



## CCA Celebrates 90th in Bras d'Or Lakes

Bagpipes echoed across the waters and around the hills, fiddles danced in the background during festivities and above everything the clear blue skies and bright sunshine of 2012 in Nova Scotia beamed down on the activities of the CCA 90th Anniversary Cruise on the Bras d'Or Lakes. In all, 46 boats – some from as far away as the Great Lakes and Florida – arrived in Cape Breton Island at the northern tip of Nova Scotia.

Revelry began in the fishing port of Louisbourg, where we gathered inside the walls of Fortress of Louisbourg. After the sound and smoke of cannon fire, we walked through this 18th century French community to the whistle of the fife, as we made our way to period restaurants for dinner.

Boats were only too glad to depart the jellyfish-infested harbour to head into the warm brackish waters of the Bras d'Or Lakes, at the centre of Cape Breton Island. Some took their time exploring other sea-coast communities along the route to the Lakes.

Our first gathering in the Bras d'Or Lakes was just north of the village of Baddeck, in Big Harbour. CCA member Waring Partridge generously offered his property on a point in the harbour for a barbecue. The magnificent fleet anchored around the property. Before and after partying on-land, dinghies cavorted back and forth as the assembled visited old friends and introduced

themselves to new. Carousing included not only tasty food but also Celtic music and square dancing. CCA members and friends showed their willingness to participate at every opportunity by joining in the dancing and having a tremendously good time.

Baddeck was base for much of our time in the Bras d'Ors. It was in Baddeck that everyone was able to replenish supplies,

pump tanks, visit the Dr. Graham Bell Museum, take part in a variety of cultural tours, as well as try out the local restaurants, and meet as a group for brunch by the shore. The people of Baddeck made us welcome and we were charmed by their quaint village and its attractive harbour.

Bras d'Or Station Rear Commodore, Wilson Fitt, lead the formation of a well-orchestrated Sunflower Raft in Little Harbour (actually quite large) on a perfect day

of bright, warm sunshine with little to no wind. The beauty of the day and the success of the raft caused many to jump in the warm waters for a swim and to partake of the rum in the barrel, which sat in a dinghy at the centre of the raft. What a special day of happiness and fellowship as people intermingled between and across boats. At night in this secluded anchorage the only lights were the anchor lights atop masts, glowing against the dark hills, above which a large moon light the night sky – simply breathtaking!

During the days we were in the Bras d'Or Lakes, boats took the opportunity to explore quiet, secluded anchorages which abound here. It was not unusual to sight a bald eagle or osprey overhead. This is a magical place where those who visit fall in love and dream of the next opportunity to return.

Our final night together was another magical experience and one to remember. CCA members Harry Anderson, the Barkers, and the Glenns offered their property at Boulaceet Farm where dinner was served under a tent. At this tranquil farm, little has changed in the 100+ years it has been inhabited. The house and barn are on a hill close to the lighthouse overlooking Maskell's Harbour. It was in Maskell's Harbour in 1919 on board *Elsie* that William Washburn Nutting (first Commodore of the CCA), W.F. Casey Baldwin, and Gilbert Grosvenor first conceived the concept of a club of deep-water amateur sailors which soon became the Cruising Club of America. It was fitting that all the boats of

*continued on page 25*



*Nick Brown's **Cap II** passing between the hill at Beinn Bhreagh and the Baddeck lighthouse*

Gretchen McCurdy

### Bermuda Race 2012 Edition, Page 26



*Bermuda Race Start*

Dan Nerney



## From the Commodore



### Dear Fellow CCA Members,

What a fantastic year our 90th Anniversary has been from the Blue Water Medal Award to Thies Matzen and Kicki Ericson in March to the incredible Anniversary Cruise in the Bras d'Or and the just completed fall Members Meeting hosted by the Essex Station. In all respects, I think the founders of our Club would be pleased with the Cruising Club of America.



What has our Club accomplished in 90 years? Anniversaries are a perfect time for reflections on the past.

- A strong fleet of capable offshore cruising and racing yachts;
- 85 Blue Water Medals awarded, the most prestigious award in cruising;
- 52 Circumnavigations by CCA members
- 37 Newport Bermuda Races chaired by CCA members;
- 11 Stations across North America and Bermuda with 1200 members around the world;
- *Voyages, The CCA Gam, and Desirable and Undesirable Characteristics of Offshore Yachts* – three publications that continue to uphold the original concepts of the founders; and
- An excellent, informative website and Yearbook to keep us all linked.

As impressive as the past 90 years have been, this year has also been outstanding. The second annual Gam at Castle Hill was attended by over 200 members, spouses, and fans supporting their friends on 158 yachts spinnaker reaching out the East Passage at the start of the 48th Newport Bermuda Race. Bruce and Jane Beriman have made a great success of PC McCurdy's idea of a gam to watch the start. John Osmond and the Newport Bermuda Organizing Committee again ran a very successful race, reported elsewhere in this newsletter by John Rousmaniere. We proudly announce that the 2012 Newport Bermuda Race was certified as a Silver Medal Clean Regatta. David Rockefeller, Jr., founder of program Sailors of the Sea and Rick Burnes, board member, are both long-time CCA members. The Bermuda Station hosted a hugely attended reception for all CCA members at the island home of Lolly and Jim Burnett-Herkes. Then there was scarcely time to provision and catch our breath before we departed for the 90th Anniversary Cruise in Cape Breton orga-

meeting is for all members to gather together for cruise reports and good fellowship. We enjoyed the hospitality of the Essex Yacht Club for our Governing Board Meeting and Dinner. The Dauntless Club next door allowed us to have several overflow meetings there including a well-attended Bermuda Race Organizing Committee (BROC) meeting led by Chairman Fred Deichmann. Those not involved in the BROC enjoyed an historic train ride up the Connecticut River to a river tour boat for a further exploration of the river and lunch. A highlight of Fridays "Behind the Scenes Tour of Mystic Seaport" was the opening of the Adventuresome Use of the Sea exhibit in the Olin Stephens Reading Room. Activities of the CCA and members since 1922 are featured in photos and artifacts including early cruises, Bermuda Races, high altitude and tropical cruising and exploration. This CCA exhibit was completed ten years after Jim Pitney and Jim Harvie conceived the vision of honoring Olin Stephens with a Reading Room at Mystic Seaport. Recent archives Chairman Joe Callaghan and his committee worked closely with the Mystic Seaport Staff and the McMillan Design Group who designed the CCA Exhibit *pro bono*. I encourage all who visit the Seaport to enjoy our CCA Exhibit.

Chris Otorowski



Mimi and Dan Dyer at the Olin J. Stephens II, Reading Room

nized by the Bras d'Or Station under Rear Commodore Wilson Fitt. It was a sleigh ride getting there dead downwind for our *Rabbit*, so we paid the price coming home directly to the Cape Cod Canal into the prevailing southwesterly.

The Club finished our 90th Anniversary Year with the Fall Members' Meeting in Essex perfectly planned and executed by co-chairs Carol and Paul Connor. This

2013 looks just as exciting, starting with the Annual Meeting and Awards dinner at the New York Yacht Club, March 1st. More in these pages on the upcoming Phuket, Thailand cruise, Utah Ski Gam, a not to be missed Maine Cruise in August followed by the Fall Members Meeting in San Diego. Mimi and I hope to see you often.

*Dan Dyer*

Dan Dyer



## The CCA GAM

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## Coming Up...Cruises and Meetings



### Wirth M. Munroe Race

**December 7, 2012**

The Wirth M. Munroe Memorial Yacht Race is held on the first Friday in December. First sailed in 1957, the race begins the winter ocean racing circuit in South Florida. The course, from Ft. Lauderdale to Palm Beach, presents challenging conditions as yachts must consider the vagaries of the Gulf Stream and the passing of the season's first frontal systems.

In 1957, members of the Florida Station of the Cruising Club of America, led by Dick Bertram, decided to sponsor a race from Miami to Palm Beach and to hold it in early December as racing yachts from the north had arrived by then in preparation for the Southern Ocean Racing Conference held in January and February. Over the years, yachts have raced under numerous rating rules, CCA, IOR, IMS, and now sail in three classes, IRC, PHRF, and Multihull. The original course has been shortened and now starts in Ft. Lauderdale to allow the yachts to finish before dark. In the 1960's the Sailfish Club of Florida became a co-sponsor of the race and hosts the well known awards party following the finish.



The 56th Annual Wirth M. Munroe Yacht Race from Fort Lauderdale to Palm Beach will be held Friday, December 7, 2012. The race begins at the Lauderdale Yacht Club in Fort Lauderdale and ends just outside of the Lake Worth inlet in Palm Beach, Florida. After the race, participants are invited back to the Sailfish Club for the awards ceremony. A second race, Sailfish Ocean Challenge (IRED boats) will be held Saturday, December 8th & Sunday, December 9th.

For details, please go to [www.sailfish-club.com](http://www.sailfish-club.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 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!*"



Over 170 members are now signed up and looking forward to this cruise which is fully booked. If you have any questions, call Jim Quanci at 415-640-4461 or email him at [jim.quanci@autodesk.com](mailto:jim.quanci@autodesk.com). Check the CCA "Members Only" website for the latest details and to see who has signed up.



### Utah Ski Gam

**February 8-15, 2013**



It's once again time to plan your winter and join the CCA Ski Gam in Park

City, Utah. The Gam will start on Friday, February 8th with registration and our opening reception, and finish on Friday, February 15th after the closing dinner on Thursday evening. As always, we expect lots of good fellowship and merriment during the week.

We have moved the Gam headquarters this year from the Canyons to the Silver



King Hotel at the base of the Park City Mountain Resort. We made this move to provide a change of scenery, a more central location for the three ski areas we visit the most and proximity to Park City itself (walking distance). The Silver King Hotel is also a bit more economical than the Canyons lodging.



Barbara Watson

Utah Powder!

We will still, however, need to limit attendance at the Gam due to facilities constraints. To avoid missing out on this great ski trip, please send your non-refundable \$50 check (per person) made out to "CCA" to:

John Robinson  
3123 Fuhrman Ave E  
Seattle, WA 98102  
robinson.john@comcast.net

Your check will reserve your place in the group. Act quickly because this event is becoming more popular each year and we will honor reservations in the order checks are received!

If you need hotel accommodations, call All Seasons Resort Lodging at 888 575 2775 or checkout [http://www.allseasonsresortlodging.com/park\\_city/](http://www.allseasonsresortlodging.com/park_city/) to make reservations. When you call, please identify your affiliation with the CCA SKI GAM. With at least 5 units rented by early October in any of their properties, we will receive a rate break on the rooms. We hope most will book at the Silver King, however ASRL have a wide variety of properties to choose from and a reservation at any will help towards the discount for us.

A further \$200/person check will be required by mid-December for the balance of the GAM activities -- reception, several meals, etc. We will send out and post more detailed information as well as a request for the balance and information about lift tickets later this fall.

Looking forward to seeing you all again in Utah in February.

Barbara Watson and John Robinson  
Co-Chairs

## Annual Meeting and Awards Dinner NYYC

March 1, 2013

The Annual Meeting and Awards Banquet will be held at the New York Yacht Club on Friday, March 1, and is a very special day that includes committee meetings and the opportunity to honor those so deserving in our sport.



All members are welcome, and you are especially encouraged to attend the Awards Dinner, which is a spectacular evening. Recently elected members are particularly encouraged to be part of one of the more significant international contributions to sailing that the CCA makes each year. As said by Past Commodore McCurdy about the Awards Banquet: *"The Awards Evening at the New York Yacht Club should never be missed as you saw from the coverage in the GAM. It was far more than a club dinner. It was a dazzling evening with the luminaries of our adventurous sport. Once a year, the CCA has the opportunity to honor those who inspire and amaze us with their exploits and contributions to sailing. Bob Drew and his committee put in an extraordinary amount of work to gather these significant characters from around the world. The honorees are genuinely impressed by the importance of the CCA and its mission."*

## Maine Coast Cruise

August 6-15, 2013

Now is the time to make plans to join the Club Cruise on the coast of Maine in August 2013. Maine has long been a favorite cruising ground for Club members and we have allotted time in between events for vessels to explore many of its beautiful

anchorage. A few less formal gatherings will be included in the final schedule.

The cruise will begin with registration and an evening reception at the Trident Marine facility on the waterfront in Rockland on Tuesday, August 6. There will be time for those who wish to tour Rockland's Farnsworth Museum with its fine



Chris Otorowski

Joe Hoopes' Palawan in Penobscot Bay

collection of Wyeth works, the Lighthouse Museum, the Atlantic Challenge facility and the Owls Head Transportation Museum's collection of all things with wheels and wings.

Friday night we will gather at the Maine Maritime Academy for a lobster feed on MMA grounds overlooking the Castine Harbor. Look for an outline later this fall of optional Saturday events: a look at MMA's four new navigation simulators; Safety at Sea training in survival suits and life rafts in their pool; tour of the training ship *State of Maine*; possible sail on the schooner *Bowdoin*; optional Saturday evening barbeque on MMA's waterfront for those in the harbor; and some small boat racing for those who still remember the rules. Some vessels might wish to explore the Penobscot River (tides are right for a trip up the river to Bangor and return), or the local Bagaduce River.

Mount Desert Island provides striking scenery from many angles and is well known to yachtsmen. The newly revitalized Hinckley Yacht Company welcomes us to their Southwest Harbor facility on Monday evening for cocktails and supper. Hinckley has offered the Club moor-



Chris Otorowski

Rockland Harbor

ings at reduced rates, and complimentary launch service. The yard's service manager, Bruce Fournier, has offered to make delivery crews available for those bringing a boat from other ports to Rockland. A tour of the company's high-tech construction facility in Trenton will be included. Mount Desert offers a number of points of interest besides Acadia National Park such as the Gilley Bird Museum, the gardens at Northeast Harbor and a number of other fine boat building facilities.

Our Summer Cruise will conclude on Thursday, August 15, with a luncheon on the big beach at Roque Island, long a destination for sailors.

For those who may be coming from a distance, charter opportunities are posted on the website. Final availability of vessels by these charter companies will be con-



Vinalhaven

firmed in the fall, but reservations by January are probably necessary. Commodore Dan Dyer should be contacted for permission for any non-member guest boat. In recognition that some members in the area may not be able to join the cruise, the events at Castine and Southwest Harbor will be open to Club members not partaking in the Club cruise. Check the website periodically for updates. Please send any questions to Garry or Leslie at glslss7@gmail.com.

Fair Winds,  
Garry and Leslie Schneider,  
Cruise Co-chairs

## Desolation Sound Cruise

**September 2-9, 2014**

The Pacific Northwest Station will host a cruise to beautiful Desolation Sound in September 2014. The weather is still dependable in September and the dramatic scenery of fir trees, mountains and fjords



Beautiful Desolation Sound

are not to be missed. See the website for details as they become available. Contact Brian O'Neill, svshibui@qwest.net

Brian and Mary Alice O'Neill,  
Cruise Chairs

## San Diego – Fall Members Meeting

**October 23-25, 2013**



For the Fall Meeting of the CCA in San Diego, we plan to kick off the meeting with a reception at the San Diego Maritime Museum, which is under the direction of Ray Ashley, one of our members at the SoCal Station. We expect that there will be an opening cocktail reception aboard the *Star of India*, one of the Maritime Museum vessels, weather permitting. The *Star of India* will be celebrating her 150th birthday. Ray will give a short history of the ship and of the Museum which will be open for future visits to attendees without charge.

San Diego Yacht Club will be the hub of the business meetings and a local hotel on Shelter Island, the Bay Club, which is within walking distance of the yacht club, will be the designated hotel. There will be various tours that will be available to view the many highlights of the city, including the carrier *Midway*, San Diego Zoo and adjacent Balboa Park and its museums, SeaWorld and possibly a tour of the Maritime museum's construction site of the *San Salvador*, the flagship of Juan Cabrillo, who discovered San Diego. Harbor tours

will also be offered either on members' yachts or museum vessels.

There will be a cocktail and dinner event at the beautiful Birch Aquarium, Scripps Institute of Oceanography, UP CO San Diego, overlooking the Pacific Ocean in Leola. The final dinner will be at the San Diego Yacht Club on Friday, October 25, 2013 leaving members the weekend to further enjoy the regions many attractions. We look forward to welcoming everyone to beautiful San Diego. Contact John L. Cahill, MD, jcahill@dc.rr.com.

John L. Cahill, MD

## Cruise in Caribbean

**Spring 2015**



In the Spring of 2015, there will be a cruise in the Caribbean, with location, dates and details to be announced. Warm tropical weather and consistent winds make a great winter getaway with friends. Check the website for details as they develop.

## Cruise in Ionian Islands, Greece

**Fall 2015**



The Ionian Islands of Greece are wonderful cruising and with the wind settling down at night, the anchorages are peaceful. The dates and exact departure point is still to be determined but if you have not been to the Ionian Islands, you are in for a real treat. Check the website for details as they develop.



## Circumnavigation Pins



While in Maine cruising, Past Commodore and Awards Chair Bob Drew was privileged to present the new Circumnavigation pins to Jim and Sue Chambers for their circumnavigation which ended in 1997. Members who believe they are eligible should contact Bob at [bdrew1133@aol.com](mailto:bdrew1133@aol.com).

## 2012-2013 Planning Calendar



Mindy Gunther Drew has assembled all relevant CCA meetings and cruises into one very nice pictorial planning calendar. It is available as a printable pdf on the website. We commend you to download and print it as a continuing reminder of the active vibrancy of our club and its many diverse facets and activities that are available for your participation wherever you may be. Please note that dates are always subject to change so be sure to check the website for any changes.

—The Editors

## 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.

For those heading to Nova Scotia there is a new edition (2012) of the *Cruising Guide to the Nova Scotia Coast*. For those headed further north there is also a new edition (2012) of the *Cruising Guide to The Labrador*.

Sandy Weld, Chair

## In Memoriam



Edmund B. Cabot M.D., BOS, 9/2/2012  
 Edgar Danciger, FLA, 4/15/2012  
 William B. Dodge, ESS, 7/12/2012  
 Gardner M. Edgerton, BOS, 12/22/2011  
 John Eills, NYS, 5/19/2012  
 Mark C. Ewing, CHE, 5/8/2012  
 Robert D. Grant Esq., GLS, 8/16/2012  
 George D. Griffith, SOC, 9/10/2012  
 Donald G. Gumpertz, SOC, 4/28/2012  
 Raymond K. Jarecki, PNW, 5/5/2012  
 Charles E. Kirsch, FLA, 9/11/2011

Burke Lucas, FLA, 11/3/2012  
 William R. MacLay, CHE, 8/28/2012  
 Robert W. McNitt, CHE, 8/12/2012  
 James P. Modisette, SOC, 10/18/2012  
 Morgan L. Morgan M.D., SOC, 8/20/2012  
 Patrick H. Price, SAF, 8/5/2012  
 Benson B. Roe, SAF, 8/6/2012  
 Andrew B. Sides Jr., FLA, 6/9/2012  
 Clinton J. Stanfield, SOC, 10/7/2012  
 William C. Whipple, PNW, 7/7/2012  
 Lewis J. Whitney, SOC, 8/8/2012

*Voyages will continue to carry full remembrances with photos.*



Where to get  
CCA Clothing

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

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

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

## Bermuda

The Newport to Bermuda Race 2012 is now history and what a bit of history it is. The first boat across the line was *Rambler* in an incredible time of 39 hours, 39 minutes and 18 seconds. Fortunately, the yachts were all carrying tracking devices so the finish line committee were not caught entirely by surprise when the custom 90 footer came across the line.



*Stark Raving Mad* during inshore races

For the second year in a row *Carina*, owned and skippered by Rives Potts, won class three and took the coveted St. David's Lighthouse Division. The Cruiser Division was won by *Lilla*; the Double-Handed Division by *Mirelle*; the Open Division by *Med Spirit* and the new Division "Spirit of Tradition," by *Spirit of Bermuda* of the Bermuda Sloop Foundation.

On Thursday evening the reception for CCA members participating in the race



CCA Vice Commodore Tad Lhamon, Mags and Les Crane and Shawn Otorowski at the Bennett-Herkes reception

was this year hosted by Lolly and Jim Burnett-Herkes at their home on Hinson Island at the western end of Hamilton Harbour. The wives and significant others of local CCA members provided and served hors d'oeuvres while "dark and stormies" flowed freely. One hundred or so guests were expected but there appeared to be more than 200 and fortunately several guests pitched in to help dispensing refreshments. Commodore Dan Dyer welcomed the guests including Royal Bermuda Yacht Club Commodore Jon Brewin and thanked the hosts for providing the venue and organizing the reception.

The Royal Bermuda Yacht Club Anniversary Regatta and races four and five of the Onion Patch series were held in the Great Sound under cloudy skies a few showers but a good 12 to 15 knot breeze.

This resulted in some lively and spectacular racing with the big boats going head to head in close quarters among the islands in the Sound.

On a sober note the Bermuda Station is sad to report the loss of long-time member R.A. Tony Jones. Tony was for many years the Station's Secretary and had also been on the Executive of the Royal Bermuda Yacht Club. Tony and his wife Liz

participated together in many activities of the CCA both in Bermuda and the Chesapeake where they keep their motor yacht *Nonsuch*.

Jim Burnett-Herkes,  
Historian

## Boston

The loss of Ned Cabot, who was washed overboard from his beloved *Cielita* on September 1, 2012, off the southwest coast of Newfoundland, has been a real blow to the Boston

Station and will continue to remind us of the hazards of answering the call to go to sea for a long time to come. More will be written about this tragic event elsewhere, but I know the Club as a whole will join the Station in sending our condolences to Ned's family and friends, especially those who were with him at the time.

Last spring the Boston Station had its Spring Dinner at the newly refurbished Eastern Yacht Club in Marblehead, a reliably gorgeous venue where a healthy portion of American yachting history has occurred. The redoubtable Fin Perry, having whetted the Station's appetite by a preview at a Buzzard's Bay Post lunch, gave his presentation of "Between 60 and 80 degrees North, including Iceland, Greenland and Labrador." He shared his observations and wonderful slides of his cruising in high latitudes on his Aage Nielsen sloop *Elkskov*. Among the notable attendees were Commodore Dan and Mimi Dyer and prior Commodore Ned and Susie Rowland. Many who could not attend wrote their regrets from distant cruising locations around the globe.

The Rats lunches continued to meet at the Tavern Club, four flights up from the alley, where good food and company sustained Station members throughout the winter. We were particularly happy to have had a presentation on Olin Stephens's *Dorada* by Doug Adkins, who has recently completed "Dorada, The History of an Ocean Racing Yacht." The winter series ended with a move out to the Dedham



Commodore Dan Dyer, Maggie Riker, RBYC Commodore Jon Brewin, Bermuda Race Chair John Osmond at the reception at the beautiful waterfront home of Lolly and James Bennett-Herkes



## News from Stations & Posts

### Boston continued

Country Club, in order to save the members from having to brave the challenges of navigating downtown Boston.



Meredith Swan

Seagull nest on Penikese Island

The Station held its Spring Gam over Memorial Day weekend, and it was a corker! Most of us who have sailed in Buzzards Bay for decades have seldom, if ever, been ashore at Penikese Island, just north of Cuttyhunk. Most famous for being an erstwhile “leper colony,” it now houses the Penikese Island School, a financially fragile rehabilitation school for delinquent boys, and a wildlife sanctuary.

A fleet of vessels, including Ed Kane’s *Bolero* and Peter Cassidy’s *Siren*, and 16 other distinguished blue water yachts rendezvoused in Cuttyhunk and were ferried over to Penikese by Larry Hall in his Duffy 42 *Gunsmoke* and the school’s *Richard Edwards*. The views were lovely, the school buildings an inspiration and the wildlife accessible and interesting. Larry Hall treated us all to his now famous clam rolls to help us absorb the strong waters available dockside.

In June, inspired by former Commodore McCurdy and lead by former R.C. Bill Cook, Larry Hall and James Phyfe, the Station hosted an informal beer and pizza party at the Melville Grille, where we were treated to a rare look at

Don Watson’s world at New England Boat Works, where he was building a large, light, carbon fiber racing yacht. Something like 28,000 pounds of a 32,000 pound sled resided in the keel!

The Boston Station was well represented at the Club’s 90th Anniversary Cruise on Cape Breton. Commodore Dan Dyer and Mimi were aboard *Rabbit*. Past Commodore Sheila McCurdy and Dave Brown were guests of Nick Brown on *Cap 2*. Sandy Weld hosted Vice Commodore Tad and Joyce Lahmon aboard *Windigo* with Jim and Lea Watson. Past Rear Commodore Bill Cook attended with Larry Hall and Jean Myer as crew aboard *Resolution*, Tim and Sue O’Keefe being crew in their place at the sunflower raft. Also attending were Past Commodore Truman Casner with Cinnie, daughter Anne,

Boston Station members David Truslow and Nick Grace and guest Kathleen O’Donnel. Pike Noyes and Linda Noyes sailed *Tioga*. Henry Fuller sailed *White Mist* with Ed Tarbell and guests.

Buzzards Bay Post members included Chip and Colleen Johns on *Margalo*. Club



Nick Newman

Buzzards Bay Post Captain Nick Newman’s *Katrina*, from Penikese Island

Historian Jack Towle sailed *Sisyphus* with Pam Barker and guests. Jeff and Cindy Wisch brought their new *Wischbone*.

The Gulf of Maine Station sailors included Peter and Karen Worrell on *Patience*, John and Tania Chandler and Peter and Lisa Chandler aboard *Spindrift*, Win and Mary Lee Fowler on *Memory*; Phin Sprague joined Jesse Dupree with Andy Lindsey aboard *Sorn*, Garry and Leslie Schneider on *Rising Wind*. Merle and Barbara Hallett joined Kitt Watson and his crew aboard *Too Elusive*. In all about forty-seven vessels were included in the cruise.

While only half the fleet ventured outside to Louisburg, many other members joined us by asphalt for a memorable salmon dinner and tour of the beautifully rebuilt Fortress. Syd Dumaresq of the Bras d’Or station gave us a delightful glimpse of the history of the Fort and its fortunes over succeeding battles and changes of ownership. The event at Partridge Landing was hosted by member Warren Partridge (NYS) with local music and dancing.



Nick Newman

Sailing Committee Co-Chair Larry Hall on his Duffy 42, *Gunsmoke*





### Boston continued

We were treated to several unique events during the cruise hosted by Boston Station members, including an inside view of Beinn Bhreagh hosted by Jim and Lea Watson. As a descendant of Alexander Graham Bell, Jim brought a personal glimpse to those of us who met him at their home on the water and then accompanied Lea on a hike to the top of the 500' hill overlooking the Great Bras d'Or and the town of Badeck.

For the final dinner we were bag piped ashore at Boulaceet Farm, at Maskell's Harbour, owned by CCA members Harry Anderson, Devereux and Jilda Barker, and Larry and Anne Glenn. A large tent had been set up on a hilltop field overlooking the harbor where we feasted on fish chowder and salmon and pork while listening to Scottish music. The music continued after dinner with dancing for those of us so moved. The walk down the fields to our dinghies was under a brilliantly starry sky, typical of the lovely weather that had blessed most of our time on Cape Breton. It was fitting that the fleet in the harbor included *Elsie*, built at Beinn Breagh by Alexander Graham Bell as a gift to his son-in-law Gilbert Grosvenor. It was aboard *Elsie* and *Typhoon* at Maskell's that the concept of the Cruising Club of America was first discussed.

A sunflower raft was arranged by our Cruise Chairs, Gretchen McCurdy and brilliantly assembled by Bras d'Or Station Rear Commodore, Wilson Fitt.

Kinnaird Howland,  
Rear Commodore

### Bras d'Or

Many members stayed close to home this year to take part in what turned out to be a hugely successful 90th Anniversary Cruise. Following the cruise two boats – Phil Wash and Judy Robertson – sailed out to Sable Island and were given a tour by resident environmental officer Zoe Lucas, spending the night at anchor before a quick but foggy sail back to Halifax.

Wilson Fitt and his eldest son Jason made a trouble-free 21 days passage aboard *Christina Grant* from Kinsale, Ireland to Halifax. Wilson says that Jason is an experienced sailor and good companion, and was forced to admit that double-handed sailing was a lot easier than single-handed, particularly when changing hanked-on headsails. They left Kinsale on April 6 and pursued a more-or-less south-westerly course to about 45 degrees north, mostly hard on the wind or close reaching on starboard tack in west and northwest winds. After that they were able to average a westerly course in SW to NW winds that ultimately took them across the Grand Banks of Newfoundland about 60 miles south of the iceberg line and a similar distance north of Sable Island. The wind was generally strong and contrary, although they had longish periods of calm with very heavy fog on the Grand Banks during which they would motor slowly just to ease the frustration and crashing of gear. Sea and air temperatures were surprisingly mild until they entered the cold water of the Labrador Current and even then it was not as perishing cold as they had feared. However, they had the heat on all the time and Wilson wore woolen long johns except when bathing. There was a lot of traffic on this route. The AIS was invaluable, but reconfirmed that they were all-but invisible on radar to large ships if there was any sea running. All in all, a good although tough early-season westbound passage.

Since his return Wilson has been consumed by his duties as Construction Manager for the reconstruction of *Bluenose II*, Canada's iconic schooner, although he and Thelma did find time to join the 90th Anniversary Cruise, along with many other Station members. They also led the fleet at every mark with *Christina Grant* to

win the foggy Lunenburg September Classic for wooden yachts. However, Wilson says modestly that the race was more a case of groping around in the murk without being sure of even starting or finishing than a high-powered event!

Rick and Bonnie Salsman write:

"*Aisling I* and crew had another interesting summer. After beginning our season with an extended stay in Marina Di Ragusa in Sicily, we headed east with the Adriatic and Venice in our sites. We left Sicily and then on to the south and east coasts of Italy with stops in Syracuse, Crotone, Otranto, and Brindisi. In Brindisi we enjoyed a rendezvous with fellow Bras d'Or Station members Fred and Nancy Voegeli on *Frisco*, then picked up friends Wally Fraser and Martha Reynolds who joined us as we continued north to Bari and Vieste. After crossing the Adriatic to Croatia, we landed in Lastovo where we looked after formalities, paying fees that totalled about \$450 to cruise Croatia. We eventually learned that we also would have to pay an "anchoring fee" in many spots along the way. Croatia is not an inexpensive place to cruise, but what it loses because of expense is quickly made up for by the beautiful anchorages, historic cities and friendly (often English-speaking) residents. We loved it there, although we really had less than a three-week taste before we had to sail back across to Pescara, Italy and fly home to visit family and take part in the CCA 90th anniversary cruise. Upon our return



Bonnie Salsman

Gulf of Kotor

### Bras d'Or continued

to Pescara and dealing with a few maintenance issues, we rented a car to visit Venice and explore Abruzzo, then sailed back to Croatia. This time we landed in Vis and from there we slowly made our way south to Dubrovnik.

While entering the anchorage off Badija near Korcula, I spotted a beautiful gray, long, hi-tech sailboat and called "hello" to a crew member as we sailed by. Shortly thereafter they lifted anchor and as they sailed away I saw the name "Valkyrie" on the stern. We later confirmed by email that we'd narrowly missed an opportunity for an informal "raft up" with Will Apold from our Bras d'Or Station! It's a surprisingly small world for those of us cruising the Mediterranean.

Our last stop on the eastern side of the Adriatic was the Bay of Kotor in Montenegro, where we experienced some of the most spectacular scenery we have ever seen and spent a night in the "poshest" marina we've ever visited. After one night of luxury, we moved out to an anchorage and weathered severe thunderstorms, high winds and torrential rain for three days. When the weather finally broke, we made our way deeper into the bay to visit the UNESCO world heritage site of Kotor. At the dock, we spotted another CCA burgee and had the pleasure of meeting Alfie Sanford, who is also cruising the Adriatic on his lovely yawl *Impala*.

With the weather becoming more and more unsettled, it was time to get *Aisling* to her winter home in Marina di Ragusa. It took us a week to covered the 450+ miles, as we ducked in to Otranto to clear back in to the EU, then on to Crotona and Siracusa along the way. As I write this, we are finally settled into our berth at the Porto Turistico in Marina di Ragusa. It's been fun to reconnect with many of our cruising friends here, but a bit sad to know that the sailing is over for the season."

Fred Voegeli writes: "We put *Frisco* in the water at Marmaris in Turkey beginning of April, sailed through Greek Islands and Corinth Canal up to Corfu. An interesting experience North of Corfu off the coast of



*The fishing net that caused problems for the Voegelis*

Albania had us motor into a drifting section of heavy fishing net.

Our engine stopped dead and we were unable to turn the steering wheel. We managed to haul a fair bit of the net into the cockpit but still had a lot in the water around the prop. Luckily, we were able to raise Greek Coast Guard on the VHF and they put us in touch with a diver who offered to come out in a high speed RIB, a two hour run. Five hundred euros later we were on our way again with no harm done.

We sailed overnight avoiding the coast of Albania and arrived in Dubrovnik. Croatia is a charming country to cruise but you can still see some signs of the past war such as bullet holes in a church door. We loved the local lamb dish that they cook under coals for three hours.



*Delicious lamb dish*

We stayed about a month before making the trip over to Italy and down the West coast where we met with fellow station members Rick and Bonnie Salsman at Brindisi. An interesting sight on the way from the heel of Italy was a group of four sails ahead of us which suddenly turned into only three. As we approached, we found one boat was dismasted. We stood by as he cut away his rigging and made calls on the VHF for assistance, until a naval vessel showed up to assist.

We then made our way to the South coast of Sicily to haul out at the end of June. We are at Marina de Ragusa and found that they had space inside their large building. This is of course a very rare



*Dismasted yacht south of Italy*

opportunity in the Med, and will allow me to get a lot of brightwork and mast maintenance done next spring."

Ten crews attended the Fall Raft-up in Scotch Cove, and stayed rafted together for a quiet overnight lulled by a gentle swell from distant Hurricane *Leslie*. New member Bernard Prevost and wife Bev on their lovely Bristol 44 *Esperanza* were welcomed to their first Station raft-up.

Jim Evans made a short single-handed cruise to the Magdalen Islands aboard *Nellie Lamb*. It was "a magic sail" in calm seas and a full moon on the way there, but the trip back was enlivened by being showered by shrapnel from an exploding vang in light wind and big seas.

On the racing front, Glen Dexter raced *Odyssey*, a Swan 57, from Newport to





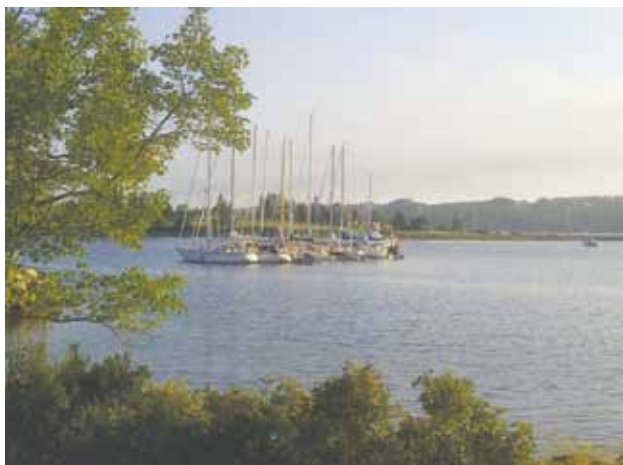
## News from Stations & Posts



### Bras d'Or continued

Bermuda this year with help from Sandy MacMillan, navigator, and Hans Himmelman, watch captain. A record setting pace


winds and thick fog as we headed home, then NO wind as we motored from Nova Scotia directly to Cape Cod, which took 44 hours – all but 4 of them were with the engine on!”



David Arenburg

The Raft-up at Scotch Cove

for this year's event saw favourable reaching conditions for the first 60 hours with the leaders finishing in less than 40 hours. They won Cruiser division class 12, and scored third overall with an elapsed time of just over 76 hours.

Jim Evans, Historian 

### Buzzards Bay

The Buzzards Bay Post wrapped up its “off-season” schedule of monthly lunches in April with a well-attended gathering at the Beverly Yacht Club after which our membership quickly disbursed to the boat sheds to prepare for the serious endeavor of summer sailing. Cape Breton proved to be a major lure as that was the site of the Club's annual summer cruise.

Typically Sandy Weld stretched his horizons before catching up with the fleet and reports “Windigo traveled some 2,100 miles this summer, from Cape Cod to the south coast of Newfoundland and back to Cape Cod, via the Bras d'Or Lakes and the CCA 90th anniversary cruise. In all 11 people joined me, ten of them were CCA members. It was a great summer with somewhat unusual weather, terrific sailing with no fog as we reached along the Nova Scotia coast heading east, then strong SW

between racing to Bermuda or some Nova Scotia sailing, there is nothing like a new boat to encourage you to check the “both” column. That's just what Jeff and Cindy Wisch did. “Having taken delivery of our new *Wischbone*, an Oyster 53, at the end of last season, we were anxious to see how she would perform. After getting her up to race standards, we had a fantastic time with 20-30 knots in the Gulf Stream. We “learned” to sail the boat on the way down and were delighted with her performance as we saw 14.5 knots SOG at one point and double digits much of the time. That is until we were closing on Bermuda and ran out of wind in full view of Mills Breaker Buoy. That was the longest “shortest” distance that we had ever sailed! Already looking forward to 2014.

Our plans following Bermuda were originally to sail directly to Cape Breton to join the anniversary CCA cruise. Unfortunately, we needed to alter plans as we did not feel like taking a chance of “dancing” with hurricane Debbie. In addition, we were having a charging issue so decided to head back to Newport. As it was we did see

50 knots and big squalls. I was thankful to have a very experienced crew and a strong boat.

After some repairs we headed up to Northeast Harbor Maine where we left *Wischbone* for a few weeks. Later Cindy and I with our two Portuguese water dogs as crew sailed directly to St. Peters where we locked through into the lakes. We saw an extraordinary number of whales during our trip including two right whales in the Bay of Fundy. At one point I was off watch below when Cindy let out a startling ‘oh, my gosh!’ I flew up the companionway assuming the worst when I saw a huge humpback only a hundred feet away roll on its side and “eyeball” us. The cruise was no less than spectacular. After enjoying the wonderful cruising in the lakes, the camaraderie, and the hospitality of other members of the Club, we sailed home to Falmouth, Mass. with great memories.”

Some other members of the Post whose vessels were spotted in the Bras d'Or were Miles and Lisa Bidwell on *Ladybug*, Nick Brown on the impressive *Cap II*, Truman and Cinnie Casner on *Astral*, Chris and CC Cunningham on *Safari*, Commodore Dan and Mimi Dyer on *Rabbit*, Chip and Colleen Johns on *Margalo*, and Jack Towle and Pam Barker on *Sisyphus*.

Post Captain Nick and Kathy Newman stayed closer to home, cruising the coast of Maine. Nick writes “*Katrina* spent most of the summer between Penobscot Bay



Suzanne O'Keefe

Bob Macleod, Bill Cook, and Tim O'Keefe on the beach at Port Mouton, Nova Scotia

### Buzzards Bay continued

and Roque Island. We enjoyed two GMP games, aboard *Spirit of Zopilote* at Seal Bay in July and the splendid dinner in August hosted by Susie and Dick Homer. Our track passed through Southwest Harbor several times, where the CCA guest moor-




Henry Keene, Russ Field, Bill Cook and Jack Towle at the Beverly Yacht Club.

Chris Otorowski

ings serve as magnets attracting members and enabling us to get together with old and new friends. We made frequent use of the Schneiders' moorings in Eggemoggin Reach, and enjoyed their hospitality. Bob and Joan Roy gave us a warm welcome at Billings Cove, the perfect harbor for any rendezvous." Also Down East this summer were Bob and Ann Morris aboard *Apogee*, Henry Keene on *Alida*, Peter and Carol Willauer on *Eight Bells*, and Gary and Beth Schwarzman on *Anasazi*. Sadly it was Beth's last cruise; she suffered a stroke and fatal heart attack while leading a trip down the Colorado River through the Grand Canyon. Our sympathies to Gary and their daughters.

The Buzzard's Bay Post will kick off the 2012-13 season with a noon luncheon at Beverly Yacht Club on Thursday October 25, the highlight of which will be the change of command with Nick Newman stepping down after two busy years as Post Captain. His leadership, dedication, management skills and lively humor have been greatly appreciated and have left us a stronger organization. Tim O'Keeffe will take over from Nick and Nick Grace will become Secretary/Treasurer. The remaining lunches are Nov. 23, Dec. 28, Jan. 25, Feb. 22, March 29, April 26. All are welcome, but be sure to check the website for details and updates.

Tim O'Keeffe, Secretary 

### Chesapeake

Chesapeake Station's June monthly luncheon at Annapolis Yacht Club featured Rick Carrion of Classic Yacht Restoration Guild with an excellent slide presentation on the restoration of the 1888 George Lawley-built 30' high-gaff topsail cutter *Elf*. Built for racing, her original rig towered to 68'6" and featured three headsails. An unexpected treat... after lunch the 25 attendees adjourned to the AYC pier to inspect this classic yacht in all her varnished glory.



Restored 1888 cutter *Elf* in Annapolis Harbor

Deborah Albers

July 10, 2012, a really hot summer day for the Chesapeake Station monthly luncheon, when the air conditioning felt really good in the elegant Gibson Island Club as 32 members, spouses and guests gathered on the bayside porch for an iced drink while swapping stories about the recent and rare "derecho" storm which knocked out power for almost everyone. Station Secretary Wally Stone officiated in the absence of RC John Melchner and welcomed all to enjoy the panoramic view of Chesapeake Bay as they enjoyed a leisurely lunch. When the plates were cleared, the group

adjourned to a cool, dim interior room for a multi-media video presentation with live narrative by Station member Will Passano, who described his three major races aboard the record-setting 100' super-maxi yacht *Icap Leopard*. One of their closest competitors in the 2011 Fastnet Race was the ill-fated *Rambler* which capsized near Fastnet Rock when its keel broke off. The audience gasped at seeing deck-level pictures taken at boat speeds over 30 knots. Will showed off his racing crew equipment and answered lots of questions, explaining how it was that after a while, one could get bored while sailing at only 25 knots.

Our two newest members, determined



Skipper Bill and Maureen Torgerson of *Dragon* at Fort Louisburg, Nova Scotia

Rick Born



Rick Born

Rick and Elaine Born, *Dragon* crew members

not to be bored, jumped into CCA with both feet. Bill Torgerson and Rick Born both joined CCA this spring and decided to make an appearance at the Club's 90th Anniversary Cruise at Bras d'Or Lakes, Cape Breton, Nova Scotia, from July 23 to August 3. Teaming up aboard Bill's 52' Little Harbor Cutter *Dragon* with wives Maureen Torgerson and Elaine Born, they joined 26 other Chesapeake Station members including Rear Commodore John and Carol Melchner aboard five other Chesapeake



## Chesapeake continued



*Fiddle in Sydney, N.S.*

boats for a very well-organized cruise blessed by the weather gods. One of the highlights was a beautifully-managed 47-boat sunflower raft. Among others was learning more about the incredible achievements of Alexander Graham Bell, a Scot who settled in Canada and is commemorated at a Baddeck, NS museum; tying up *Dragon* in the shadow of the World's Largest Fiddle in Sydney, NS; and learning Scottish at the Gaelic College on Cape Breton Island. As for achievements by the crew of *Dragon* facing hazards not unknown in Chesapeake Bay and utilizing years of maritime know-how, they invented the first-ever pie plate sea nettle barrier as a defense against large snarling cartilaginous jellies found in

the harbor of Port St. Louis. Not bad for a couple of rookies!

In lieu of an August luncheon, on the 14th, 21 Station members and guests enjoyed a tour of Poplar Island, which was rescued from extinction by erosion by building of miles of dikes built on surrounding shoals, then back-filled with dredgings from Baltimore Harbor. It has already attracted thousands of birds and become a major stopover for migrating flocks flying down the Chesapeake in autumn. The latest project is building hundreds of nesting boxes for local species.

Chesapeake Station Member Gary Jobson spoke at the September luncheon at Annapolis Yacht Club to 30 members and



*Dragon in the harbor at Baddeck, N.S.*

guests. Gary is President of U.S. Sailing and his observations on the poor performance of the U.S. Olympic Sailing Team (which failed to win even one medal) was "a heckuva wake-up call." He believes the effort was underfunded, lacking in young sailing talent and with poor TV coverage to boot. He expects a thorough shake-up before the next Olympics.

*F.H.Hallett  
Historian*



*Donna Schlegel and Elaine Born enjoying mussels at Great Harbor*



*Dan Nerney*

This is not the distinction this team was going for," said Dean Brenner, the outgoing chairman of the U.S. Olympic Sailing Program. "Listen, there's no hiding. There's no way to spin it. There's no way to suggest anything other than we didn't perform."

U.S. Sailing President Gary Jobson, who spent a week watching the games before returning to Annapolis, Md., was equally blunt, calling the failure to medal "a heck of a wake-up call."

"In essence, we weren't competitive in any class," Jobson told The Associated Press by phone.

"I was a little surprised, and, like all American sailors, disappointed," Jobson said. "The question for me is, what do we do about it? I can't predict how the review will go, but I can tell you it's going to be thorough. This isn't going to stand long-term."

Read more: <http://sportsillustrated.cnn.com/more/news/20120809/us-sailing-olympic-failure/#ixzz27hFShD3f>

## Essex

On April 24th the Essex Station held their Spring Dinner at the Dauntless Club. Some 45 of us enjoyed our usual festive evening with the help of the ever popular rum keg.

The Spring Rendezvous was held over the weekend of June 2 at Pilots Point Marina in Westbrook, CT. We got together for cocktails and hors d'oeuvres on *Shamrock*, Rear Commodore Mindy Drew's 36' Stanley "lobsta" boat. On Saturday we went all the way to Shed No. 1 for a dinner attended by 35 station members and guests. This year we did not have a regular cruise as we had a bad spring for

## News from Stations & Posts

### Essex continued

boat work, and the Station was sending seven boats to the Bermuda Race, which as we know requires tremendous amounts of preparation.

On May 25th, Rives Potts' *Carina* returned to Pilots Point Marina where the three new CCA members, Walker Potts, Allen Potts and Rives Sutherland accepted *Carina's* round the world pennant. She had returned from Australia via Capetown, St. Helena, Tortola, and Charleston to complete her 11 month, 40,000 mile circumnavigation.

Dennis Powers on *Quest* raced in the STC Block Island race in May, the Bermuda Race in June and the Vineyard Race in August.

Charles-Henri Mangin sailed on *Strella Encore* from La Spezia, Italy to Malta. For the first time he could easily find space in the most sought after marinas and drop anchor in the best coves. It seems that Italian yachts have moved to Croatia and Malta. Make sure to visit Paestum, certainly one of the most extraordinary 4th century BC set of Greek temples, which Charles-Henri says is an unknown treasure.



BBS Photo

Paul and Patti Hamilton's Tripp 41, *Entropy*.

Paul and Patti Hamilton have been racing their new boat, *Entropy*, a Tripp 41', in the NYYC Annual Regatta, NYYC Race Week, NYCC Annual Cruise, and various Jamestown Island Yacht Club races.

Paul and Carol Connor cruised *Lilly* in company with KG and Brenda Gregory on *Encore* for two weeks in Maine. Upon reaching their planned destina-

tion of Roque Island they met Peter and Carol Willauer on *Eight Bells*. During their cruise they joined the *Fidelio* team and raced two feeder races and the Egg-



Left to right: Walker Potts, Allan Potts and Rives Sutherland

emoggin Reach race. In late August, KG Gregory cruised on the Bras d'Or Lakes, sailed across the Cabot Strait to Ramea Island, off Newfoundland, then on to Port aux Basques, and back to Ingonish.

Sean and Janet Saslo started the season with the spring Off Soundings on *Brigand*, a Cookson 50', then on to the Bermuda race which took them only 67 hours. They spent a month in Maine on *Intrepid*, an Endeavor 50'. The fall Off Soundings was on *Brigand* and the upcoming ESS fall cruise will be on *Intrepid*.

Tom and Dorothy Wadlow on *Joyant* enjoyed a trade wind return passage from Europe this winter on their way to the Caribbean. Frank Bohlen joined them on the leg from Lanzarote, Canary Islands to Antigua via the Cape Verde Islands. *Joyant* then sailed north to the Bahamas where the Wadlows rendezvoused with John and Wendy Richards on *Windermere*. On their way back into Mystic the Wadlows crossed their outward bound trip to Europe after six years, 20 countries, and 25,000 miles. They spent August in Maine where they met up with Bill and Pam Kellett on *Jura* and Frank and Elisabeth Bohlen on *Tattler*, and numerous other CCA folks at Suzie Homer's party in Southwest Harbor.

After a fast sail to Bermuda on *Lindy* with Dave Dickerson, Frank Bohlen returned to Mystic. He and Elisabeth then left on *Tattler* for Portland, ME, and on to Southwest Harbor where they rendezvoused with Nick and Kathy Newman on *Katrina*. By happenstance, they met Murray and Carol Buttner. Departing on July 30, they spent the next four days exploring Merchants Row, and then made their way to Brooklin to sail with Fred Brooke on *Meander* in the annual wooden boat regatta.

Mindy Gunther Drew

Barnaby and Mari Ann Blatch purchased a 1985 Sirena 38' Finnish built Skerry cruiser named *Cloud Racer*, which they brought down from Canada through the Thousand Islands.

Queene Foster writes of her new Concordia *Misty* on which she spent some happy weeks in Dutch Wharf in Branford. Then she took her back via Newport and the Gulf of Maine to the Wooden Boat School in Brooklin, Maine,



Frank Bohlen

*Tattler* in Merchants Row, Maine





### Essex continued

and there taught a class called *Craft of Sail Aboard Misty*.


Mark Rice on *Pilgrim* competed in the Bermuda Race with CCA members Sandy Viotor, Ned Brooks and Rob Moore. Ham Moore and Bob English made the return trip. In July, Mark and Ned sailed in the Edgartown Yacht Club's *Round the Island Race* in the Double-Handed Division.

Fred Allardyce on his *Misty*, a J40 WK, participated in this year's exceptional Bermuda Race. In July, Fred along with Dick Holliday and Bob Green helped celebrate the 100th anniversary cruise of the Watch Hill Yacht Club. The cruise was highlighted by a day at the Herreshoff Museum in Bristol, RI which featured a race of Watch Hill-15's.

Jeb and Dianne Embree along with Larry and Anne Glenn chartered Henry Fuller's Gulfstar 40 *Silver Lining* and set off from Baddeck to join the Bras d'Or Lakes Cruise.

Rear Commodore Mindy Gunther Drew and Bob Drew took *Shamrock* to Maine for the summer.

An inspirational note from Peter Ross: he reports that he and Joan had a good racing season, thanks to a new mast for his 44-year-old Olsen 38' *Tynage* which he has owned for 41 great years. He bought the mast as a present to himself on his 89th birthday last April.

Jeb Embree, Historian 

### Florida

Charlie Munroe reported a very nice luncheon of 13 CCA members and wives at the Biscayne Bay Yacht Club on March 20. It was a beautiful day and they ate outside under the seagrape trees by the club docks. Present were the Miami crowd of Sennett Duttonhofer, Bill Munroe, Tom Otto, Skip Ryder, Jack Towle, David Weaver, Dave Woolsey and a guest George Freeland from the Key Biscayne Yacht Club. Also present were Buck and Mimi Gillette and Steve and Karyn James from Ft. Lauderdale.

The Station cruise was organized by Joel Taliaferro and started with a dinner at St. Petersburg Yacht Club at Pass-a-Grille. Then everyone sailed down to Bradenton Yacht Club for a splendid dinner with entertainment by local Irish dancers. St. Patrick's day was also Tito Vargas's birth-



Tanner and Ross Rose's *Glide* in the Bermuda Race

day and he graciously took a large bunch up the Manatee River in his spacious rib, *Locombia*. The Rum Keg party was on board Don Krippendorf's *First Light* and it was a gloriously balmy tropical evening.

Tanner Rose's *Glide* participated in the Block Island Race and the Newport Bermuda Race with an after guard comprised of two father-son teams. Tanner asked his son Charles to navigate and Owen Smith (NYS) and his son Andy to be watch captains. This was somewhat of a reunion as Tanner had done three Bermuda Races with Owen and Charles and Andy grew up racing together at the Edgartown Yacht Club and were later sailing instructors there. *Glide* was lucky enough to have Jim Binch (NYS) onboard for his 18th Bermuda Race. The rest of the crew was rounded out by a great group who had no problem with after dark spinnaker peels and headsail changes. Though *Glide* placed in class in the Block Island Race; not so in the Bermuda Race. It's tough being in the same class as *Carina*. *Glide*

eagerly awaits next summer's cruise in Maine waters.

In the Caribbean, Scott Piper reported from Trinidad, in April. Leaving early for a close reach in 22 knots of wind, he rolled out half of the jib with a reefed main. It was going to be a fast nice sail. Then bang, the windward D2 parted, the same failure they had on the way to Alaska years ago. A quick inspection showed the mast to be significantly out of column. So the jib was rolled back up and the running back set. This fixed 75% of the bend so they elected to press on. In any case he needed a rigger, who would be best found in Trinidad. The engine was required but even so they were slow bucking the trans equatorial current. Twelve hours later they pulled into Scotland

Bay and anchored as the sun drowned in the western sea. Scotland Bay was lovely with surrounding mountain peaks and rain forest. There are more buzzards there than on the Miami courthouse, they have a new crop of chicks that fill the sky at sunrise and sunset. *Pipe Dream* was hauled for a six month stay on the hard in Chaguaramas in the Coral Cove marina. Scott and Mary plan to return after hurricane season in November, to sail through the ABC islands, Dutch Antilles, to the Panama Canal and then on around again.

Fred and Penny Bickley, *Mango Latitudes*, enjoyed a fun race to Mexico again in the Regatta del Sol al Sol, finishing second in class and fourth overall. On their return



Barbara Watson

Art Billing's *Cynosure*, Fred Bickley's *Mango Latitudes* and Ted Irwin's *Distant Drummer*

### Florida continued

to Florida they immediately prepared for a cruise south to Panama and the western Caribbean. They departed June 5 visiting Key West, Grand Cayman, the Columbian islands of Providencia, San Andreas and Bolivar, all different and arrived in Porvenir, to cruise the San Blas Islands, Panama before leaving the boat in Shelter Bay Marina situated across the bay from Colon. They then returned August 11 and headed west to Bocas del Toro, stopping on the way to overnight in the Rio Chagres, where they heard howler monkeys. Onto Escudo des Veraguas which was by far the prettiest and most interesting island they had yet seen, inhabited only by a few native Indians. *Mango Latitudes* is currently docked in Bocas Yacht Club and Marina awaiting their return October 20. They plan to start sailing back to Florida, sometime in November.

Jim and Betsy's *Two By Sea* is also still in Panama and they are talking about heading for Honduras for the winter season when they return in late October.

Dave Woolsey reports that the crew of *Circe* didn't get very far this summer. They spent most of the summer moving but did get away for a nice week in the Berry Islands. They have all been sailing dinghies on the bay, while *Circe* is stowed upriver in Ft. Lauderdale for storm season and summer maintenance.

Ron and Andrea Schaper had their annual Bahamas cruise in *Endurance* to their favorite secluded spots in the Berry Islands, enjoying the bounty of fish, conch and serene beauty. They had a wonderful swimming encounter with an affable adolescent manatee who loved to snuggle and have his back rubbed!

Harry and Malinda Keith have *Lanakai* in Annapolis, where they are looking into a land base. Bob and Susan Dockery had an amazing week in Newport, R.I. for the America Cup races. Highlights included Bob's opportunity to be the extra man aboard Oracle Team USA #5, skippered by Russell Coutts. The speed of those Cats was a wonder! Bob said he had to hold on for

dear life, because of the acceleration. They also managed to get in two days of cruising, sailing aboard Joe Dockery's *White Hawk*, a 105' wooden vessel, the sister ship to *Ticonderoga*. They sailed to Block Island, before they returned to the hustle and bustle of the Newport Boat Show and a wonderful dinner with Gary Jobson, at Harbor Court, New York Yacht Club.

Milt and Judy Baker reported a most pleasant two month cruise from Charleston, SC, where *Bluewater* wintered, up to their summer homeport, Southwest

where there's a sense of community and neighborliness there that's guaranteed to disarm even the most hardened cruiser.

The Bakers found the trip up and down the underpopulated Nova Scotia coast, east of Halifax to be a nice surprise. They had expected difficult anchorages, all rocky and craggy with tiny, unmarked entrances, but they were flat wrong. They never failed to find a snug, easy-to-approach place to drop the hook, and they were overwhelmed by the desolate beauty of the anchorages and the wonderful hospitality of the people they met there. They liked the Canadian approach to community wharfs. Time and again they snuggled up to a wharf, often for a few hours but sometimes for a few days. In the small ports there's no charge, though in large ports there's a small charge for overnight wharfage, which includes water and electricity. They stayed at Cable Wharf with 50 amp power right in the middle of downtown Halifax for five days at less than \$50.00 a day for their 51-foot boat!

Barbara Watson



David Knowlton, Bill Jorch and Don Krippendorff

Harbor, ME. They mixed offshore passages with a slow and easy meander up the Chesapeake, taking time to smell the roses and visit family and friends along the way.

From Maine, they continued on to Nova Scotia in time to join the CCA 90th Anniversary Cruise on the Bras d'Or Lakes. Along with several other Florida Station members: Truman, Cinnie and Anne Casner aboard *Astral*, Jim and Sue Chambers aboard *Bluewater*, Jack Towle and Pam Barker had Sennett Duttonhofer and Ann Devereaux on board *Sisyphus*, Scott and Mary Flanders aboard *Egret*, Fred and Darlene Hosack aboard *Carpe Diem I*, also Tom Kenney, Gerry Clapp, Nick and Bobbie Schaus. *Bluewater* spent a bit more than six weeks in July and August cruising Nova Scotia, and it reminded Milt what cruising in the USA was like 50 years ago when he made his first overnight cruise as a teenager. Nova Scotia is home to some of the friendliest people they had ever met,

Many say the crown jewel of cruising Nova Scotia is the fabled Bras d'Or Lakes of Cape Breton Island. One may be in Nova Scotia when on those nearly landlocked lakes but the weather feels more like 1,000 miles to the south. One day approaching Barra Strait they had a steady 30+ knots over the deck and a whopping six-inch chop! Also virtually no salt on deck for the entire Bras d'Or cruise! Lots of CCA cruisers donned swimsuits and swam in the warm, 70°+ F, brackish water.

Once the Bakers departed the lakes, even the frequent fog didn't bother them. As Maine cruisers, they're accustomed to thick fog, but along the Nova Scotia coast it's so much easier to deal with because there's little maritime traffic and by the time most cruisers reach Nova Scotia's east coast in mid-July the Canadian lobstermen have pulled in their pots, no playing dodge-em with lobster pot buoys. With AIS and good radar, cruising Nova Scotia in the fog is almost stressless.





## News from Stations & Posts



### Florida continued

Although it took some planning, telephone and internet communications were easy. Milt and Judy bought Bell Aliant SIMs, each with 1GB of data included, for their unlocked iPhones at less than \$50 per phone per month, and they were never without phone service or Internet. For anyone cruising east of Halifax, Milt says, it's best to use the Bell Aliant network which

weather, well-planned events and wonderful cruising both in and outside the Bras d'Or Lakes.

After the loss of *Grey Pearl*, Braun and Tina Jones have purchased a Nordhavn 64'. They took possession of *Ocean Pearl* in mid June and had a five week shake-down cruise to New England. They will take the boat south to Florida for the winter months where they plan to get some additional work done on her. They will probably cruise some of the Bahamas and then work their way north in early Spring 2013 anticipating a North Atlantic crossing. Plotting and planning is in the works for further long range cruising.

Further afield, Steve and Karyn James, aboard *Threshold*, cruised

nelius (SAF) who were heading the same way at the same time!

Paul and Jerri Ives, aboard *Blue Hen of Lewes* have kept us up to date and enjoyed another safe passage south to Jupiter, FL from Lewes, DE.

The Florida Station Annual Meeting will be held at St. Petersburg Yacht Club on November 3, 2013.

The Wirth Monroe Memorial Race, from Fort Lauderdale to Palm Beach, will be held on Friday, December 7. This race is co-sponsored by the Florida Station and the Sailfish Club of Palm Beach. Some of the awards are dedicated to CCA entrants. The fabulous seafood buffet that is held following the race at the Sailfish club is open to participants and non-participants alike. Contact Steve James, svthreshold@aol.com, for more information.

The MidWinter Rendezvous will be on the east coast, January 25 and 26, 2013, location to be announced. The Station Cruise is being planned and will start March 13, 2013, at St. Petersburg Yacht Club, then head south to Pine Island Sound. All thanks to Cruise Director Joel Taliaferro. Charlie Munroe and Buck Gillette have planned South Florida lunches at Biscayne Bay Yacht Club January 22 and March 26. Also at Lauderdale Yacht Club February 19 and April 23.

The St. Petersburg Yacht Club lunches started up in September (second Tuesday of the month) and the Stuart lunches will start in November (second Thursday of the month).

Check the website for more information on all station events.

So as our season begins the Florida Station looks forward to welcoming all the visitors and seeing the members over the next few months.

Barbara Watson, Historian



## Great Lakes

GLS members have enjoyed an excellent summer of sailing in home waters and a number of our members are cruising in more distant waters.

Arthur and Barbara English left Toronto in June of 2011 to join the 90th Anniver-



Barbara Watson

Nancy & Bill Jorch as Bill gets to drive *Locombia* back down stream

has far better coverage than other carriers such as Rogers. There's also free wifi in many locations.

*Bluewater's* trip from Southwest Harbor to the top of the Bras d'Or Lakes and back was about 1,100 nautical miles, a comfortable average of about 25 miles a day. They enjoyed cruising the Canadian Maritimes so much they hope to return for a longer cruise next summer, so are leaving *Bluewater* on the hard in Maine for the winter.

As well as the 90th on *Bluewater*, Jim and Sue Chambers, *Sea Shanty*, enjoyed a great OCC cruise with about 150 at the Camden Yacht Club opening dinner with 25 boats. They were on the committee and handled check-in. Weather was perfect without one day of rain or fog but little wind. They have had a great Maine summer with quite a few visitors.

Truman Casner reports that *Astral* is still in Baddeck waiting for them to return next summer for more cruising in Nova Scotia and perhaps Newfoundland. They enjoyed the 90th Anniversary Cruise, which was a great success with good

into the Eastern Mediterranean this summer. They spent six fabulous weeks in the Ionian islands of Greece, before rounding the remote fingers of the Peloponnese. After crossing the windy central Aegean Sea, they cruised the west and south coasts of Turkey where the boat will winter while they spend a few months in America.

Jim Stoll, *Argo*, joined 24 teenagers who were sailing *Argo* from Bermuda to Rome as they passed by Gibraltar in July. He only had a month aboard this summer and has returned to Bangkok until end of January. In the meantime *Argo* is now sailing the Med until time to cross back to Antigua. *Argo* will continue to Tahiti by April when he will join again and sail on west as they plan to compete in the Kings Cup again in December 2013 in Phuket, Thailand.

This writer enjoyed a week on the Canal du Midi, along with 80 from the Irish Cruising Club. Going "down," from Trebes, near Carcassonne to Port Cassifères, was definitely the easy way to go. Communicated with but sadly not able to meet up with Don Bekins and Jim Cor-

## News from Stations & Posts

### Great Lakes continued



Steve Dashew

*The Beebe's Hinckley 40, Acorn, at sunset*

sary Club Cruise, Bras d'Or Lakes. Leg one took them to Gaspé where *Temagami* was put up for the winter. Leg two commenced June 2012 with Arthur joined by Rear Commodore Bob Medland and member Andy Jones for the passage to



Rob Beebe

*Steve and Linda Dashew and Kate and Rob Beebe aboard Wind Horse*

Cape Breton with a stopover in the remote Madeleine Islands. They were joined in the Madeleines by their wives, who wisely decided to make the trip by car and ferry. Arthur reports "it was a joy to explore this unique 40 mile strip of sand dunes in the middle of the Gulf of St. Lawrence and once again experience a lifestyle where people leave the doors unlocked and keys in the car in case a neighbour needs something." Husbands and wives reunited in Louisburg and participated in the 90th Anniversary Cruise. Following the cruise Arthur and Andy delivered *Temagami* to Chester, Nova Scotia and the plan is to carry on in 2013 to the Maine Club Cruise.

We reported last fall that Jock MacCrae had determinedly bypassed the flooded and closed Erie Canal by loading *Duchess*

on a truck and shipping her to Annapolis. Cruising south was not going to be denied for another year.

Jock and Val enjoyed a great winter in the Bahamas, having sailed down the ICW to Miami and then across to Bimini. They carried on to Nassau and down to the Exumas, where they spent most of the winter months. Les and Mags Crane from Bermuda Station joined them for a week of cruising in the Exumas. They then headed back to the Abacos and on to Jacksonville, Florida, where *Duchess* was hauled for the summer. Jock and Val will return to Florida in early November and plan to see more of the Bahamas and on to Turks and Caicos.

Jim and Jean Foley, aboard *Onara* are also headed to lower latitudes. They spent the last few years cruising in the Baltic and last fall crossed the North Sea to England. They left Lymington, England, in early June and spent the summer cruising Atlantic Spain and Portugal, then south to the Canary Islands. They had previously done this trip 19 years ago and this time they skipped the Algarve and went via Madeira, arriving at the time of the grape harvest. They plan to do a January Atlantic crossing from Canaries to Brazil with a stopover in Cape Verde. When crossing the English Channel, Jim



Mike Hill

*Jo Jones, Sally Medland and Barbara English waving goodbye to Temagami and crew in the Madeleine Islands*

and Jean rescued an Austrian who was the subject of a French SAR. Jim tells the story: The Austrian tourist had left Kereval, France, in a small boat to go fishing. A mile offshore he lost his balance, hit his head, lost his glasses and was knocked out. He came to, disoriented, could not see land and motored around until his fuel ran out. He had been drifting for four hours and unknown to him, a three knot current was sweeping him out into the Atlantic. He had neither a cell phone nor VHF radio. Meanwhile, his wife on shore had called MRCC and reported him overdue. The MRCC put out a DSC warning which the Foleys received on their VHF. Jim scanned the horizon and was startled to see a lone figure in a small red and white boat frantically waving an orange life vest at the end of an oar. Jim and Jean were able to bring



Skip Novak

*Pelagic Australis at anchor while Skip Novak is bbq'ing on the beach during a break during filming of an IMAX movie on Antarctica*





## News from Stations & Posts



### Great Lakes continued

him aboard and take his boat in tow. Jim reports “like a man who had just crossed a desert, he asked for a large glass of water.” Jim notified MRCC, who had already dispatched two rescue boats and a naval helicopter. Thirty minutes later, two large zodiacs arrived from the mist and took the tourist and tow back to Kereval.

Skip Novak reports another action packed southern season for the *Pelagic Australis* team. As reported in the Spring GAM, Skip and crew were with film maker Jon Bowermaster shooting 3D on the Antarctic Peninsula. Not an easy task with the unwieldy and delicate equipment and a bad ice year making things even more difficult. The results of this effort should be seen on IMAX screens across the country in 2013, watch for it. Despite the bad weather last year Skip says, “This coming February I will be back there again, helping my climbing partner Stephen Venable celebrate his 25th anniversary of the first British ascent of Everest without oxygen—not a bad excuse to once again go south.”

Insomuch as it is difficult to get our far flung membership together for monthly luncheons, the GLS tends to have an annual get together. The 2013 Station meeting is planned for February 28 in New York City. This allows our members to attend the Annual CCA meeting and partake in the sights and sounds of New York.

The GLS is honoured to be hosting the 2014 CCA Fall Members Meeting in Toronto. Organizational planning has begun under the leadership of Rear Commodore Bob Medland. More news of this in the Spring GAM.

Mike Hill, *Historian* 

### Gulf of Maine

The spring and summer period (February – August) is always a busy one for the Gulf of Maine post, as we emerge from hibernation, eventually to find that our members to the south are arriving on our doorstep to do some cruising in our state. This year was no exception.

The GMP remained busy during the February through September 2012 period,



Peter Stoops

Ben Ellison and organizer Tom Kiley discuss a fine point of charts and electronics

keeping to our (roughly) once-a-month event schedule. As ever, those events were a combination of dinners, parties, games on the water, and speaker presentations. Here's a rundown of what transpired up here in Northern New England:

In February, we had lunch in Camden to



Garry Schneider

The skiing/partying crew at the Wick's at Sugarloaf

listen to Ben Ellison talk to a mixed-association (the CCA, OCC, and yacht clubs from Camden, Rockland, and Rockport) about the latest in electronic charting and iApps. Ben is well-known for his *Panbo.com* blog on all things marine/electronic, and we rely on him to keep us up to date, periodically, on what's out there and how it will affect our cruising. This session underscored how quickly the world is moving to

smaller, hand-held charting devices, and how those devices also have the ability to power many of the boat's mechanical and electrical functions.

We tipped our hat to winter in February with our traditional ski gam at Sugarloaf, at the home of Pip and Judy Wick. The small but stalwart group had a great dinner between two days of skiing (alpine and Nordic both), and also sharpened our shooting skills at the Wick's pool table. March ushered in spring (well, sort of), and the annual gam at Portland Yacht Services, hosted by Phin and Joanna Sprague. As ever, the event was well attended both by GMP members, but also a good slug of CCA members from other posts that came up to see the Maine Boat Builder's Show. Our thanks to the Sprague's, who have carried on this gam for well over a decade now.

In April, Post members traveled to the Lyman Morse boat yard, to get a tour of the facilities, and to see the projects being worked on there. Front and center was *Kiwi Spirit*, a 63' Farr design being built for Dr. Stanley Paris in his bid to be the fastest – and oldest – man to solo circumnavigate. Also visited was *Speeddream*, a canting-keel 27 footer, the goal of which is to set the



Garry Schneider

Spring revelers in Falmouth at the May gam at the home of Post Captain Peter Stoops and Kate Wilkinson

### *Gulf of Maine continued*

world's record as the fastest mono hull ever – a radical design that took some explaining to get us cruisers to understand!

Post Captain Peter Stoops and Kate Wilkinson hosted the May gam at their house, which was well attended by GMP members. The weather allowed us to enjoy



Garry Schneider

*The crew at the Homer's in Southwest Harbor – spanning six CCA Stations and Posts – in August*

food cooked outside on the grill, and the gang went through an impressive amount of Rum Punch served from the GMP keg. A good start to the Maine sailing season!

The GMP actually took a month off from events in June, as members took place in the Bermuda Race, or found themselves on the water, taking full advantage of the good sailing weather. In July, we went back to our roots with a fenders-over-the-side gam, held in magnificent Seal Bay on Vinalhaven. Bruce and Joan Kessler provided *Spirit of Zopilote*, a fabulous 62 foot platform for the gam to gather on. Thirty-five people were present – arriving by sail and power – to enjoy a broad array of appetizers and, of course, an offering from the GMP Rum Keg.


Susi and Dick Homer took last year off from their annual gam at Southwest Harbor, but the huge showing of CCA'ers reflected the pent-up demand for the event – which they pulled off with great style. The weather cooperated beautifully, and we gathered on the Homer's front lawn (complete with a mowing that featured a CCA pennant) to enjoy salmon and fillet for dinner. As with our other summer events, we had a great showing from other posts, including: Boston (with GMP

and Buzzard's Bay posts), Essex, Florida, San Francisco, Great Lakes and the Chesapeake.

Jack and Zdenka Griswold continue their South Pacific tour, and currently hail from Fiji. Paul and Marty Rogers were finishing up in the British Isles, and were headed to Spain. There are no doubt more members out there, and we'll hear from a number of them soon, as they head south for the winter.

Start thinking about the 2013 CCA Club Cruise, taking place here in Maine next summer. Gary and Leslie Schneider have set up a *great* program of sailing, ports of call, and gunkholes. Put it on your calendar – we

want to see you up here next season!

*Peter Stoops, Post Captain* 

## **New York**

The New York Station of the Cruising Club of America gathered for their Spring Dinner on April 12 at the restaurant Turkish Meze in Mamaroneck, NY. Hiro Nakajima welcomed us all. A partial list of attendees included: Larry Glenn, Peter and Audrey Ward, Port and Cathy Draper, David Tunick, Dick and Leslie York. The conversations over food and drink were about the summer plans and commissioning troubles. Rear Commodore Glenn welcomed us and wished us a wonderful sailing season.

### **Clam Bake: June 2, 2012:**

The New York Station, together with the North American Station of the Royal Scandinavian Yacht Club, held its annual Clam Bake on June 2nd at David Tunick's waterfront house on Shippan Point, Stamford, CT. 81 members and guests from as far away as Copenhagen attended the tenth annual clambake at David's house on June 2nd. Giant cauldrons of boiling water produced a feast of lobster, mussels, clams,

and corn on the cob. A charcoal-fed fire yielded grilled chicken, hamburgers, and hot dogs. Thanks to the North American Station of the Royal Scandinavian Yacht Clubs, co-sponsor of the event every year, the group also enjoyed gravalax, three different kinds of herring, and Aquavit punch. The sun shone, kids swam, dogs romped. Rear Commodore Glenn presided.

On June 15th members of the NYS left from Newport on a record setting Bermuda Race.

Larry Glenn reported: "In a Bermuda Race Year, many New York Station Members are preoccupied with preparations and the Race itself. An unscientific analysis of the results showed eleven NYS Boats were on the Race. The Race itself was extraordinary with winds from the North East virtually all the way, cool temperatures in the Gulf Stream, and blistering speeds. Elapsed times were incredibly fast and bar bills incredibly large with the extra



*Steve Frank's Gracie*

Bermuda time. For the many veterans of decades of the race, used to all starboard tack and very hot conditions below, it was almost an "out of body" experience.

A number of our Station Members distinguished themselves. Steve Frank on *Gracie* was first in Class 6 and Hewitt Gaynor was first in Class 15. Chris Culver was second in Class 12. Rich DuMoulin on *Laura Anne* continued his consistent record of excellence with a third in Class 3. In Class 5, Lenny Sitar was the second J44 with Jim Bishop's *Gold Digger* in third and Larry Glenn's *Runaway* fourth. Newton Merrill on *Finesse* won the William L. Glenn Family Participation Trophy. David Brown on *Selkie*, Hiro Nakajima on *Hiro Maru*, and Mark Ellman on *Next Boat* also



## News from Stations & Posts

### New York continued

had memorable races. None who participated will forget the experience."

Steve Frank reports on *Gracie's* 2012 Bermuda Race: "What a great ride. Easy too, though we never thought so during our run. We started at 1400 with our 3A on Port with probably 16k to 18k. I went down at 1800 to try to sleep. No way, at

and 59 minutes to the finish. Time for a Mt. Gay, even if it was 0600."

In late July, we sailed our J-42, *Althea* to Louisbourg, Nova Scotia to participate in the CCA 90th Anniversary Cruise in the Bras d'Or Lakes. Once we got the anchor down in Louisbourg, we discovered the scourge of big dark jellyfish, with inlet clogging capabilities. Some boats just did not run engines, others found ways to deal with the problem. The New York Station was represented there by Rear Commodore Larry and Anne Glenn, on *Silver Lining* Evans Starzinger on *Hawk*, Jeff Hughes on *Amelia 3*, as well as Sheila McCurdy, Waring and Carmen Partridge and Diana Russell. The Cruise started off with a meeting to get us all organized and Gretchen McCurdy from the Bras d'Or



Sue Ewing

*Pipers at Bras d'Or*

Bras d'Or Channel, home of New York Station member Waring Partridge. A wonderful place for the gathering. (see picture of Larry Glenn, coning *Silver Lining* to Surprise Cove a/k/a Bevis Cove).



Sue Ewing

*The Raft Up at Bras d'Or*

The Cruise was a wonderful chance to see an area we had never been to. While not wanting to skip any part of the cruise, I do want to highlight Sunflower Raft Up in Little Harbour.

The Rear Commodore of the Bras d'Or Station, Wilson Fitt planned and executed a 44 boat Sunflower Raft with no fuss. The dinghy with the rum keg was secured in the middle of the raft and the water was warm and inviting enough that many swam to get a touch of the barrel.

The final event was hosted at the home of CCA members Larry and Anne Glenn, Harry Anderson, and Devereux and Jilda Barker. We were piped ashore for a delightful hour of cocktails followed by dinner under a huge tent.

The Fall Rendezvous dinner was held at Seawanaka Corinthian Yacht Club on Friday September 28 with approximately 30 people attending. This was followed on Saturday evening with a Raft Up in Oyster Bay's West Harbor. Five boats showed up and a gathering in Larry Glenn's cockpit was delightful. Bob Darbee, Scott and



Bill Ewing

*Silver Lining at the Bras d'Or Cruise*

1815 bang and the 3A came down in pieces!! Up went the reacher with the stay-sail. Perfect for 38 hours, wow... staying at about a wind angle of 60 degrees and the wind always NE.

Next we got a spinnaker breeze at about 75 to 80 degrees and maybe 20 plus true. That called for the 3A again but we did not have it, so up went the 2A and everybody knew there were no more chutes. (The 1A is too tender.) That lasted all the way to Mills Breaker. At about 2100 Sunday night it got up to 22 plus and I made my only decision of the race...only my three best drivers (not me) and we would be in the same seats until things calmed down. One watch captain, John Dunne drove from 2400 to 0400 with no spinnaker breaks!

About 100 miles out we were 22 miles west of rhumb and navigator Tom Chigin-sky called a jibe. We went east to about five miles east of rhumb and jibed again and we fetched up with max speed headed to North Rock. My brand new No. 3 went up the last two miles and it was 63 hours



Bill Ewing

*Sheila McCurdy, swimming, once again!*

We had a wonderful dinner in Fort Louisbourg. The table we were at was entertained by Boston/Buzzards Bay member, Nick Brown aboard *Cap II*, regaling us with story after story of sailing adventures.

The cruise departed in strong South Westerly and reached NE around Scatarie Island and headed to the Great Bras d'Or Channel. *Althea* stopped in Sydney and then proceeded to the gathering at Partridge Landing, Big Harbour in the Great

## News from Stations & Posts

### New York continued

Kitty Kuhner, Larry and Ann Glenn, Mark Ellman, Walter and Evelyn Paul, Andy and Linda Kennedy, Fred and Patti Bauerschmidt, and Bill and Sue Ewing all enjoyed the evening.

The Fall Annual Meeting is scheduled for November 2. The location will be announced.

Bill Ewing

Secretary, New York Station

During the summer, PNW members Cam & Marilyn Hinman cruised Prince William Sound aboard *Makali'i*. Dave & Mary Utley cruised *Morning Star* in New England. Dave & Sharon Heaps on *Drum Beat* and Gary & Jean Cord on *Daisy* cruised to Alaska. Phil Swigard & Pat Wiklund cruised northern

British Columbia aboard *Eventide*. Rod & Jill Hearn cruised around Trinidad in *Look Far*. Chris Otorowski sailed *Rocket J. Squirrel* in the Bermuda Race and then Chris and Shawn sailed *Aphrodite* in Malta, Sicily, Sardinia and Corsica. Don Patterson sailed to New Zealand via the Galapagos. Mark Royce did a solo cruise in Alaska during

the early spring aboard *Tamara*. Trish & Kaspar Schibli installed a new teak deck on *Starfire* in Ardfarn, Scotland and will continue their cruise next season to Norway and beyond.

The PNW Fall Cruise started at Dunsmuir Island near Ladysmith, BC. The usual Rum Barrel Social and chowder feed were held at Genoa Bay and the sailors enjoyed an informal light air race to the closing festivities at the Royal Victoria Yacht Club. Both Spring and Fall Cruises were ably organized by



Trombonist Neil Sirman and the "PNW Chorus" at Genoa Bay

Doug Cole

### Pacific Northwest

The PNW station enjoyed a busy cruising season as usual. The Spring Cruise was in the San Juan Islands. The opening night gathering was held at Spencer Spit / Lopez Island aboard Alan & Gwen Buchan's beautiful converted Scottish trawler *Radiant Star*. At Roche Harbor there was a judged "Men's Appetizer Contest." Tom White was thought to be the top chef. The fleet was fortunate during the Stuart Island star raft that the winds remained somewhat benign. After a lunch stop and tour of Double Island, hosted by Lee and Mike Brown, the closing dinner was held at nearby Camp Four Winds on Orcas Island.



Sue and Jim Corenman, Gordon Tidmarsh at Genoa Bay

Doug Cole

Cruise Chairman Lee (and Karen) Hedge. Did anyone notice that not a drop of rain fell on either cruise?



Diane Embree, Lisa Laing, Carol Conner show off their CCA burgee-themed appetizer aboard *Radiant Star*

Doug Cole

Plans for the September 2014 National Cruise to Desolation Sound are being made and we look forward to sharing the beauty of our spectacular cruising grounds to CCA members far and wide.

Doug Cole, PNW Historian

### San Francisco

Speed dominated the San Francisco Station this season. In July, Alex Mehran with his Open 50 *Truth* broke the record for the fastest time on the 2,120 mile Single-handed Transpac. Jim Quanci on his Cal 40 *Green Buffalo* was the winner on corrected time. A few weeks later in the fully crewed Pacific Cup Race, Michael Moradzadeh, on board the communications yacht *Valis*, was first in Division A



Star Raft at Stuart Island

Doug Cole



## Tracing Our History VII – 1942 to 1944

*The last article featured some of the contributions made by CCA members during the early years of World War II.*

Al Lomis created quite a stir with his 1922 article in the U.S. Naval Proceedings. The article, along with encouraging the Navy to purchase and maintain a small ocean racing yacht to compete in the growing number of offshore races, speculated the U.S. Navy would value the services of the civilian yachtsman during time of war. Lomis received considerable criticism for his suggestions but, as some of the following instances illustrate, it was not long before Lomis was proven correct.

Following his reelection at the annual meeting on January 14, 1942, Commodore Alfred B. Stanford sent a telegram to honorary CCA member, President Franklin D. Roosevelt, extending the support of the club with the war effort. Sensing war with the United States, the Germans had already positioned their best U-boat commanders off the coast of the United States.



*Orioni*

The moment war was declared, the U-boats were poised to attack the merchant fleets supplying the troops in Europe.

Commodore Stanford had previously polled the membership concerning a voluntary inshore patrol providing intelligence to the military. Earlier, the U.S. Navy felt their current building program would be sufficient to deter the threat of the German U-boats. This assumption proved false and the Navy, under Admiral Earnest J. King, reluctantly changed direction, turning to Commodore Stanford for assistance. The original call from the Navy was for boats that could remain at sea under good weather conditions for 48 hours. By September 1942 the fleet of picket boats numbered 480 vessels from 30 bases along the coast, spending weeks and

ranging hundreds of miles offshore under all conditions.

Responding to Admiral King's request, Stanford then sent all CCA members a detailed letter entitled "Cruising Club of America; Volunteer Ocean Patrol Questionnaire" soliciting the members' opinions and availability. This survey, and the forthcoming ideas, formed what was originally called the "Offshore or Listening Patrol" and later morphed into the "Coastal Picket Patrol", "Corsair Fleet" or, as the hardy crews referred to themselves, the "Hooligan Navy." This was the beginning of what was to become the CCA's large role in the war effort. The CCA was not alone in this effort as they were later joined by vessels from other yacht clubs, the Power Squadron, fishing boats and small commercial vessels of infinite description. This was the first time since the middle of the nineteenth century that the Navy was fighting under sail. Rushing the legislation through Congress, the Coast Guard was authorized to recruit local sailing vessels and men. "The response was reminiscent of the British yachtsmen at Dunkirk." Many CCA members answered the call to duty and their exploits in the Coast Guard and Navy, especially in smaller boats, became legendary.

Due to the close proximity of the subs' hunting grounds, Greenport, Long Island was hastily set up as the new base with CCA member Rufus Smith as the commanding officer. Smith had been an active Bermuda Race competitor and had acquired a large following in the yachting community. His friends eagerly came to serve with him. Many sailors who had been refused by other branches of the service volunteered and were enthusiastically received. Eventually bases were established in Charlestown and Boston. For the seamen, manning their posts 12 months a year was arduous duty, with two-thirds of their time at sea and one-third on shore leave. Winter was the worst as most of the vessels had little or no means of heat. During the winter when the vessels began to "ice up" from the spray, they headed for the Gulf Stream to "de-ice". The boats carried little in the way of defensive capabilities – a couple of machine guns and some small, ineffective depth charges. Listening equipment consisted of one small early generation sonar. If a sighting was made, the information was radioed back to the base and the patrol was left to fend for itself. This system reduced the ability of the U-boats to roam freely and several

U-boats were sunk by the U.S. Navy as a result of the broadcasts from the patrol boats. If the U-boat heard the radio transmission they were certain to seek out and destroy the source of their betrayal.

CCA members and the yachting community in general volunteered their beloved boats for the coat of gray paint and the large white numbers painted on their hulls identifying them as a part of the service. Members and their boats included: Rudy Schaefer – *Edlu*, Henry Sears – *Actaea*, Chester Boles – 71 foot schooner *Nordlys* (Bowles was appointed wartime O.P.A. Administrator by President Roosevelt), Dr. Seth Miliken – 100 foot yawl *Thistle*, Phil Mallory's ketch, *Mystic*, Steve Baker – 60 foot fishing schooner *Sunbeam*, Paul Nicholson – schooner *Bellatrix*. Other boats of note included: *Serva*, *La Bari*, *Tradition*, *Voyager*, *Tamaris*, *Kidnapper*, *Marie Clemencia*, *Countess*, *Red Head*, *Gander*, *Westerly*, *Goosander*, *Victoria*, and *Sea Gypsy*. Combined with the list of non-member yachts the total was overwhelming.

Some of the boats suffered heavy damage and others were lost. In December 1942 an easterly gale battered the northeast coast and, with freezing temperatures, the ships began to ice up. CCA member George Ratsey had volunteered his yawl, *Zaida*, to the Coast Guard in the early days of the patrol. *Zaida*, one of the smallest boats in the service, was originally designed by John Alden as a cutter and built by Henry Nevins. "In that December gale she was swept onto Nantucket Shoals, hove down, sails blown away, and remained helplessly adrift for 23 days. One crew member sustained fractured ribs. At one time she was taken into tow by a British destroyer which lost her when the towing warp parted. On two occasions she was located, once by a search plane and a blimp which dropped food. On another she drifted through a convoy. She finally came in on the North Carolina coast off Ocracoke Inlet, and was towed into port on Christmas Eve with all hands on board. George Ratsey died at his home the same night, but his son Colin raced *Zaida* to Bermuda in 1946." (*Zaida* was later repaired and returned to the coastal service.)

During that 20-day period, the allied forces of the British Royal Navy, the Canadian Coast Guard and U.S. Army Air Force searched for *Zaida* which, after sailing almost 3,100 miles under bare poles or try-sail, was eventually located. This was the largest search and rescue mission held in

## HISTORY OF THE CCA

the Atlantic by the Allies during the war. (*The Navy Hunts for the CGR 3070* by Lawrence Thompson, details this saga and is well worth the read.)

Another tragic loss was George "Pebo" Peabody Gardner's "dreamboat," the 65 foot schooner *Rose*. Sailed as a private yacht for only two seasons, she found herself in the patrol service sailing in that same December gale in 1942. Due to a faulty compass she went ashore on a sandbar off Cape Cod Light. With 60 mile per hour winds and high surf, the Coast Guard was unable to extract the vessel. "At this point CCA member Rod Stevens entered the picture. One of his important contributions to the war effort was the development of the famous "Dukws" used in amphibious landings. He was in Provincetown testing the first of these strange craft. That wild night, using a prototype of the Dukws, he crossed the sand dunes and weathered the surf to rescue the crew of *Rose*."

*Rose* eventually drifted off the sandbar and headed out to sea, last seen in the midst of a convoy a month later and 350 miles northeast of Bermuda. A menace to shipping, speculation was that she was sunk by friendly gunfire.

A third sad loss was the schooner *Awenishee* from Liverpool, Nova Scotia, owned by Canadian member, C.H.L. Jones. Jones had donated her to the Canadian government and she had already proven her worth as a rescue vessel. She was at anchor in a harbor filled with large ice pans when the wake from a passing ship forced the pans up onto *Awenishee's* decks. The resulting damage and weight caused her to sink immediately.

Early in those years, CCA member Stuart Hotchkiss received orders from the Navy to report to Boston and take command of the *Bowdoin*, Donald MacMillan's 87 foot schooner of Antarctic fame. The Navy was in the process of outfitting the William Hand designed schooner for the Greenland Patrol and with her short rig and heavy construction, they felt she would be perfect for the assignment. Hotchkiss' orders were to proceed with the *Bowdoin* and her inexperienced crew to the west coast of Greenland to carry out a hydrographic survey, support United States interests in the airfields and the cryolite mine, patrol for German submarines and provide weather and communications support. An Army base located at the head of the fjord was a materials distribution center for the war effort and naval transports

arriving at the base had to transit the fjord. *Bowdoin* and her crew were to update charts of the area. Prompting this assignment was the grounding of a cargo ship the previous season and, having been frozen in that winter, was reported to be in the original position and in good condition.

After an uneventful crossing in early May, the crew of *Bowdoin* found the stricken vessel part way up the 85-mile fjord on a ledge extending from the 1,200 foot mountains. The ship of about 7000 tons had the appearance of a ghost ship with everything in order, sitting on an even keel while resting on the ledge. Upon boarding the ship, the crew from *Bowdoin* found everything onboard to be in perfect order and further inspection revealed that the "No. 2 'tween decks was loaded with beer." Needless to say the sailors made themselves at home, rearranging the furniture on deck and creating their own private "night club."

Hotchkiss found it curious that even in adverse conditions, a competent seaman would have allowed his vessel to fall into this predicament. The ship was under Panamanian registry and the lettering on the stern was recent. Underneath the fresh paint was the old hailing port, a port that had previously been overrun by the Nazis. Adding to the mystery was that the rudder had been jammed hard to port, in the direction of the ledges.

Returning from their assigned surveying duties and looking forward to the comforts of their private "night club," the crew

was dismayed to find the ship in shambles with a group of 30 to 40 Eskimos salvaging the cargo and the precious stash of beer. Although the beer seemed to have a positive effect on the Eskimos' dispositions, Hotchkiss knew his responsibility to the assignment and radioed the Army base to send a salvage vessel before all was lost.

The stricken freighter was to have had a Coast Guard escort out of the fjord. Contrary to orders, the freighter had left the base several hours early and proceeded at full steam down the fjord and eventually found her resting spot. The crew was removed from the freighter with the first mate subsequently joining a commercial tug under contract to the Army. Later in the summer the *Bowdoin's* radioman picked up a message that this tug and barge had been stranded on an offshore ledge. Although there was no loss of life, there was total loss of the tug and barge. Hotchkiss recalled the captain of the tug from a previous encounter and remembered him as an experienced and well-qualified seaman. The inquiry demonstrated that the captain had retired from his watch and the mate – from the previous grounding – was on watch. Certain the captain was asleep, he gave the tug a hard left rudder and intentionally put her aground. "Thus he had engineered two shipwrecks, and never got his feet wet!" These were the acts of sabotage plaguing the Allies throughout the war.

The "Schooner *Bowdoin* on the Greenland Patrol" exhibit is on display at the Castine Historical Society. Curated by Maine Maritime Academy Professor and CCA member Peg Brandon, the exhibit illuminates *Bowdoin's* history during World War II and is a worthwhile visit.

An interesting trophy was created in 1942 by CCA member Liggett Gray. Gray had served on board a 110 foot sub chaser during World War I. The vessel was subsequently sunk by friendly fire from an American freighter that mistook the ship as a German submarine. In honor of the crew who lost their lives in that mishap, Gray created the plaque to be awarded to the first small American ship to sink a German submarine. It didn't take long before the plaque was awarded to the captain and crew of USS PC 565 for not only sinking a German submarine off the Carolina coast, but for the capture of her captain. American action against the German subs was in its infancy and the event proved a great boost to morale. Gray later served with the Coast Guard during WWII and was assigned to night patrol in Long Island Sound.

At the 1942 September meeting of the Board of Governors, Commodore Stanford announced that he had been commissioned by the Navy and ordered to imme-



*Awenishee*



## HISTORY OF THE CCA

diated active duty. Commodore Stanford presented his resignation to the Governing Board of the CCA. Vice Commodore William Lungren was in ill health and unable to serve. The duty was then assigned to Boston Station Rear Commodore Schuyler Dillon who soon found orders for immediate duty awaiting him. The dilemma was resolved when the Fleet Captain Hobie Ford, always on hand to help the club in any way possible, was appointed Commodore for the remainder of the term.

With more and more servicemen from England and the United States serving abroad, the CCA, the Royal Cruising Club, and the Royal Ocean Racing Club expanded their reciprocal guest privileges. This was the beginning of the guest privileges and an extension of the mutual friendships which still exist. In 1943 this friendship was further strengthened making the commodores of the Royal Cruising Club and the Cruising Club of America honorary members of the respective clubs.

The CCA recreational sailing program was virtually non-existent during the year. Several small social events took place but with an ever increasing number of members joining the war effort, the usual events were placed on hold. One of the reasons for the lack of the "on the water activities" was the shortage of fuel and ships supplies as all available materials were being rationed and diverted to the war effort.

The 1942 yearbook included a list of the previously mentioned "Good Samaritans," those members who stood by ready to lend a helping hand to a yachtsman who was cruising in the area and needed assistance. The list of 182 "Samaritans" stretched from Wisconsin to England and from Nova Scotia to Florida.

After a hiatus of ten years, Hobart "Hobie" Ford was re-elected Commodore at the January 14, 1943 meeting at the New York Yacht Club. Club activities were further reduced since with a total of 474 members, 201 were on active duty. As expected, most of the members were serving either with the U.S. Navy or in some other capacity where their past seagoing experiences could be utilized.

The 1943 Cruising Club of America yearbook was a stark reflection of the country at war and the sacrifices being made. Instead of the usual fine hardbound copy with glossy pictures and informative indices, it was a paperback, no frills edition, with minimal information. Included was an "Honor Roll" featuring "the members in the armed forces as of March 1943." The list was extensive.

With the war effort drawing from multiple generations, father/son encounters often occurred. When CCA member, Sub

Chaser Commander Hugh Matheson Jr., picked up his pilot upon entering Miami Harbor, the pilot was his father, CCA member Hugh Matheson. CCA Historian and author of *Nowhere Is Too Far*, John Parkinson hosted his father and CCA member on board the destroyer escort which he commanded. The senior Parkinson was a chief boatswain's mate in the Coast Guard serving with the Listening Patrol on board the fishing schooner *Gertrude Thebaud*. Father and son spent the chief's leave time together on board the sub chaser.

The CCA News reported several interesting encounters of CCA members with the enemy:

Two PT boats were on patrol off Guadalcanal on the night of December 11, 1943 and attacked a Japanese squadron. The lead boat torpedoed and sank one Japanese destroyer. The Japanese destroyers immediately attacked the two PTs and, while attempting to escape, CCA member Lt. Taylor lost an engine and his ensuing speed. Taylor set up a smoke screen and circled the enemy. Spotting the destroyer through the smoke Taylor mused, "I saw him and just went up and slugged him with four torpedoes. He went down in four minutes. The Japanese reported that their fleet had been attacked by nineteen PTs and sunk fourteen of them." Taylor was awarded a Silver Star, a Bronze Star, and a Presidential Unit Citation.

Another historic event involving a CCA member took place shortly before the Allied invasion of Salerno when two U.S. Army officers went ashore under cover on a covert mission to Rome. Brigadier General Maxwell Taylor and CCA member Colonel William Tudor Gardner (twice governor of Maine and previously an officer during World War I) had volunteered for the mission and spent a long day in negotiations with the Italian high command. These negotiations resulted in the unconditional surrender of the Italians. Stated Gardner, "One of the most dramatic moments of the entire trip came when the old marshal, toward the end of the interview, grasped General Taylor's hand and with tears in his eyes exclaimed, I swear on my honor and 55 years as a soldier, my loyalty to the Allied cause." The officers returned to General Eisenhower's headquarters to report their success and were treated accordingly. The highlight of their mission probably came during their negotiations ashore when they were fed filet mignon by the Italian high command – a true delicacy during wartime and typical of the lifestyle of Italian officers.

Other names of CCA members serving in heroic action in faraway places appear: Paul Nicholson Jr. while in command of



*Orion*

PC's rescued three survivors on a raft from the previously torpedoed Dutch ship *Zaandam*. The survivors had drifted 200 miles over an 83-day period.

The *Cronin*, a destroyer escort under the command of CCA member Goodwin Cooke, saved the crew of the burning tanker *James V. McKnight* with an ensuing letter of thanks stating, "...without regards to yourselves and knowing full well that at any moment six million gallons of high octane spirit were liable to explode, you stood by and rescued us from the perils of fire and water. This entailed absolute perfection in seamanship..."

Jack Allen, commander of a small escort ship rescued several Mohammedans – Lascar seamen – adrift for several weeks.

Following a series of gales in October, 1943, two communiqués to the fleet from Commanding Officer, Greenport Patrol Base are worthy of note:

1. "It gives me great pleasure at this time to testify to all of you a very special 'well done.' In so doing I believe that I can add that few C.O.s have ever had a better reason to say it. The performance of you and your men and your ships during the gale of October 25, 26, and 27, 1943 was nothing short of miraculous. During the 24-hour period, 0400, October 26th to 0400 October 27th the wind blew over 55 miles per hour continuously with puffs up to 65 and 70.

2. Particular credit is due the men of CGR-3027, 3029, 3063, 3070 (George Ratsy's 57 foot yawl *Zaida*) and CG-55031 for keeping off the Jersey Coast which is always dangerously close to the westerly grids they were covering. Their 'goal line' stand, was terrific. Five large freighters went ashore on that same Jersey Coast while our small boats were fighting their way clear.

## HISTORY OF THE CCA

3. Each Officer-in-Charge is hereby authorized to allow special liberties of 100 hours in partial compensation for the fine performance of personnel during this gale."

In the second communiqué from Commanding Officer, Greenport Patrol Base:

1. "In successfully weathering at sea the severe storms of 16 October and 26 October, 1943, the men of your command again have demonstrated that given sea room they can ride out almost any wind that blows. Not only did they successfully weather the storms but they did so with a minimum of damage. This indicates a superb brand of seamanship.

2. In some ways these little boats remind one of Mother Carey's chickens, those stormy petrels which skitter over the stormy waters of the North Atlantic, utterly disdaining such minor matters as whole gales... heaven help the racing skipper who has to compete against these "petrels" after the war is over for, with the experience they are getting, they will be "bending on kites" when other folks are close reefed."

The club felt it could not get along without the services of the venerable Hobart Ford and at the annual meeting on January 13, 1944 at the New York Yacht Club "Hobie" was re-elected Commodore. Hobie's son, Hobart Ford Jr., became a member later that year. A short time later the son volunteered in the Navy. His LST was later sunk in the English Channel by enemy fire while preparing for the landing at Normandy. Hobart Ford Jr. was reported missing in action, a tragic blow to any father.

Two other CCA members were lost at sea during this time. Parker C. Hatch and George S. Tiffany were serving on board the converted yacht, *USS St. Augustine* (formerly the 272 foot turbine *Viking*, owned by George F. Baker Jr., ex-commodore of the New York Yacht Club), as commanding officer and executive officer respectively. While on escort duty the ship was rammed and sunk by an allied tanker in the convoy. Tiffany's last act of heroism was removing the fuses from the depth charges mounted on deck, thereby preventing their explosion when the ship sank. During this time it was not unusual for CCA members to be serving onboard the same ship and quite commonly as commanding and executive officers.

CCA member and close friend of George Tiffany, Bob Leeson, was serving in the South Pacific in command of PT Boat

Squadron 7 operating in New Guinea and the Philippines. One of Leeson's PT boats became stranded on a reef and, while departing the stricken vessel, the rubber raft containing highly classified documents overturned and drifted ashore on a Japanese occupied island. Leeson swam ashore, retrieved the boat and took the documents back to the safety of his own boat. He was awarded the Legion of Merit, Naval Unit Citation, and the Silver Star. It was well known that the sharks and crocodiles in those waters were almost as much of a hazard as the enemy's bullets.

Many members were commanders of DE's, (destroyer escorts), 300 feet in length. They were equipped with radar and sonar (the latest electronics), carrying about 250 enlisted men and 14 officers. This was the typical command for a reserve officer and many CCA members who received a command were in this category. The list of these CCA wartime reservists is too long to recount.

CCA member A.E. (Bud) Ritchie commanded one such destroyer escort, the *USS Frost* (DE 144). The *Frost* already had an outstanding record for sinking German U-boats when Ritchie came aboard shortly before V-E Day. The *Frost* and other DE's set up a network to intercept the large number of U-boats moving westward. Between 0000 and 0400 they sank two more enemy subs, the U1235 and U880. The U880 surfaced and, after an intense battle with the deck guns, the U880 managed to dive, eventually being sunk with several "hedgehog" salvos. The *Frost* received a Presidential Unit Citation for its actions and reportedly had the record for the most U-boats sunk during World War II.


This is but a sampling of the heroics of members and by no means accounts for the action of other members and there were many! The sailing exploits mentioned below were also significant but became somewhat secondary during this time of war.

The Blue Water Medal had not been awarded since 1940 when it was awarded to the Yachtsmen of Dunkirk. With all attention being directed to the war effort there was little notice of cruising adventures. However, an interesting cruise had been completed in 1941 by Robert Nielson on the *Orion*, a 30 foot gaff rigged ketch, designed by CCA member John G. Hanna of Dunedin, Florida. The medal was awarded at the annual dinner in 1944. Due

to her rig, *Orion* did not perform well to weather and, on leaving Honolulu, Nielson and his lone crewmember headed north to 39 degrees latitude for almost a month to avoid the unfavorable trade winds. *Orion* then headed east and, after about 40 days of sailing, arrived amongst gales, squalls, and dense fog at San Pedro on the California Coast. Continuing through the Panama Canal to Tampa, Florida, Nielson covered 7,978 nautical miles. His seamanship during the passage was the deciding factor in awarding the medal.

In September of 1944 an intense hurricane swept the east coast with the center passing over Block Island and New London. Damage was severe among the commercial fleet of fishing and merchant ships, but because of the war, most pleasure craft were in storage. During the storm, the crew of the destroyer, *USS Warrenton*, supposedly forgot to ballast her empty fuel tanks and as a result she went down off the coast of Hatteras. Responding to the S.O.S., the *Frost*, still under the command of Bud Ritchie, went to the rescue, picking up three life rafts with 20 men aboard. Unfortunately, only six of the men survived. During this storm that saw the disappearance of the *Vineyard Lightship*, Historian John Parkinson was in command of the *USS Burrows* (DE 105). The intensity of the storm began to damage the *Burrows* and, after trying several combinations of rudder and propeller, the conditions worsened. Parkinson remembered the old adage that in dire situations the ship is best left to her own devices and will take care of herself. Following this sage recollection, Parkinson put the helm amidships and, under moderate power, the ship hove to and weathered the storm. During the night an anemometer ashore registered 117 miles per hour before being carried away. Parkinson later received a Citation for his action that night.

During this time, members serving on the home front met often to carry on a curtailed social life and to exchange news of members serving in far away places. The New York Yacht Club hosted Wednesday luncheons for members while the Boston Station met weekly at the Boston Yacht Club on Rows Wharf.

The 1944 yearbook, once again in hard cover, contained a scant 60 pages, barely enough to list the members, their boats, and a few essentials. 

The material for this article was obtained from John Parkinson's, "Nowhere is too Far," CCA yearbooks, The Best of Nautical Quarterly, Vol. 1, The Navy Hunts the CGR 3070, Mystic Seaport Museum Library, Ocean Navigator Vol. No. 138, October 27, 1943 communiqués from U.S. Coast Guard Commanding Officer, Greenport Patrol Base. Special thanks to Garry and Leslie Schneider for their material on the Coastal Patrol and a sincere thanks to those who served at this time. – Jack Towle, Historian



### San Francisco continued

and 28th overall. Jim Antrim hitched a ride as a crewmember of his own design *California Condor*. Peter Noonan provided a SAF entry in the Bermuda race as sailed his Swan 56 *Defiance* to the East Coast



Jim Quanci's *Green Buffalo*

Jim Quanci

and entered in Cruiser Division where he finished 5th on corrected time.

Wyman Harris cruised *Safari* from Sydney, BC, to and from Alaska without incident and then got invited to be the 7th man on *Artemis Red* AC 45 in the World's Cup final on San Francisco on August 25 for the fleet race. He said sailing on an AC 45 was the most exciting hour he has ever spent on the water. Stan and Sally Honey sailed the fastest of all our members when they were invited for a ride on the world's



Wyman Harris

Wyman Harris at 7th man on AC 45, August World Cup Races on SF Bay

speed record setting French trimaran *L'Hydroptere* on San Francisco Bay. Sally reports that they hit 43.5 knots. Stan has won an Emmy for his production of graphics for the AC 45 races and is to be inducted into the National Sailing Hall of Fame this Fall. Sally headed up the committee investigating the loss of five crewmembers on a Farallon Race earlier this year.

Our cruiser activities this summer included two other trips to Alaska, Steve Mason on *Sea Jay* and Bruce Munro on *Princess*. Bill Edinger sailed to Hawaii on his trimaran *Defiance* in 10 days and took 18 days to return. After another season cruising in the Pacific Northwest, Dave Fullagar shipped his *Mystic* from Sydney to La Paz and will be cruising Mexico this winter. Dean Carmine gunkholed up the coast to the Columbia River on *Martha Rose*. Liz Baylis was an international volunteer at the summer sailing Olympics in England. Later she and husband Todd Hedin cruised with Stafford Keegin in Maine. Rick Wood worked two years to restore *Kanaloa*, a classic 72' Rhodes motorsailor, in Port Townsend and then sailed her to San Francisco Bay in four days and two hours this summer. Jerry Karen Eaton cruised in the PNW on board *Pelican*.


Other cruisers include Chris Parkman as crew on a challenging voyage to Tonga, Bob and Jane Van Blaricom on *Sunshine Daydream* with granddaughter Lacey for a two week circular cruise of the Delta in conditions varying from cool and foggy to hot. Bill Foss wrapped up six years cruising in the Med and sailed *Détente* via the Corinth Canal to Sicily where she will be laid up for the winter. Our most senior member, Hank Strauss, was featured in an article in the July issue of *Sail Magazine* entitled, "The Life."



John Sanford

September SAF Station Meeting at Spectra Watermaker factory in San Rafael. Rear Commodore Dr. Zia Ahari presiding.

Station cruises this year have been to Half Moon Bay, Solano Yacht Club and Tomales Bay. At the latter location the Station participated for the second year in the Coastal Clean-up Program. Coming up is the New Year's Rendezvous at Treasure Island. Zia Ahari has been renominated to serve as Rear Commodore and Stafford Keegin has been nominated as Secretary Treasurer.

John E. Sanford, Historian 

## Southern California

Our annual summer station party held at the Newport Harbor Yacht Club had a nice turnout by members and their families. Member Ray Ashley, told us about the exciting events at the San Diego Maritime Museum where Ray is executive director. At our August meeting held at the Balboa Yacht Club, member Alan Andrews gave a brief report on the findings of the US SAILING committee that is looking into the fatal sinking of the yacht *Aegean* during this years Newport-Ensenada Race.

What our fall cruise lacked in participation members it more than made up for in quality of participants, fun, camaraderie and dining. *Amorita* with Lisa Laing and Larry Somers departed Newport on Sunday, September 23rd and overnighted in Dana Point before continuing south on Monday morning. *Festival* with owner Rick Williams and Bonnie and Burt Zilligitt departed Newport Monday morning and both vessels encountered heavy fog for

## Southern California continued

several hours off southern Orange County and northern San Diego County. Both boats got plenty of restricted visibility navigation practice. The first rendezvous was in Mariners Cove, Mission Bay where *Pacifica* with Deb Domonici and Doug Jones and *Bel Ami* with Jeri and Bill Barsz joined the raft-up. The traditional SOC potluck was held aboard *Festival* with far too much food which was very much appreciated as most passed for dinner.

Tuesday saw the fleet regroup in San Diego Bay at Southwestern Yacht Club where Theresa and Johnny Smullen arranged a delightful dinner. The numbers grew with the addition of Bev and Jack Cahill, Gayle and Gary Gould, Renee Gaylord and Robbie Vaughan, Bob Steele and Doug Jones' guest Christ Frost.

Wednesday saw Nancy Young join Rick Williams on *Festival*. Most of the group went in different directions. Larry and Lisa took *Amorita* on a three hour cruise through America's Cup Harbor, Glorietta Bay and South San Diego Bay down to Chula Vista with Larry's brother-in-law, a retired Navy Captain, who provided much insight into the local Navy operations. They were unexpectedly provided with a Navy Seal Team skydiving drill over south bay. During the week there was no shortage of naval operations in San Diego with almost continuous helicopter flights, large ship movements and small Navy Security vessels actively moving all over the bay.

Thursday we all moved over to San Diego Yacht Club where Gary Gould had arranged berthing for us. Jack Cahill and Doug Jones then provided transportation for all of us over to the San Salvador (Cabrillo's Ship) re-creation construction site where Ray Ashley and Director of the Maritime Museum brought us up-to-date on the huge project which is scheduled to

be launched in late 2013 or early 2014. Joining us were Art DeFever. Al Garnier, Jerry Montgomery, Len Baker. Tom Schock and Ric Sanders.

On Friday Bill Barsz, Jack Cahill and Larry Somers took the opportunity to visit the Maritime Museum of San Diego and



75th Birthday Party for *Altair*, an International One Design, at the Kettenburg and Classic Regatta.

*Altair* is owned and beautifully restored by Johnny and Theresa Smullen.



climb through their two submarines, a US Navy one and a Russian one. If you ever go deep choose the US Navy one. After a good lunch at the Fish Market they spent the afternoon aboard the USS Midway museum.

Saturday saw the fleet disburse with the locals returning to their home slips. *Festival* ran straight through to Newport Beach and *Amorita* overnighted at the Oceanside Yacht Club, returning to Newport Sunday afternoon.

The Kettenburg and Classic Regatta was held in San Diego the last weekend of June and was well attended by CCA

members and flag vessels. Brad Avery and Robbie Vaughan sailed their beautiful yachts down from Newport. Robbie and Brad kindly made use of the *Van Die-men III* and the *Galatea* as support vessels for the VIP guests and Brad took the time to show his beautiful Art Defever (SOC) designed *Galatea* as an entry in the Friday evening d'elegance where he subsequently ran away with the best power yacht top prize.

Johnny and Theresa Smullen had *Altair* at the front dock of San Diego Yacht Club for the concourse d'elegance and celebrated 75 years of the beautifully restored International One Design (IOD) and also took home a concours prize. Also in attendance was new station member Doug Jones with his beautiful S&S *Pacifica*, and the Pacific Class fleet was also represented by CCA members Gary Gould on *La Cucaracha*. The evening festivities were also attended by members Jack Sutphen, Ray Ashley, Bob steel and friends.

Out cruising...Mark and Dorothy Hazzlett: their latest report put them in Trapani, Sicily, aboard their yacht *Pua'ena*. They report that there seem to be fewer long-term cruisers in Italy. After they left Gibraltar, they went up the Costa del Sol and Costa Blanca and then to the Balearics and on to Mallorca to Sardinia. They plan to be in Turkey by mid September and winter the boat there and perhaps fly home for the holidays.

Annual Meeting and Holiday Party. Our last social function for the year will be November 28, at NYHC. The program will be by Brad Avery, recalling some of the great voyages on *Alaska Eagle*.

Jerry Montgomery, Rear Commodore, and Larry Somers

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

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



# CCA Celebrates 90th in Bras d'Or Lakes


*continued from page 1*

the CCA 90th Anniversary Cruise should be anchored in her sheltered waters on this, our final gathering.

This last night was once again stunning, with a big moon lighting the sky and dark hills forming a backdrop for twinkling masthead anchor lights, as the only human presence to break the tranquility of the setting. Quiet settled over the harbour as we fell asleep in our bunks with memories of a special Cruise amid like-minded sailors.

Almost 200 people had come together over 12 days to enjoy the company of fellow sailors, in a place that had significance to

the Club of which many were members. Together we appreciated our special surroundings: its history, its ecology, its pristine natural world, and its present day reality. This group of individuals showed the uniqueness of the CCA by reaching out to acquaintances old and new, to form lasting bonds of friendship that will reach across the seas as we communicate, gather, and meet again in the years ahead. This is the greatness of the CCA – its people.

*Gretchen McCurdy, Cruise Chair* 

*See photo captions page 34*







## Bermuda Race 2012



### Out of Body Experiences

When the 161 finishers in the 2012 Newport Bermuda Race (including 35 CCA boats) poured into Hamilton Harbour a day earlier than usual after their record-breaking sprint across the Gulf Stream, the crews made tracks for the Royal Bermuda Yacht Club's open-air bar and, over libations, told sea stories. "An out-of-body experience" is how CCA New York Station Rear Commodore Larry Glenn, of the J-44 *Runaway*, described his 15th Bermuda Race. "It was a very, very unusual race – in fast cool dry northerly air, and it was a great ride."

*Runaway's* time was just five hours shy of the 73-foot yawl *Bolero's* 1956 elapsed time record of a little over 70 hours. *Bolero* averaged 9 knots that year.



RBVC crowded with finishers

This year, first to finish *Rambler*, George David's 90-footer, averaged 16 knots with a new record time of just over 39 hours, sawing 14 hours off the record set by Roy Disney's *Pyewacket* in 2002.



Comm. Dan Dyer and Mimi



Victuals table at the Bennett-Herkes

CCA member Rives Potts' *Carina* won the most important award, the St. David's Lighthouse Division, for boats with mostly amateur crews. This was her second straight Lighthouse trophy and the third in her 44-year history. U.S. Naval Academy boats sailed by young midshipmen took second and third in the St. David's Lighthouse Division, the race's largest. *Carina* is now tied with Carleton Mitchell's *Finisterre* for most Bermuda Race wins by one boat. She was penalized 15 minutes by the International Jury because a professional sailor steered the boat for about that length of time.

The Cruising Division was won by *Lilla*, owned by Simon de Pietro, of Kinsale, Ireland. Second and third were CCA members Howard Hodgson's *True* and Glen Dexter's *Odyssey*.

The Double-Handed Division winner was CCA member Hewitt Gaynor's *Mireille*, with CCA member Joe Harris second in *GryphonSolo2*, and Gardiner Grant's *Alibi* third. The Gibbs Hill Lighthouse Trophy, for professionally-crewed boats, was won by George Sakellaris' *Shockwave*, with *Rambler* second and Hap Fauth's *Bella Mente* third. Michael D'Amelio's *Med Spirit* was first in the small Open Division for canting keel boats.

### Slow at 11 Knots

It was wild out there. CCA Bermuda Station member Scott King, in Team Tiburon in the 74-footer *Wizard*, reported starting under spinnaker and, once

the boat cleared the Narragansett Bay entrance buoys, setting a double-head rig and taking in and shaking out reefs, with one or two sailors always standing by the mainsheet, ready for a quick ease. Team Tiburon (with many U.S. Merchant Marine Academy midshipmen in the crew) covered 385 miles in the first 24 hours, averaging almost 17 knots. "She felt slow when the speed dropped to 11," King said. "I've been in boats where 11 knots was not even part of the plan."

Water was constantly on deck and in



Dan Nerney

the cockpit. "Just before we entered the Stream we saw a long streak of phosphorescence, as though a full moon was out. Dolphins were torpedoing through all this, right in front of us." Approach-



Sunset watch aboard *Rocket J. Squirrel*

Rhonda Halfman





## Bermuda Race 2012



Chris Otorowski

Winning skipper of **Carina**, Rives Potts and his wife and Nancy

ing Bermuda, Team Tiburon sailed into an unpredicted low pressure cell with 50-knot rain squalls. As this “pop-up” cell moved northeast, the wind veered, turning the last part of the mid-size boats’ race into a run. *Carina* played the wind shifts patiently until she neared North Rock, took in the spinnaker, and went on the wind for the first time. In all 635 miles, *Carina* jibed only twice, and she tacked only twice.

The 1938 Sparkman & Stephens classic *Black Watch* also made the best of the wind shift to win Class 6 and finish 20th in the St. David’s Lighthouse Division. Her crew raved about how well a wooden hull insulates the interior from the noise of the confused seas outside. When a sailor in another fabled S&S boat, *Dorade*, was asked, “Was it a wet race?” he replied. “There was water everywhere, and *those vents really work!*”


### The Right Thing to Do

When a sailor in the double-hander *Seabiscuit* suffered complications of seasickness and dehydration, two competitors, *Flying Lady* and *Spirit of Bermuda* (a

replica of a traditional Bermuda working three-masted schooner), stopped racing and went to her assistance. After a long night of discussion involving Race Chairman John Osmond, the Commodores of the two clubs, the race’s shoreside medical advisor, Dr. Barbara Masser, as well as *Seabiscuit*’s other sailor and, of course, officials at the Bermuda Maritime Operations Centre and the U.S. Coast Guard, the sailor was evacuated by a cruise ship. A detailed report on the incident and lessons learned has been compiled by the BROCC. At the race’s prizegiving ceremony, the BROCC awarded citations for exemplary seamanship to *Flying Lady*, *Spirit of Bermuda*, and the sailor who remain in *Seabiscuit* and continued racing.

The weather on return deliveries was at times even rougher than the race’s as a cold front swept across the western Atlantic. One boat was abandoned and there were several injuries. In the Hinckley Southwester 42 *Zest*, we were knocked down by a 60-knot

squall and lost our forestaysail, but that was the extent of our damage (though not our worries).

*John Rousmaniere* 



Chris Otorowski

“Fire in the Hole”



Chris Otorowski

Elbow Beach



John Rousmaniere

Rough conditions on the return aboard *Zest*.



Chris Otorowski

Goslings Party





# Bermuda Race 2012



Rum Swizzle History

Chris Otorowski



Chris Otorowski

Barge filled with partygoers to CCA reception



John Rousmaniere

Carina on her way to Winning the St. David's Lighthouse Trophy



Dan Nerney



Chris Otorowski

Our Midshipmen did well!



Dan Nerney

The CCA Gam at Castle Hill at the Bermuda Race start



Chris Otorowski

The Goslings Girls greeting the racers!





## Bermuda Race 2012

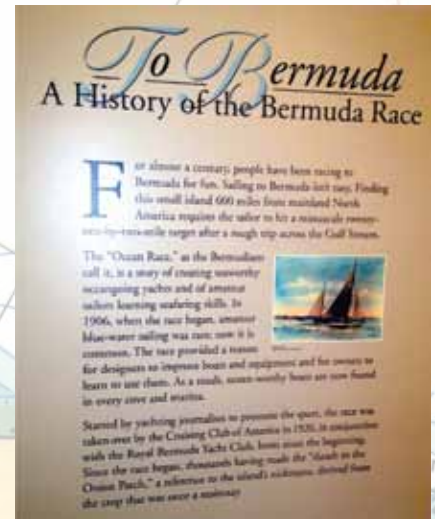


Rhonda Halfmann

Past Commodore Ross Sherbrooke inspecting the winners' trophies



St. David's Lighthouse Fresnel lens



Rhonda Halfmann

Chris Otorowski

CCA Room in the Commandant's House



Dan Nerney

Bermuda Race Start



Chris Otorowski

CCA Room in the Commandant's House

### US Sailing Independent Review Panel Inquiry into the *Low Speed Chase* Capsize during the Full Crew Farallones Race on 14 April 2012

The Review Panel report, written by Sally Lindsay Honey, Jim Corenman, Bartz Schneider, Bill Barton and Dr. Kent Benedict with Technical Support by John Craig, Chuck Hawley, Jim Wildey, Evans Starzinger, and Dr. Michael Jacobs, contains a very thorough analysis about this tragedy that claimed 5 lives this past spring when a Sydney 38, *Low Speed Chase*, capsized in breaking waves rounding Maintop Island in the Farallones.

As a result of the panel's investigation, it became clear that the cause of the capsize was that *Low Speed Chase* sailed a course which took them across a shoal area over which breaking waves could be expected to occur several times per hour and encountered a breaking wave, which capsized the boat.

Follow this link for the complete report: <http://media.ussailing.org/AssetFactory.aspx?vid=18674>



KGO-TV/ABC7

*Low Speed Chase*

## 2012 Annual Fall Meeting in Essex

As Hurricane Sandy was approaching the Eastern seaboard, upwards of 175 CCA members and spouses gathered for the Fall Meeting in Essex. As we had planned and prayed the trees still had their wonderful fall colors. The streets of Essex were adorned with various Halloween ghosts and goblins. The venerable Griswold Inn, Essex Yacht Club and the historic Dauntless Club had readied themselves for our series of meetings and social gatherings which enable us to exchange CCA information and tell a few sea stories.

The social and educational programs scheduled for the weekend were visits to the Florence Griswold Museum, a behind the scenes tour of Mystic Seaport, a ride on the Essex Steam Train up the Connecticut River to the *Becky Thatcher* where we spent a few hours enjoying the scenery up and down the river.

The myriad of meetings of our numerous committees and the CCA board occupied the majority of Friday and Saturday mornings with many topics being discussed, including a revitalization of the Safety at Sea Committee, a recap of the 2012 Bermuda Race and a look ahead for 2014. There were reports by the station rear commodores, on Bonnell Cove Foundation grants, consideration of new members and announcements of upcoming cruises in the next few years which will include the Caribbean and the Ionian Islands of Greece.

The Fall Meeting began Thursday with a welcome reception upstairs at the Essex Yacht Club with dinner on your own. After the morning meetings at the Dauntless Club many of the attendees went to the Mystic Seaport for an afternoon of personally guided tours of the *Charles W. Morgan* and its restoration and a behind the scenes look at the Seaport's archives. The *Charles W. Morgan* has been undergoing a \$6+ million rebuild and it was fascinating to see the amazing amount of work going into her. One very interesting tidbit



*Cissie Keogh, Sue Chambers, Mark Ellis, Sydney Van Zandt, Barbara Boyd and Sandy Van Zandt*

Barbara Watson

was that a number of the planks and knees being put into her now, are from white oak recently found buried at the Charleston Navy Yard. It is estimated that the trees were 200 years old at the time they were buried in 1841. Sawn up some 170 years later, the wood is as if it was from a tree just felled.

The tour ended with a reception at the long planned and newly completed CCA Exhibit at the G.W. Blunt White building. G.W. Blunt White was Commodore of the CCA from 1952-1953. The CCA Exhibit, which had been in the planning stages for about 10 years, had just been completed and some photos of it are printed here. It is a very interesting exhibit in the Olin Stephens Room and is

meant to show the spirit of the CCA to the general public.

The group returned to Essex for cocktails and dinner at the Griswold Inn which is affectionately known as "The Gris". The Gris is steeped in history dating back to 1776. The walls are adorned with magnificent paintings, period posters and artifacts and well worn tavern floors. It is truly a "Treasury of Americana".

Saturday was ushered in by more early morning meetings, including the Board Meeting upstairs at the Essex Yacht Club

followed by an "all aboard" the Essex Steam Train for a ride up the Connecticut countryside to the *Becky Thatcher* including lunch aboard dished up by energetic volunteers.



*Dina Temple-Rastin, Brian O'Neill, Chris Otorowski and David Tunnick*

Barbara Watson

Following the cruise, and a return trip on the train, the wrap up cocktail party and dinner at the Essex Yacht Club under the tent topped off the evening. While the air was a little chilly, the atmosphere was very special. Signal flags adorned the tent and



*RC Jack Wills, Gretchen McCurdy, Jeff and Cindy Wisch*

Barbara Watson

the tables featured centerpieces of very artistic sailboats crafted by Carol Connor made out of driftwood with real Dacron sails made from Jeb Embree's old mainsail and with the CCA burgee atop the mast, appropriately, on a pig stick!

Sunday morning brought the realization that a hurricane was headed our way and



*RC Jack Wills, Ron Trossbach, PC Bill Whitney and Chris Otorowski*

Barbara Watson



# 2012 Annual Fall Meeting in Essex



Barbara Watson

Joyce Lahmon, Nancy McKelvy, Lisa Chandler, Jeannie Myers and Jill Kempe

the cruise to Hamburg Cove was cancelled. Boats were put in as safe a place as possible and folks scrambled to change flights to get home before Hurricane Sandy, and its attendant fury, arrived. The lucky post-script is that while there was a storm surge



Barbara Watson

Pam Barker and Brad Willauer

in Essex, there was no major damage to the Essex Yacht Club, the Dauntless Club or "The Gris" and our members boats made it through without incident.

Special thanks go to Co-chairs Paul and Carol Connor and committee members Jeb and Dianne Embree, Bob Drew, Mark Ellis and Frank Bohlen. Dianne was in charge of the Florence Griswold Museum tour and the check in desk. Jeb was our liaison with the Dauntless Club and spent many hours there attending to our needs during our meetings. Bob Drew was in charge of the train and boat ride. Mark Ellis was our liaison with the Essex Yacht Club. Ernie

Messer provided the breakfast for the Membership meeting. Thanks also go to the Essex Yacht Club, the Dauntless Club and the staff at the Griswold Inn for making the Fall Meeting such a success.

Mindy Gunther Drew



Barbara Watson

Past Commodores Ned Rowland, Kaighn Smith, Bill Whitney, Commodore Dan Dyer, Past Commodores Jim Harvie, Sheila McCurdy, Ross Sherbrooke and Bob Drew



Chris Otorowski

Larry Somers styling his custom CCA logo pants from the Murray's Toggery in Nantucket!



Barbara Watson

Tanner Rose and PC Bob Drew



Barbara Watson

Dianne Embree, Patti Young and Jeb Embree



Chris Otorowski

Boarding the **Becky Thatcher** from the Essex Steam Train



Barbara Watson

Maeve Judge and A.J. Evans



Barbara Watson

K and John Robinson, Harry Anderson, Lucia and Ross Santy



Chris Otorowski

The Griswold Inn



Chris Otorowski

The carpentry shop at Mystic Seaport



Barbara Watson

Maggie, Lisa, Brenda, Yuko, Joyce, Patti, Anne, Jo, Sally and Barbara with Guide



Chris Otorowski

Aboard the **Charles W. Morgan**, main deck



Barbara Watson

Anne and Brad Willauer



Chris Otorowski

Speak No Evil (Jack Towle), See No Evil (Ross Sherbrooke), Hear No Evil (Joyce Lahmon) and Yippee There is no Evil Here at the Griswold Inn (Kathleen Sherbrooke)



# Safety at Sea Committee Update

Safety at Sea has always been in the minds of CCA Members as they plan and execute their voyages. Our Safety at Sea Committee has in past years written extensively on safety issues and developed the



SAS Seattle, 2012

Chris Otorowski

numerous participants in the Newport Bermuda Race.

The CCA remains prominent. Almost all US Sailing Safety at Sea Seminar Moderators are CCA members, as are many members of the accident inquiry panels. Moreover, about one half of the members of US Sailing's Safety at Sea Committee are CCA members, too. Meanwhile, the CCA's Safety at Sea Committee has initiated the Suddenly Alone program (with the Bonnell Cove Foundation) and distributed important information, such as the Fleet Surgeon's memo on boom preventers.

curriculum for the biennial Safety at Sea Seminar preceding each Newport Bermuda Race.

Thirty-two years ago, CCA members played leading roles in identifying lessons learned from the tragic deaths in the 1979 Fastnet Race and in establishing Safety at Sea Seminars at the U.S. Naval Academy and across the country under the purview of US Sailing.



SAS Seattle, 2012

Chris Otorowski

This past summer, the Commodore requested that we consider a way to re-focus this Committee, and recent accidents at sea on both coasts, including the loss of one of our most experienced sailors off the coast of Newfoundland, have only increased the desire to come up with some ideas.

At the Fall Members Meeting in Essex, twenty CCA members, including many from the current SAS Committee, met to consider the future role of CCA's SAS Committee. Many travelled long distances just to be present and contribute to this important topic. The following thoughts evolved from that session, directing the CCA SAS Committee to:



Safety for cruising couples: lifesling demonstration

Anne Glenn



SAS Seattle, 2012

Chris Otorowski

1. Focus on cruisers, coastal and offshore.
2. Establish a system of station SAS reps who speak up with a "safety moment" at local station meetings.
3. Develop training materials for cruising couples aboard sail or power yachts
4. Collect and/or write safety articles to disseminate in various ways – an early candidate: lessons learned list from recent accidents.



Safety at Sea Committee Meeting, Essex Fall Meeting

Chris Otorowski

5. Enhance CCA's own public website with these new safety ideas.
6. Provide safety inspections for CCA cruising yachts, using Newport Bermuda Race inspectors.

The effect of Hurricane Sandy has produced another sailing accident with loss of life – the sinking of the *Bounty*. I am delighted to announce that Anne Glenn has agreed to chair the SAS Committee. Further details will be posted later this fall on the CCA Website under Safety at Sea. If you have any suggestions for the committee, please feel free to contact Anne at [adglenn@optonline.net](mailto:adglenn@optonline.net) or write me at [lyricsails@aol.com](mailto:lyricsails@aol.com).

Tad Lhamon,  
CCA Vice Commodore



# Safety at Sea

## Replica of HMS Bounty Lost at Sea

On Monday, October 29, Hurricane Sandy claimed an iconic wooden ship and two lives as the *Bounty* headed to Florida.

The *Bounty* lost propulsion late Sunday and its generator failed, causing it to take on water. The ship's owner alerted the Coast Guard that it was in distress.

The Coast Guard sent a C-130 from Air Station Elizabeth City to establish contact and decided it was safer to wait until first light to send a rescue mission, Frederick said.

But water was coming in too quickly. By 4:30 a.m., the crew abandoned ship, loading onto the two lifeboats.



90 miles southeast of Cape Hatteras, in 60-mph winds and 30-foot churning waters, the Coast Guard pulled 14 crew members of the tall ship *Bounty* out of battered life rafts to safety on the Atlantic Ocean on Monday. Two lives were lost including the experienced and well respected 20 year skipper of the *Bounty* when the ship rolled as the two were getting into a liferaft.

The Coast Guard flew nine sorties, six with helicopters and three with C-130s, covering more than 1,300 square miles. Two cutters and a C-144 Ocean Sentry searched during the night.

Coast Guard rescue swimmer Daniel Todd plunged from the helicopter into the roiling waves and swam to the raft. For 45 minutes, he said, he battled the waves to send people up to the helicopter in a basket, one by one.

"It was like swimming in a washing machine," he said. "Those were the biggest sized waves I've ever been in and the most people I've hauled into the helo."

The replica ship was built in 1960 and traveled to Tahiti to film MGM Studio's "Mutiny on the Bounty," starring Marlon Brando and depicting the famed 1798 mutiny. The ship was supposed to be burned at the end of filming, but Brando threatened to pull his name from the film if the ship was destroyed, according to the ship's website. It was also featured in "Pirates of the Caribbean: Dead Man's Chest."



U.S. Coast Guard

U.S. Coast Guard

Questions were raised immediately about the decision to sail during warnings of a powerful and unusual storm traveling up the East Coast. A post on Thursday October 25, on the *Bounty's* Facebook page said the ship had left New London, Conn., on Thursday and was heading to St. Petersburg, Fla.

"*Bounty* will be sailing due East out to sea before heading South to avoid the brunt of Hurricane Sandy," the post said.

"They were staying in constant contact with the National Hurricane Center," Tracie Simonin, the director of the HMS Bounty Organization, told The Associated Press. "They were trying to make it around the storm." However, the storm was enormous and was 800-1000 miles wide.

—Adapted from article in the *Virginian Pilot*, October 30.

For complete story and video link go to: <http://hamptonroads.com/2012/10/crew-abandons-hms-bounty-replica-nc-coast>.

See also <http://www.kiroradio.com/75/2029187/UW-graduate-recounts-harrowing-HMS-Bounty-rescue>



Landfall Navigation and Spinlock

## Hydrostatic Self-Inflating Life Vest with Crotch Strap

Technology has advanced for hydrostatic release life jackets and they do not inflate at the wrong time merely when wet. It has also become clear how important an adjustable crotch strap is to save your life. Without a crotch strap, the vest can easily not keep your head high enough above the water and if knocked unconscious, the life vest will float away as your arms go limp as happened in the Sydney Hobart race to one sailor. Consider checking your life vest equipment with this in mind.



Landfall Navigation and Spinlock

# National Sailing Hall of Fame Induction 2012

There was an abundance of Southern hospitality and tradition in evidence as the National Sailing Center & Hall of Fame (NSHOF) inducted nine of the sport's significant contributors into the National Sailing Hall of Fame during ceremonies at the second-oldest yacht club in the U.S.A, Southern Yacht Club in New Orleans.

From the opening notes played by the US Marine Corps band to the closing gun fired by master of ceremonies and 2011 inductee Gary Jobson, the four living and five posthumously inducted sailors – including a Medal of Freedom recipient, the father of the yellow first-down line for televised football, and several Olympians – were celebrated for having persevered to succeed in the sport.

The thread of overcoming adversity made the setting at Southern Yacht Club even more apropos: after fire ravaged the club in the wake of Hurricane Katrina in 2005, SYC was seriously impacted when Hurricane Isaac struck this past August – seven years to the day after Katrina had led to SYC being rebuilt. In the midst of cleaning up from this latest challenge, SYC missed not a step in planning and executing the second-ever NSHOF induction.



George Long

On the lawn at the Southern Yacht Club

For the complete story including the fascinating biographies, go to <http://www.nshof.org>.

## The inductees were:

Peter Barrett (Posthumously–Madison, Wis.)  
 Bob Bavier (Posthumously–New Rochelle, N.Y.)  
 Gregg Bemis (Posthumously–Boston, Mass.)  
 Stan Honey (Palo Alto, Calif.)  
 Bruce Kirby (Rowayton, Conn.)  
 John Kostecki (San Anselmo, Calif.)  
 Mark Reynolds (San Diego, Calif.)  
 Rod Stephens, Jr. (Posthumously–New York, N.Y.)  
 John Cox Stevens (Posthumously–New York, N.Y.)

*\*All posthumously inductees were represented by their most direct family descendants.*

CCA Members included in this illustrious group were Bob Bavier, Stan Honey, Bruce Kirby and Rod Stephens, Jr. (CCA Commodore 1949-1950). They joined 2011 CCA inductees Gary Jobson, Ted Hood, Olin Stephens and Harold "Mike" Vanderbilt.



George Long

2012 NSHOF Inductees

## Photos page 25:

1. CCA 90th Anniversary Cruise wine at the closing dinner in Maskell's Harbour
2. Swimming to the rum barrel at the centre of the Sunflower Raft
3. Kathleen O'Donnell **Astral** & Mimi Dyer (wife of CCA Commodore) **Rabbit**
4. CCA boats alongside at Baddeck Marine on the Baddeck waterfront
5. Commodore Dan Dyer enjoying freshly steamed mussels at the Partridge Landing Barbecue
6. David Arenburg chauffeuring the bagpiper around the Sunflower Raft
7. Cindy Croft-Wisch, **Wischbone**, and Sandy Weld, **Windigo**, enjoying the festivities at the Partridge Landing Barbecue
8. Jeff Wisch, **Wischbone**, and Larry Hall, **Resolution**, at Partridge Landing Barbecue
9. Centre of the Sunflower Raft with the Bras d'Or Station's full rum barrel attracting swimmers
10. Full moon over Little Harbour following the Sunflower Raft – a magnificent end to a special day
11. Gerry Clapp & Past Commodore Sheila McCurdy enjoying mussels at the Partridge Landing Barbecue
12. Gillis Point Light at the entrance to Maskell's Harbour where the CCA was founded 90 years ago
13. Group of participants at the top of Beinn Bhreagh, the location of Dr. Alexander Graham Bell's home

All photos by Kit McCurdy

## 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



# Welcome New Members

## ROBERT B. ANDERSON (BOB)

Seekonk, MA  
Spouse: Robin  
Yacht: Alden 44' *Ariel*  
Station: Boston  
Proposer: Dick Waterman



Bob grew up on the Warren River, RI, sailing and racing as often as possible, for the most part on a Sunfish. During his active military service, he was able to continue sailing out of Norfolk, VA, and over time his boats grew bigger and the cruises longer, becoming the focus of family vacations. These days Bob and Robin have the joy of taking their two grandchildren out as crew. Bob has captained *Ariel* on many Newport-Bermuda and Marion-Bermuda races, and often navigated NYS member Peter Darbee's *Mystic Pearl* on deliveries to and from Newport and St. Maarten. Bob is President of OceanServer Technology, based in Fall River, MA, manufacturing Autonomous Underwater Vehicles for Navy and Scientific applications. This combines Bob's love of international travel and being out on the water.

Affiliation: Barrington Yacht Club, currently Treasurer

Service: US Army, Major 1975-1980

## MARCO (MICK) BACICH

Newport Beach, CA  
Spouse: Pam  
Station: Southern California  
Yacht: Fleming 55' *Mola Mola*; Harbor 20' Sloop *Harbor Master*  
Proposer: Tod White



Mick and Pam have been active sailors for over 35 years since they sailed their laser around the lakes in Sacramento, and bareboat chartered in the BVI's and Australia. Since moving to Newport Beach over 12 years ago, Mick has enjoyed off-shore racing, acting as celestial navigator aboard *Ariadne*, a 75' cutter in the Transpac, as well as participating in races to Cabo San Lucas and Ensenada. In addition, Mick is regularly seen in Newport Harbor Yacht Club races on his Harbor 20'. Mick and Pam have cruised in *Mola Mola* to points between Mexico and Glacier Bay, including an exploration of the west coast of Vancouver Island. Last summer they spent five months further exploring remote Canada and Southeast Alaska with a fascinating trip to Haida Gwaii (formerly Queen Charlottes) followed by a magical encounter with the "White Spirit Bear" in the Great Bear Rain Forest. Their journeys are expertly photographed by Pam, and Mick writes articles on their journeys for various cruising magazines. Besides his navigating and weather forecasting skills, Mick is an accomplished artist, and has owned and flown small planes for over 20 years.

Affiliation: Newport Harbor Yacht Club

## PETER BENT

Gloucester, MA  
Spouse: Sarah (Sally)  
Station: Boston  
Yacht: Sabre 425 *Salmagal 2*  
Proposer: Stephen A. Kasnet



Peter began sailing in Turnabouts and later in the Lightning Class in Annisquam, MA. In 1991 he was honored with the Mass Bay Distinguished Sailor of the Year award for his work as Junior Sailing Chair, and he was also recognized nationally with the US Sailing Gardiner Award for leadership. He is currently US Sailing's Regional Coordinator for Sailing Instructor Training and is Past Commodore of the Annisquam Yacht Club and. Peter has completed many long distance races over the years, serving as Watch Captain or Sailing Master. He and Sally, who is also a very experienced sailor, have spent many years cruising the coastline of New England, first with their children, now with their grandchildren. Initially their voyages were on their Alan Paine designed 31' *Salmagal*, however since fall 2011 they have been sailing on a newer *Salmagal* which has been rigged and refitted to accommodate their future cruising schedule. Peter owns and operates Browns Yacht Yard in Gloucester and has taken many trips to the State House as an advocate for Gloucester Harbor.

Service: US Coast Guard 1968-1972

## **RICHARD W. BORN (RICK)**

Lutherville, MD 21093  
Spouse: Elaine  
Station: Chesapeake  
Yacht: J 120 40' sloop *Windborn*  
Proposer: John W. Melchner



Rick's sailing career began on Middle River on the Chesapeake Bay on his parent's sailing dinghy. In 1967, he graduated to a Lightning, sailing in Rehoboth Bay, Delaware, and began racing in the active fleet there. In 1974 he purchased an Alberg 30, which he and Elaine raced and cruised out of Annapolis. They have been members of the Sailing Club of the Chesapeake since 1983, with Rick being elected to Commodore of the Club in 1993. On his subsequent yachts, a J35 *Grayling* and his current J120 *Windborn*, Rick has amassed an excellent record in offshore races, winning his class in the 2010 Newport-Bermuda race, and having received a second and a third in fleet in the Annapolis-Newport Race. Rick's abilities on board as skipper or crewmate, have received high praise, as has the high quality of his preparedness and attention to detail.

Affiliation: Sailing Club of the Chesapeake, Annapolis Yacht Club

## **SCOTT FLANDERS**

Green Cove Springs, FLA  
Spouse: Mary  
Station: Florida  
Yacht: Nordhavn 46' trawler *Egret*  
Proposer: Milton S. Baker



Scott and Mary have been living full-time on *Egret* for over 11 years. During that time they have covered approximately 65,000 nm, including a 35,000 nm circumnavigation – east to west. They have crossed the Atlantic three times, traversed the Pacific, the Indian Ocean and the Tasman Sea, as well as passing below Australia, east to west. *Egret* is the first powerboat to complete a circumnavigation via the five great Southern Ocean capes – Cape Horn, SW Cape – Stewart Island, NZ, SW Cape – Tasmania, Cape Leeuwin, Australia and Cape of Good Hope. CCA members have met and enjoyed the company of Scott and Mary in such diverse spots as the Patagonian canals in Chile and Maskell's Harbor on Cape Breton. They have thousands of followers worldwide on their blog, on the <http://www.nordhavn.com/>, Voyage of *Egret* site, to which they have been contributing both informative text and photographs since a winter spent in Turkey in 2006. *Egret* took part in the 2012 Bras d'Or cruise, with 2013 plans to head to Greenland, and Iceland, then on to Northern Europe.

## **JENNIFER ANN FRANCIS**

Marion, MA  
Spouse: Peter (BOS)  
Station: Boston  
Yacht: 55' Atlantic catamaran *Saphira*  
Proposer: Ted Brainard



Jennifer grew up in a sailing family in Marion, cruising Buzzards Bay, the Vineyard and Nantucket every summer. In 1975, Jennifer joined her husband-to-be on a cruise through southeast Alaska on his wooden sloop *Nunaga*, and they have been sailing together ever since. In 1977 they purchased a classic 45' S&S sloop in France, sailed her around the Med, then spent three years in Malta undertaking a complete reconstruction themselves from a nearly bare hull. After completion, they spent the next five years on a circumnavigation, visiting 38 countries, including Cape Horn and the Arctic, before returning to Marion in 1985. Jennifer is now a professor at Rutgers, and a widely published author in her field of Arctic climatology. While their two children were small, they cruised on catamarans in the Bahamas and BVIs. In March 2008 they purchased *Saphira*, a 55' Chris White catamaran, and spent 2009-2010 on board as a family cruising from Marion to Nova Scotia, then to Colombia, Panama, Honduras, Guatemala, Belize, Mexico and return via the Bahamas. They are currently working on alternative rig configurations on two smaller catamarans, with the goal of designing a cruising rig that is easier to handle short-handed.

Affiliation: Beverly Yacht Club



### **Where to get CCA Burgees**

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



**JOHN H. HUTCHISON (JACK)**

Newport Beach, CA  
 Spouse: Susan  
 Station: Southern California  
 Proposer: Stephen Barnard



Jack graduated from the California Maritime Academy (CMA) with a BS in Marine Engineering. Following two years in the US Navy during which he visited six foreign countries, Jack returned to work in his father's business, California Ship Service (ultimately International Technology Corp) performing ship maintenance using tugs, barges and other floating equipment as tools. Under Jack's tenure the company expanded to include maintenance of oil refineries and environmental services. On his retirement in 1988, Jack launched his 70' Exploration trawler *No Le Hace* built by Delta Marine. He and Sue spent the next 11 years visiting ports of call on the west coast from Manzanillo to Glacier Bay, in addition to a Panama Canal transit in order to cruise the east coast up to Maine and back to Southern California via the BVI's. By the time they sold *No Le Hace* in 1999, they had logged almost 70,000 miles on her. They then purchased a 50' Delta Pilothouse *Celebration* on which they cruised the west coast until 2011, when they donated her to the CMA.

Affiliation: Newport Harbor Yacht Club

**WILLIAM JACOBSON**

Boston, MA  
 Spouse: Renee Bushey  
 Yacht: J46' *Vanish*  
 Station: Boston  
 Proposer: Peter Chandler



Bill sailed on his family's Hunter 30' through high school and college, graduating to 30'-40' sloops in club racing from Long Island Sound to Maine. In the fall of 2001, Bill purchased *Vanish* in St. Maarten, and in May 2002, brought her back to Newport, RI via Bermuda. During the Bermuda to Newport leg, the GPS and autopilot failed, and strong headwinds required *Vanish* being hove to for six hours in bitter cold weather while waiting for a wind shift. Despite this start to their relationship with *Vanish*, in November 2002, Bill and Renee made the return trip to St. Maarten, and lived aboard until May 2003, while cruising the eastern Caribbean. They then headed across to the Mediterranean where they called on ports in Spain, France and Italy for six months, returning from Gibraltar to Lanzarote in November 2003. Bill and Renee continued to live aboard in the Caribbean islands until April 2004, taking part in the 2004 St. Maarten Heineken regatta. Bill sailed with Jeff Eberle (BOS) in the 2008 and 2010 Bermuda Races, and over the past six years has spent many Wednesday nights racing on *Vanish* in Boston Harbor and weekend races in Massachusetts Bay. Longer trips on *Vanish* are now centered around their two young children, with child-friendly voyages to points south as far as Block Island or north to Bar Harbor.

**DOUGLAS P. JONES**

San Diego, CA  
 Partner: Deb Dominci  
 Station: Southern California  
 Yacht: S&S 47' *Pacifica*  
 Proposer: Johnny Smullen



Doug grew up on the waters of New England, spending summers sailing on the 62' yawl *Foam*, owned by his mother, Virginia Jones. He attended Tabor Academy, followed by Connecticut College from 1982-1986, during which Doug worked at Mystic Seaport as a rigger, and sailed as Mate on charter schooners. In 2004 Doug was second in command on his mother's 44' cutter *Airlia* on its voyage from Oban, Scotland to Kinsale, Ireland. He trained as a carpenter and spar maker at the Gannon & Benjamin Maritime railway, moving to live in San Diego where he worked as a wooden yacht shipwright. He has been the owner of Traditional Boat Works in San Diego since 2005. Doug acquired *Pacifica* in 1997 (she was originally *Eroica* owned by Avard Fuller of Watch Hill, RI) and skippered her in the 1999-2000 Transpac, returning to San Diego via Puget Sound. *Cotton Blossom II* was restored at his yard in 2004, and in 2006 he rebuilt *Pacifica*, re-launching her in 2007. Doug's skills as a shipwright specializing in the maintenance and restoration of classic wooden yachts have been widely acknowledged, as has the fact that he generously shares his knowledge, including acting as Watch Captain/Instructor on educational cruises on the schooner *Martha* for eight years.

**WALTER T. JORGENSEN  
(TOM)**

Glendora, CA  
Spouse: Dixie  
Station: Southern California  
Yacht: 45' Cherubini Independence  
trawler *Valhalla*  
Proposer: Jim Morgan



Tom grew up in a sailing family, and was active in the junior sailing program at Los Angeles Yacht Club, racing Gup-pys, FJs and crewing on ocean racers. Since those early years, he has owned and raced many boats ranging from a 27' Sol-ing to a J133 *Picante*, which he recently sold. Tom has four Transpacs under his belt, two as co-skipper, one of which was with his brother Doug, and has completed numerous races and cruises to and around Mexico. CCA members who have been lucky enough to sail with him are united in pointing out one of Tom's many attributes – the rougher the going gets, the calmer Tom becomes! He and Dixie have just purchased a 45' Cherubini Independence trawler in Seattle, which will be named *Valhalla*, and on which they plan to cruise the Pacific Northwest, Canada and Alaska. Their crew no doubt might include son Rob, who just graduated from the California Maritime Academy.

Affiliation: Los Angeles Yacht Club

**Offshore  
Communications Resources:**

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

**RAY W. LOTTO**

San Francisco, CA  
Spouse: Janet  
Station: San Francisco  
Yacht: Farr 54' *Atalanta*; Express 27' *El Raton*



In 1987 Ray and Janet purchased a Baltic 42' *Hypatia* on which they cruised for four years from their home port of Annapolis to Portugal via Bermuda and the Azores. They returned in 1991 after four years sailing in Europe, making their transatlantic return from Portugal to Annapolis via St. Lucia. In 1991 they acquired *Atalanta*, on which they spent seven months as they journeyed from Annapolis through various ports of call in the Caribbean, bringing her through the Panama Canal to San Francisco. They have since actively enjoyed traversing the west coast in the waters of California and Mexico. In addition to their cruising schedule, Ray and Janet have campaigned *El Raton* 30-40 times per year in one-design St. Francis Yacht Club races in San Francisco Bay.

Affiliation: St. Francis Yacht Club  
(Past Commodore)

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

The deadline for the Spring issue is  
March 15, 2013.

**JOHN P. MADDEN JR. (JACK)**

Walpole, MA  
Spouse: Barbara  
Yacht: Swan 60' *Lady B*  
Station: Boston  
Proposer: Robert J. Morris



Jack began sailing over 56 years ago on Jamaica Pond in the Community Boating Program sponsored by the City of Boston. This experience ignited a passion for sailing, which he was able to satisfy during his youthful summers in Scituate, when he hung around the dock of the Scituate Harbor Yacht Club catching lines, launching dinghies, offering his services as crew whenever he could. Early on he discovered that being first on watch and last off would guarantee him a standing invitation on overnight deliveries, to ports between Maine and Long Island. Although his first boat purchase was on a partnership basis, Jack preferred to have his own boat, and over the years as his children grew, he acquired a progressively larger series of boats from a Tartan 37', to his current 60' Swan *Lady B*, which he bought in Gibraltar and sailed along the coast of Spain and the Balearics, before making his first transatlantic crossing. Besides racing and cruising his own boats from various ports on the East Coast both to Bermuda and the Caribbean, in 2010 he was Watch Captain on Bob Morris's *Apogee* on its voyage from Vigo, Spain to Gran Canaria. Jack is enthusiastic about bringing on novice sailors, and leads by example, still turning up early for his watch, and making sure that their passages are both safe and enjoyable.

Affiliation: Royal Bermuda Yacht Club



## CHRISTOPHER J. McNALLY (CHRIS)

Newport, RI  
Spouse: Kelly  
Station: Boston  
Proposer: R. Steven Thing



In 1989, Chris was a student on the St. George's School training vessel, the 69' sloop *Geronimo*. He moved on to further develop his sailing skills earning his 500 Ton USCG Master OCEANS and 200 Ton RYA Yachtmaster Oceans license. He then returned to sail as Mate, then Captain, of *Geronimo*, educating groups of teenagers on each voyage between 1999 and 2006. *Geronimo* sailed from New England to the Bahamas, Bermuda, Azores, Spain, Portugal, Maine and Nova Scotia. In addition, he sailed as skipper and crew from many ports between the south of England and France as part of his RYA exams. Chris moved to the West Coast in 2007 where he continued his sail training on *Kialoa III* and the *Alaska Eagle*, while teaching at Orange Coast College of Sailing and Seamanship. At OCC he led the creation of a new Professional Mariner curriculum. Chris is now back on the East Coast at Roger Williams University School of Law, from which he will graduate with a Juris Doctorate and a Master's degree in marine affairs. Chris's parents, who are avid sailors and have completed two-thirds of a circumnavigation, have clearly passed their sailing genes on to their son, for the betterment of a future generation

of sailors. Chris looks forward to getting back on the water with Kelly and two young sons, Owen and Gavin, once the law school dust settles.

## WARREN A. POND JR. (SKIP)

Newport, RI  
Spouse: Madeleine Polss  
Yacht: 1979 C&C 40' *Saralane*  
Station: Boston  
Proposer: Evans Starzinger



Skip grew up in Connecticut, and started sailing offshore in his teens. After college he settled in Rhode Island and took his first shore-based job, but his love of blue water sailing led him to make offshore deliveries for the next three decades. He certainly voyaged many nautical miles in that time, having covered most of the East Coast and the Caribbean with 12 Newport-Bermuda races and 18 New England – Caribbean passages. CCA members Skip has sailed with note that he can trim and helm and handle sail like a top racer, but can also fish, cook and repair like a cruiser! Boats he has delivered usually arrive in much better shape after a few days of his care. Skip's years of experience in the marine industry as a yard owner and yacht broker have given him the opportunity to work on many different yacht designs. He has lovingly restored his C&C 40' *Saralane*, which he and his wife Madeline, a professional photographer, have been cruising on in the Caribbean for the past two years. Their cruising blog [www.sailingsaralane.blogspot.com](http://www.sailingsaralane.blogspot.com) shows their

gregarious nature and willingness to be helpful to other cruisers they meet.

## ALLEN R. POTTS III

Boston, MA  
Station: Essex  
Proposer: Paul Hamilton



Allen is carrying on the family traditions of extensive racing and cruising, having been out sailing with his father, A. Rives Potts, (Past RC Essex) before he could walk, as they spent summers gunk-holing on small boats in the Chesapeake. Allen completed his first Bermuda Race at the age of 12, and has since chalked up six more Bermuda races. This included the 2010 and 2012 races on the 48' Sloop *Carina*, skippered by his father, when *Carina* won the overall St. David's Lighthouse Trophy. Allen has delivered *Carina* back five times, the first time at age 19 as Captain, an acknowledgement of his sense of responsibility and capabilities as a seaman. On two other deliveries he was co-captain with his brother Walker, with whom he subsequently enlisted in the US Marines. Both young men were selected to train and serve in Special Ops, Force Recon, and were deployed twice to combat missions in Iraq. Needless to say, they served with distinction. After the service, Allen enrolled in Babson College, graduating with honors. He took time off from his employment in Boston in December 2011 to fly to Australia for the Sydney-Hobart race on *Carina* with his father, brother and cousin.

Service: US Marines 2003-2008

## THOMAS WALKER POTTS (WALKER)

Essex, CT  
Station: Essex  
Proposer: Paul Hamilton



Like his brother Allen, Walker has been on boats since childhood, and has grown up loving both racing and cruising. He has raced to Bermuda six times, the first time at age 11, and co-captained the 48' sloop *Carina* on her delivery back to Connecticut on four occasions. At the age of 15, Walker shipped aboard a replica of Leif Erikson's Viking Ship and sailed on her from Westbrook, CT to Iceland, learning celestial navigation and marlin spike seamanship. After high school graduation, Walker enlisted in the US Marine Corps, and headed to Parris Island, followed by his older brother Allen. They were both selected to train and serve in Special Ops, Force Recon, and were deployed twice to combat missions in Iraq where they served with distinction. Walker was awarded a Purple Heart for injuries sustained when an IED blew up the Humvee on which he was manning the 50 cal machine gun. Late this spring, Walker delivered *Carina* back to Westbrook, CT from Sydney, Australia after completing the Sydney-Hobart Race. He had joined his cousin, Rives, in Bora Bora, after undergoing knee surgery following the Fastnet Race, to complete *Carina's* circumnavigation, via Australia, Capetown, St. Helena, Tortola, Charleston, and back to New England. Highlighted by the Atlantic Ocean Racing Series (Annapolis-Newport, Transatlantic and Fastnet Races), the

Sydney-Hobart race in 2011 and the 2012 Newport-Bermuda race, Walker and his shipmates experienced an extraordinary year aboard *Carina*.

Service: US Marines 2003-2008

## BERNARD F. D. PREVOST

Halifax, NS  
Spouse: Beverly  
Yacht: Bristol 44' Pedrick design  
*Esperanza*  
Station: Bras d'Or  
Proposer: Hans Himmelman



Bernard began sailing at the age of ten with his family, when they completed the build (hand laid fiberglass) of a 52' schooner; the William Atkin designed *Beluga II*. They sailed her extensively on Lake Champlain for several years, taking several months to deliver her to the Bahamas and back in 1972-73, during which time the teenaged Bernard was Watch Captain. In the ensuing years, Bernard continued to cruise and deliver boats down to Florida, and also began racing out of Halifax and other ports of Nova Scotia as his career in the marine industry moved him to Atlantic Canada in 1976. From 1983 to 1988 he completed many Nova Scotia coastal cruises with Bev and their children, on several yachts. In March 2011, they acquired *Esperanza*, which Bernard and Bev are currently refitting. In the past ten years, Bernard has been Watch Captain on several ocean races, such as the Marblehead to Halifax, the Halifax to St. Pierre and the Newport to Bermuda, the latter three races on a double-handed basis with Erwin Wanderer (BDO) on *Ocean Wanderer*. Ber-

nard is presently COO of I H Mathers, a Nova Scotia firm specializing in marine, offshore and logistics.

Affiliation: Royal Nova Scotia Yacht Squadron, Lunenburg Yacht Club, Canadian Power and Sail Squadron

## FORD S. REICHE

Cumberland, Maine  
Spouse: Karen  
Yacht: Hinckley SouWester 42 Yawl  
*Araxine*  
Station: Boston, Gulf of Maine Post  
Proposer: Peter R. Worrell



When Ford was a teenager his father purchased a Pearson Ensign which led Ford into racing in the Casco Bay One Design Fleet. He got his launch license around that time, enabling him to spend the next few summers on and around all kinds of boats in Falmouth, ME. In 1972, Ford's family purchased an Ericson 32' which he used throughout college and law school to cruise the coast of Maine and take part in numerous races. From the mid-80's Ford and his young family sailed and raced on a variety of boats, and chartered in the Caribbean. Ford's racing career also included a powerboat adventure in 2005 with Jon Knowles (BOS/GMP), which still makes their wives shake their heads. They broke a little-known record (held by Phin Sprague (BOS/GMP) for a non-stop round trip in an outboard runabout from Portland, ME to Yarmouth, NS. This feat was achieved in 11 hours 39 minutes. Ford is recognized by his crewmates as the man to have on deck when things go wrong – for example, on a 2010 passage from Bermuda to St. Maarten when the steering broke in



the middle of the night, Ford was quickly head down, flashlight in his teeth, figuring out the rudder problem. In the last couple of years, he and Karen have cruised the Bahamas in *Araxine* and sailed her back to Maine, as well as making a round trip from Maine to Nova Scotia.

## HENRY P. ROBERTS

Mattapoisett, MA  
Spouse: Cathy  
Yacht: Able 44 Express Cruiser  
*Mascotte*  
Station: Boston  
Proposer: Lawrence C. Hall



Henry has been involved in sailing and voyaging for most of his life, having attended Tabor Academy, and growing up to be an instructor of naval science and naval architecture at the school. He served as Watch Captain on the *Tabor Boy* for a number of cruises to Bermuda and the Bahamas, as well as being Captain for four years on Tabor's research vessel *Grand Turk*. In the 1970s Henry co-owned the 81' Alden Schooner *Mariah*, who was instrumental in her refit for circumnavigation, and sailed her as Watch Captain from Maine to Florida and from Jamaica to Panama. During the 1980s Henry raced aboard *Sly Mongoose* in many offshore races, acting as Watch Captain on a Marion-Bermuda race in 1983. In 1993, he was a Watch Captain for John Bockstoce aboard *Belvedere* on her trip from Iceland to Nova Scotia. For the past 15 years, Henry has owned *Mascotte*, a classic 44' Able powerboat, on which he has cruised from Long Island Sound to the St. John River. In addition, Henry assembled a Core Sound 17' Cat Ketch Sprit Rig skiff which he launched in the fall of 2010, to introduce his grand-

children to sailing off the beach and around the harbor. Henry is past commodore of the Beverly Yacht Club, and has been on the Marion-Bermuda Race Committee for many years.

Affiliation: Beverly Yacht Club

## SEAN D. SASLO

Guilford, CT  
Spouse: Janet  
Yacht: Nelson-Marek designed  
Cookson 50' *Brigand* and *Intrepid*, an Endeavor 50  
Station: Essex  
Proposer: Robert Connell



Sean and Janet have been sailing for over 20 years, and are both accomplished blue water sailors. While they have cruised on both *Brigand* and *Intrepid*, *Brigand* is used today as their racing boat, completing the 2011 Marion-Bermuda race in 76 hours. Amongst other offshore races, they have raced from Annapolis-Newport in 2005 aboard *Endeavor*, on which they did the Newport to Bermuda race in 2006 and Marion to Bermuda in 2007. They have also discovered the joy of port to port cruising and have cruised on both *Brigand* and *Intrepid* between Marblehead and Halifax, taking in the coasts of Nova Scotia and Maine. Both boats are maintained in top condition, in good part by Sean himself who does most of his own work, from rigging to designing and fabricating carbon fiber parts including a carbon bowsprit. Besides captaining his boats, and being on top of the safety at sea requirements, Sean is also happy to act as mechanic and cook. In 2011 for the overnight during fall Off Soundings he offered *Intrepid* as the "mother ship" to two Luders 44s and their crews of 16 freshman Coast Guard cadets, with the

offer including dinner. In addition to his two larger boats, Sean also maintains a Tartan 30' *Seabird* which he occasionally races and cruises.

## BRIAN E. SAUNDERS

Williams, OR  
Partner: Terri Deuel  
Yacht: 40' custom ocean trawler  
*Traveller*  
Station: PNW  
Proposer: Baird Tewksbury



Brian has always enjoyed both sail and power boats, from Dragons to Nordhavn 57's, often owning unique custom vessels. In the 1960's he had a traditional Mayflower ketch, designed by Hugh Angelman, and built in the far east. For over 50 years, he has taken part in the Swiftsure race, in Dragon competitions in Hong Kong, the Raja Muda race in Malaysia (first place with his S&S 51'), and eight-metres at the Royal Vancouver Yacht Club. In 1974/1975 he captained his custom 37' Ed Monk ketch from San Francisco to Mexico and Tahiti, and back, then in 1978 he took his 40' cold molded sloop *Spectra* from Hawaii to Tahiti, Samoa, Fiji, Tonga, New Zealand, New Caledonia, ending in San Francisco. After owning a couple of Eva Holman 41's for voyages between Hong Kong, Thailand and Singapore, in 1993 Brian acquired a 52' custom aluminum trawler for a five-year 25,000 mile voyage taking him from San Diego to Maine and Mexico to Alaska. He was a delivery captain for Nordhavn, and was one of three crew on the second leg of the Nordhavn 40' around the world passage in 2002 from Singapore to Athens. In 2006, after

completing 26-years with S&S Marine in Hong Kong, Brian purchased his beloved diesel duck trawler on which he has added many of his over 200,000 nms around the world. He recently left British Columbia with Terri to winter in Ecuador, with plans to spend 2014 on the East Coast.

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**MITCHEL NEIL SIRMAN  
(NEIL)**

Poulsbo, WA  
Spouse: Nancy Lee Sirman  
Yacht: Cape George 36 cutter  
*Active Light*  
Station: PNW  
Proposer: Phil Swigard



Neil grew up on the Texas Gulf Coast, sailing and racing on Penguins and Snipes, but decided early on to be a long distance cruiser. In 1975, after college, Neil acquired a Herreshoff-designed Cape Cod Marlin. On this he explored the New England coast out of Noank, CT, sailing up the Hudson through the Great Lakes to Detroit, and later cruised the Baja Gulf of Mexico. After purchasing *Active Light* in 1986, Neil cruised the San Juan Islands, and the Pacific Coast of Vancouver Island, as well as one voyage from Newport to Bermuda in 1991. When Neil met Nancy Lee in the mid-1990s he made sure to tell her on their first date that he was planning a six-year circumnavigation. Nancy took on the challenge, and in 2000 they set off on the first leg of their journey from Poulsbo to Mexico, which they left in 2002, arriving in New Zealand by the end of the year. They enjoyed

immersing themselves in local culture, so it was not until August 2003 that they headed for Fiji, then Thailand. In February 2006 they headed for India and South Africa, leaving Cape Town in 2007 for Curacao, thence to Hawaii, and back to Washington in May 2008. Neil and Nancy believe that they had more fun and far less frustration without refrigeration, watermaker, outboard motor or inflatable dinghy, just a 10.5' rowing dinghy on the foredeck, and a simple but well-balanced and fast boat.

Affiliation: Puget Sound Cruising Club

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**ROBERT J. STEEL**

Newport Beach, CA  
Spouse: Gwynn (Gigi)  
Station: Southern California  
Proposer: Robert Vaughn



Bob has spent most of his life in multiple aspects of the marine industry, including preparing and racing performance yachts, overseeing construction from design to race preparation, installation of navigation systems, yacht restoration, repair and maintenance, consulting for a global marine weather forecasting service and organizing professional and amateur yacht races. Bob has taken part in countless offshore ocean races, such as six Transpacs, two Bermuda races, a transatlantic, the Fastnet, SORC, California to Tahiti and return, and trans-Tasman races, in many of which he was the Sailing Pro. He was frequently on the 50' sloop *Warrior* when it won 1st Class A, and has fond memories of the 1971 Tahiti race on the

78' ketch *Mir* with Walter Cronkite and James Michener on board. He has completed many blue water cruises as Watch Captain with Robert Vaughn (SOC) on his 65' Muir *Van Diemen*. Onshore Bob has been active on the sailing foundation board at UC-Irvine, was also instrumental in the beginnings of Newport Harbor High School's sailing program, and was President of both the Ensign Junior High Navigators and Newport Harbor High Navigators. In 1997, he was awarded the NHHS's highest honor in recognition of his efforts, and in 2006 received the Principal's Award for Outstanding Service to the Community. Bob has passed his love of sailing on to his son Mike, who sails with him in races off Southern California.

Affiliation: TransPac Yacht Club; US Sailing; Ancient Mariners Sailing Society in San Diego

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**WILLIAM RIVES  
SUTHERLAND**

Mount Pleasant, SC  
Station: Essex  
Proposer: Paul Hamilton



Rives has been sailing since he was 13 years old, and has completed seven Bermuda races with his uncle, A. Rives Potts, on *Carina*, delivering her back to Connecticut with his cousins, Allen and Walker Potts, on three occasions. Rives has completed many transoceanic passages as Watch Captain, first on the Swan 56' *Lolita* from Connecticut to Ireland in



the summer of 2005 and from Bermuda to Mallorca in 2006, then on the 104' Frers *Bolero* from the Caribbean to Barcelona in 2009. He was a key member of the crew of *Carina* on the 2011 Transatlantic Race (second in class), followed by the Fastnet Race (first in class), and was captain of *Carina* on her voyage from Plymouth, England to Sydney, Australia from September to December 2011. He acted as co-captain for the remaining circumnavigation with his cousin Walker, bringing her back to Westbrook, CT in May 2012. He was a key crewmember on both of *Carina's* St. David's Lighthouse Trophy wins in the 2010 and 2012 Bermuda Races. Besides his sailing activities, Rives, who graduated from Sewanee University in 2007, found time in 2009-2010 to visit 17 countries throughout Asia and Africa with a group of friends, hiking, camping, fishing and surfing. The above photo shows Rives on *Carina* with his dad, Bud Sutherland (BOS), sailing up the Derwent River, at the finish of the Sydney-Hobart race.

## DOUGLAS R. THORNE

San Francisco, Ca  
Spouse: Tamara  
Yacht: Celestial 48' sloop  
*Tamara Lee Ann*  
Station: San Francisco  
Proposer: Bruce H. Munro



Doug took up sailing in 1990, and has put a lot of water under his keel since then. During the 1990's he skippered bareboat charters in the Caribbean with his family, and in 1995 he purchased his first sail boat, a Columbia 28'. In 2000

he acquired *Tamara Lee Ann*, on which he has since sailed extensively both on coastal and offshore cruises. In 2002 Doug and Tamara sailed from San Francisco to Puerto Vallarta, Mexico with their two children. In 2007 and 2008 he sailed down the coast of Baja again as part of the "Baja Ha-Ha" rally. During the summer of 2011, Doug captained *Tamara Lee Ann* on a voyage from San Francisco to Honolulu and back, returning in time to lead the St. Francis Yacht Club's Blue Water Cruise to Monterey. In 2010, Doug was crewmember on SAF Bruce Munro's *Princess* on its voyage from British Columbia to Alaska, and again in September 2011, this time from Port Townsend, WA to San Francisco. Doug, who has become understandably enthused about life on the water, obtained his Captain's license from the California Maritime Academy in 2003, is a Director of the St. Francis Sailing Foundation, is serving as "Port Captain" for the St. Francis Yacht Club, and is active on various Club committees.

Affiliation: St. Francis Yacht Club

## WILLIAM T. TORGERSON


Annapolis, Maryland  
Spouse: Maureen  
Yacht: Little Harbor 53' *Dragon*  
Station: Annapolis  
Proposer: Karl von Schwarz

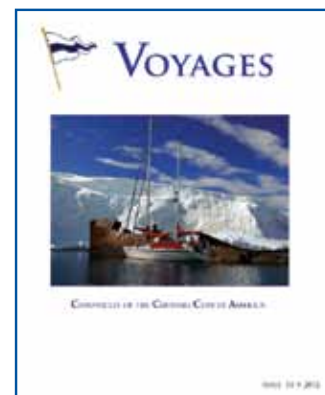


Bill grew up in a sailing family, experiencing racing success at an early age. He continued to sail throughout his teenage years and college, and taught junior sailing in Maine during his college sum-

mers. Following graduation, Bill served in the US Navy on destroyers and on river patrol boats in South Vietnam. On his return, Bill raced and sailed locally, bareboat chartering in the BVIs on family vacations. He took part in successful Newport to Bermuda races, on one of which he was watch captain aboard *Fun*. Prior to his retirement in 2009, Bill purchased *Dragon* in Maine, restored her to an impeccable standard, and cruised her from Maine back to the Chesapeake. He and Maureen have since cruised between New England and the Chesapeake, becoming reacquainted with the pleasures of the cruising life. Bill did, however, find time to captain *Dragon* in June 2011 on the Annapolis to Newport Race. In the fall of 2011, Bill took *Dragon* from the Chesapeake to Virgin Gorda, cruising with Maureen and various friends in the Virgins and French West Indies during the winter, then returning to the Chesapeake and on to Nova Scotia for the 90th Anniversary Cruise. He has always been extremely active in yachting activities, encouraging junior sailors in Optis and Lasers through the Annapolis Yacht Club or the Chesapeake Bay YRA. Bill owns and skippers an Etchells class one design in the Annapolis Fleet.

Service: US Navy 1966-1970

Affiliation: Annapolis Yacht Club (Past Commodore); The Sailing club of the Chesapeake (Past Commodore) 



**Submissions for Voyages  
should be sent to  
Doug and Dale Bruce  
[voyages@cruisingclub.org](mailto:voyages@cruisingclub.org)**



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*Deadline for Spring 2013 Issue is March 15*

## Calendar of Events

- |             |  |
|-------------|--|
| <b>2013</b> | <b>January 17-26, Phuket, Thailand, Club Cruise, SAF</b><br><b>February 8-15, Utah Ski Gam, Park City</b><br><b>March 1, Annual Meeting and Awards Dinner, NYYC</b><br><b>August 6-15, Maine, Club Cruise, GMP</b><br><b>October 23-25, Fall Members Meeting, San Diego, SOC</b> |
| <b>2014</b> | <b>March 7, Annual Meeting and Awards Dinner, NYYC</b><br><b>March 15-16, Safety at Sea Seminar, Newport</b><br><b>June, Newport Bermuda Race</b><br><b>September, Desolation Sound, Club Cruise, PNW</b><br><b>October, Fall Members Meeting, Toronto, GLS</b>                  |
| <b>2015</b> | <b>March, Annual Meeting and Awards Dinner, NYYC</b><br><b>Spring, Cruise in the Caribbean</b><br><b>September 15, Cruise in the Ionian Islands of Greece</b><br><b>October, Fall Members Meeting, Bermuda, BDA</b>  |

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

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

## Monthly Station Luncheons *(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)

