian Luca took the frostbite laser series into regular racing, and is an active participant. In addition, he races on a family-owned and crewed J80, keeping the love of sailing and racing in the family. Some CCA members will remember meeting Gian Luca and Angela last year when they joined friends on the Abacos cruise, during their return

voyage on *Vivaldi* from Guadeloupe to Marion, MA.

Vivaldi is regarded as being meticulously maintained, and the cuisine on board is rated as being worthy of the finest onshore restaurant!

Affiliation: Beverly Yacht Club

CARL W. FULLER

Newport Beach, California
Spouse: Kary
Station: SoCal
Yacht: Santa Cruz 50' Sloop *Rocket*
Proposer: James Eddy III



Carl grew up racing Sabots and Lehman 12s. He and his family have been, and remain, very active in the Newport Harbor Yacht Club, where Carl earned his stripes sailing in the Club's Non-Calm and Skipper programs. His racing career includes the Newport to Cabo San Lucas race, as well as a Transpac to Honolulu. Carl and his family thoroughly enjoy cruising with friends and have cruised extensively in Mexican waters on *Rocket*, as well as chartering in the Caribbean. The family, including Kary and their three daughters, participated in the CCA cruise on the Sea of Cortez, while taking a nine-month cruise in the area, logging over 2,000 miles. Carl's seamanship and boat-handling skills make him a sought-after and welcome crew member on board.

Affiliation: Newport Harbor Yacht Club

JOHN "SKIP" GARFIELD

South Dartmouth, Massachusetts
Spouse: Tally
Station: Boston
Yacht: 25' Surfhunter
Proposer: William E. Cook



Skip built catboats at Marshall Marine, Padanaram, after college and continued to do so after his military service, eventually becoming President and then owner of the company. His skills at repairing have been put to much use on sea voyages, including a visit to the top of the mast during one of his transatlantic crossings in order to repair a broken snap shackle. He also repaired a broken spinnaker pole on a trip from the Canaries to Antigua. Skip has covered the waters from Padanaram to Maine and Nova Scotia many times both with crew and on single-handed trips. He crewed for Rusty Kellogg on the 2010 trip from Denmark to Scotland prior to the 2010 CCA/CCC cruise, and in that year he also sailed in the iceberg laden waters of Labrador and Greenland. In addition to his electrical, mechanical and rigging skills, Skip's culinary skills at sea are well-known and admired, making him an exceptional shipmate.

Service: US Army Signal Corps April 1970-December 1971

CRAIG A. HARNDEN

Inglis, Florida
Spouse: Valerie
Station: Florida
Yacht: *Freebooter* 44.5' Ketch
Proposer: Craig Starns



Craig grew up in Miami, and began his yachting career racing prams and later southeasters at Coconut Grove Sailing club, moving on to Southeastern regattas in scow-type wishbone sloops and multi-hulls. He placed in the top three at the 1973 Hobie national championships against Hobie Alter himself. On completion of his Air Force service, Craig became a pilot, a career which has taken him all over the world, flying aircraft from 777s to seaplanes, balloons and helicopters. During several overseas postings, Craig managed to find time to sail in a variety of places, from captaining a 54' sloop in the Red Sea, to delivering a 39' sloop from Singapore to Phuket, Thailand. During his years away, Craig maintained *Freebooter* on the blocks in Florida awaiting his return. This took longer than initially anticipated, however *Freebooter* is now refitted and tied up in his permanent back yard on the Withlacoochee River.

Service: USAF Reserve 1966 - 1972
Affiliation: Coral Reef Yacht Club

W. BARRETT HOLBY, JR.

Warren, Rhode Island
Spouse: Raquel
Station: Boston
Yacht: 38' Aerodyne sloop *Wazimo*
Proposer: R. Channing Reis



Barrett has completed three transatlantic crossings, including travelling with his father on a Pearson 36' from Larchmont, NY to his father's native Norway via Newfoundland, the Hebrides and Shetlands. The journey back to Larchmont was by way of the Faroe Islands, Iceland and Nova Scotia. On these voyages, Barrett was the Navigator, using compass and sextant only. He and his father took part in the Bermuda 1-2 on several occasions and won multiple prizes. Barrett has also completed the race on a single-handed basis on more than a few occasions, and was awarded the Danforth trophy in 2007. Barrett has crewed numerous times on the Newport-Bermuda race, on several occasions with fellow CCA member George Coumantaros on three of his *Boomerangs*. Barrett owns and operates Holby Marine, Rhode Island, and is always ready to share his advice and experience with fellow sailors.

DAVID H. KNOWLTON

St. Petersburg, Florida
Spouse: Jane Ann
Station: Florida
Yacht: H-R Mistral 33' sloop *Albireo*
Proposer: Dr. Donald J. Krippendorf



David grew up in the junior sailing program at the St. Petersburg Yacht Club, in the family tradition of sailing. David's great-great-grandfather owned *Sea Witch*, which still holds the record for a passage under sail from China to New York. In the early 1970's, David built a Morgan 22' which he campaigned in the MORC races for many years, as well as enjoying cruising with family members in the Bahamas and Caribbean. David's great-grandfather sailed from St. Petersburg, Florida to Baltimore round trip in 1909, a 2,500 nm passage David replicated single-handed in 2003. David, who is a retired banker, taught classes in celestial navigation, and also found time to become involved in many civic, academic and charitable pursuits benefitting his local community. He is a Past Commodore of the St. Petersburg Yacht Club, as was his father. His work at the club is recognized as having created a lasting impact on the Junior Sailing Program.

Affiliation: St. Petersburg Yacht Club

Safety at Sea Resources:

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

SOHIER D. MARKS

Greenwich, CT
Spouse: Elaine
Station: New York
Proposer: Charles L. Starke



Sohier has enjoyed being on the water since his years at MIT when he sailed dinghies on the Charles River. His sailing career includes many races from Newport to Bermuda and Marion to Bermuda, both as crew and on his own boats. He and Elaine cruised the East Coast extensively on their Cambria 46' *Ariadne*, using Rockland, Maine as a base from which to explore the myriad ports between there and the Canadian Maritime Provinces. Sohier and Elaine recently gave a slide presentation to the New York station about their cruise to Newfoundland. Sohier has a long relationship with the Corinthians, of which he became Master in 1993, and with Norwalk Yacht Club, for which he served on the Board of Governors. While looking for a replacement for *Ariadne*, Sohier and Elaine have been crewing for other CCA members, both in Nova Scotia and in Long Island Sound.

Service: US Army 1954-1956 1st Lt Medical Service Corp.

Affiliation: Ocean Cruising Club

JOHN MCCARTNEY

Menlo Park, CA
Spouse: Gail Lapitna
Station: San Francisco
Yacht: Nordic 44' Auxiliary sloop *Music*
Proposer: James C. Jessie



John only took up sailing in earnest in 1992, and has since logged almost 20,000 miles on the water. He began his sailing career in Coastal Cup races from San Francisco to Santa Barbara and Santa Catalina, and has now undertaken deliveries both on the East and West coasts. John and Gail have both raced and cruised on the West Coast in the waters between Mexico and Oregon, and they placed 2nd in Class in the 2008 Pacific Cup race to Hawaii. John and Gail plan to shift gears from racing into long range cruising on *Music*, and to this end they headed off to Mexican waters in the fall of 2010. *Music* is much admired as an extremely well-maintained ocean-ready vessel, with many environmentally sound attributes.

Affiliations: Encinal Yacht Club



ALEXANDER R. MEHRAN, JR. "ALEX"

San Francisco, California
Spouse: Margaret Mary "Maggie"
Station: San Francisco
Yacht: Owen Clarke Design Class 40' *Cutlass*
Proposer: Zia E. Ahari, M.D.



Alex comes from a sailing family, which includes his grandfather Thomas Watson. Alex had the good fortune to sail for several years on Penobscot Bay in *Palawan VI* and *VII*, as well as learning basic sailing in dinghies. He graduated to lasers in his teenage years, earning many racing trophies along the way. At the St. Francis Yacht Club he was a member of the Junior Olympic team from 1994 to 1999, and competed as skipper in the North American and New England championships during his years at Brown University. In addition to racing, Alex has carried out numerous deliveries on the East Coast and Caribbean. In 2009, after several months cruising in Caribbean waters, Alex took part in the single-handed Newport-Bermuda race, coming in first in overall elapsed time. On the subsequent double-handed Bermuda-Newport race, his boat was accorded the best double handed corrected time finish by a first time entrant. Besides his sailing accomplishments, Alex is an avid kite-surfer, wind-surfer, fly fisherman and backcountry skier.

Affiliations: New York Yacht Club, St. Francis Yacht Club, RORC

RAYMOND J. MUNSCH

Philadelphia, PA
Spouse: Margaret
Station: Chesapeake
Yacht: C&C 36'sloop *Glory*
Proposer: Jack Gregg



Ray grew up racing Penguins on the Chesapeake and is now an accomplished racer and very keen competitor in *Glory*. While he and Margaret enjoy cruising on the Chesapeake Bay with family and friends, the two of them have often raced their boat in all weathers, recording significant successes against boats with larger crews. Ray has competed on numerous Annapolis-Newport and Newport-Bermuda races, and is highly regarded as an ideal helmsman and strategist. Ray has also cruised with other CCA members around Scotland and England, and in Sweden, and from Maryland to Maine. He has been very active in committee work for the Corinthian Yacht Club.

Service: US Coast Guard 1967-70 Lt. (j-g)

Affiliations: Corinthian Yacht Club, Philadelphia

Fleet Surgeon



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

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

ANGUS PHILLIPS

Annapolis, Maryland
Spouse: Frances
Station: Chesapeake
Yacht: Hallberg-Rassy Monsun 32'
Mad Will
Proposer: Anthony Parker



Angus will be well-known to many members as a writer for various sailing magazines, in addition to which he covered every America's Cup race since 1980 for the Washington Post. Angus learned to sail in the 1970s on a Lightning he kept in Galesville, MD. In the '80s and '90s he cruised on his Cal 40' in the Chesapeake and Northeast, and raced his Soling in various events on the East Coast and Lake Ontario. He has crewed on two Americas Cup races and competed in innumerable races to Bermuda from Newport and Annapolis. His transatlantic crossings include one on the square rigger Stad Amsterdam and one on the Volvo 60' *Assa Abloy*. Angus has cruised in many of the world's waters, including five weeks in the Southern Ocean from the Falklands to South Georgia and the South Sandwich islands. Angus has sailed both for and against many CCA members in events from Wednesday night races to off shore races, and is recognized as a good shipmate to have aboard when the going gets rough.

MARK ROYE

Port Townsend, Washington
Partner: Nancy Krill
Station : PNW
Yacht: 44' steel ketch *Tamara*
Proposer: Kaspar Schibli



Mark's career as a lawyer took from him from the northeast to Alaska, with college years in Colorado. In Alaska his love of boats and the sea led him into business, where he ended up owning a 100' packer, working for fishing companies in Alaskan waters. He sold the business in 1999, and bought *Tamara* to begin his cruising life. She is a Swedish built steel double-headed ketch, designed by Rolf Modigh. He and Nancy took her from Fort Lauderdale to the high latitudes, spending several seasons exploring Newfoundland and Labrador, before heading across the Atlantic to the Azores, Canaries and Cape Verde Islands. On their return they headed down the coast of Brazil to Patagonia, and up the Pacific Ocean to Alaska, by way of Hawaii. With passages totaling almost 45,000 nm on *Tamara*, Mark has in excess of 250,000 nm on the water. He has accumulated a vast store of knowledge on safety at sea, including fire-fighting and emergency drills, and has contributed articles to nautical magazines on the subject. Mark has also provided input to the CCA Cruising Guide to Newfoundland and Labrador.

JOHN ANDREW "JOHNNY" SMULLEN

San Diego, California
Spouse: Theresa
Station: Boston
Yacht: 1937 IOD *Altair*
Proposer: Michael O'Flaherty



Johnny hails from Ireland, where, as an eight-year-old, he was an enthusiastic junior member of the National Yacht Club in Dun Laoghaire. This led to the gift of a Mirror Dinghy as a tenth birthday present. This early start led to a life on and around the water, from crewing on a 1908 gaff rig cutter in Dublin Bay to the Whitbread, 1989/1990 Americas Cup team (on *Stars and Stripes*), and a Volvo ocean race, to name only a small selection of his nautical achievements. Besides being Shore Manager for the Green Dragon Volvo team in 2008-09, building and managing high-tech carbon fiber racing boats, Johnny has found time to hone his innate love and ability to restore traditional wooden sailing yachts. A fine example of this is the Q-Class sloop *Cotton Blossom II*, on which he raced in Southern California and the Mediterranean. His own IOD *Altair*, which he and his wife restored as a wedding present to themselves, is also a joy to behold. Johnny is Staff Commodore of the Ancient Mariners Sailing Society, a group of sailors in Southern California dedicated to the ownership, preservation and use of classic sailing vessels. Johnny and Theresa now make their home in the U.S.

Affiliations: Irish Cruising Club; RORC; Southwestern Yacht Club, San Diego; National Yacht Club; Royal Irish Yacht Club; Ocean Cruising Club; Ancient Mariners Sailing Society;

DENIS UMSTOT

Seattle, Washington
Spouse: Mary
Station: PNW
Yacht: *Teka III* Power Passagemaker 52'
Proposer: Gary D. Coard



In 1997, Denis and Mary purchased *Teka III*, designed by Robert Beebe. Since then they have logged over 50,000nm, cruising across the Atlantic through the Mediterranean stopping at many North African ports, and continuing on to the Black Sea. Denis and Mary have also cruised widely in the Pacific following a transit through the Panama Canal from Trinidad. Denis had a long career with the USAF, where despite his yearning to be on the ocean, he mostly found himself in land-locked postings. On retirement he moved to the Pacific Northwest and began cruising in the waters between Seattle and Desolation Sound, BC. Denis then began a second career as a college professor, from which he retired in 1997. He is a published author on his ocean passages, and Mary writes for *Passagemaker* magazine.

Service: USAF Lt. Col. Retd. 1960-1980

RONALD W. WOOD

Banning, California
Spouse: Judy
Station: Socal
Yacht: 36' Catalina Sloop *Recess*
Proposer: James A. Eddy



Ron grew up in a sailing family, and his skill as a seaman have led him to be much in demand in helping others moving their vessels up and down the Pacific Coast from Seattle to Mexico. Ron has made the passage from Newport Beach to Ensenada and back many times over the years, and also has the Transpac from LA to Honolulu and return, as skipper, under his belt. He has provided many years of invaluable service to the Los Angeles Yacht Club, especially at Howland's Landing on Catalina Island, and on the Race Committee staging Harbor Cup Regattas. Ron is a retired teacher, who found time to teach navigation, piloting and principles of seamanship at the Boy Scout Camp at Cherry Cove on Catalina Island for 15 years.

Affiliation: Los Angeles Yacht Club

Offshore Communications Resources:

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



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Deadline for Fall 2011 Issue is September 1

Calendar of Events

2011	June 26-30, Bermuda Cruise, Bermuda Station October 6-12, Chesapeake Cruise, CHE Station October 13-15, Fall Meeting, Seattle, PNW, Station
2012	May 5-12, San Juans Cruise, PNW June 17, Bermuda Race July 23-August 3, Bras d'Or Cruise, BDO
2013	March- Annual Meeting/Awards Banquet, NYYC Jauary 17-26, Malaysia Cruise- Phuket, SAF September, Maine Cruise, GMP
2014	Desolation Sound Cruise, PNW

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

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

Monthly Station Luncheons *(Check website for latest information)*

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)

