

Awards Dinner at New York Yacht Club

Blue Water Medal



Alex Whitworth

Blue Water Medal

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

Thies Matzen and Kicki Ericson Presented with the 2011 Blue Water Medal

The esteemed 2011 Blue Water Medal was awarded to Thies Matzen and Kicki Ericson for a commendable 24 years and 135,000 miles of sailing the oceans of the world with a focus in the high latitudes of the Southern Ocean. The first Blue Water Medal was awarded in 1923, and is given to “the most meritorious example

of seamanship.” Its recipient is selected from among amateurs of all the nations. The medal was presented by Commodore Daniel P. Dyer, III at the annual Awards Dinner on March 2 at the New York Yacht Club.

Matzen was born in Germany in 1956 and grew up to be a wooden boat builder. In 1981, Matzen purchased *Wanderer III*, a 30 foot wooden sloop, built in 1952 for Eric and Susan Hiscock who made two circumnavigations with it and received the Blue Water Medal in 1955. Matzen sailed *Wanderer III* to Scandinavia where he cruised extensively, including to the Lofoten Islands (Norway), and then crossed the Atlantic Ocean. In 1989, while sailing in the Caribbean, he met Swedish-born (1964) Ericson, and the two have lived on *Wanderer III* ever since. After leaving the Caribbean, the duo sailed through the Panama Canal and into the Pacific Ocean where they

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Far Horizons Award

The Far Horizons Award

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

Brian and Mary Alice O'Neill Presented the 2011 Far Horizons Award

Brian and Mary Alice O'Neill from Bainbridge Island, Wash, were selected to receive the Far Horizons Award for an admirable 25-month cruise circumnavigating the Pacific Rim, North Pacific Ocean. En route the two delivered school supplies to those in need and toured WWII sites. The award was presented by Commodore Daniel P. Dyer, III at the annual Awards Dinner on March 2, 2012 at New York Yacht Club.

The two met in Japan in 1977. Brian, a Marine Corps Aviator, taught Mary Alice, then a kindergarten teacher, how to sail. In 1978, they were married and quenched their thirst for the sea with many cruises over the years. In 1987, the couple sailed to New Zealand and sold their boat upon arrival in Auckland. In 1992, the couple bought *Shibui*, a 44-foot Robert Perry designed sloop, and began a five-year circumnavigation of the world.

The CCA honored them for their most notable journey in 2009 when the O'Neill's, put their three passions – military history, education and sailing – to work and embarked on a new adventure. Their goal was to visit many



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From the Commodore



Dear Fellow CCA Members,

A high point of shore activities for our Club is the annual Awards Dinner in the Model Room at the New York Yacht Club. The overload crowd included most of the Great Lakes Station, 19 strong, organized by Bob Knight. There is simply not another venue more historic for the awarding of the Blue Water Medal than in front of the huge limestone fireplace under the CCA burgee surrounded by scale models representing American yachts from the Civil War era to today. This year the Blue Water Medal was awarded to Thies Matzen and Kicki Ericson for a commendable 24 years and 135,000 miles of sailing, mainly in the Southern Ocean. Typical of our cruising fraternity, they are friends of Noel and Litara Barrott and Tim and Pauline Carr, both couples who have also been awarded the Blue Water Medal. Mimi and I first met the Carrs while we were cruising Polynesia in the 70's. Noel and Litara have stayed at our house in Wickford, RI and we have been at their house in Auckland. When we are asked where in the world was our favorite place? A proper answer might be "the friends we have met."

Our Club is driven by communications, from the Yearbook to the blast emails. Our 1200 members are indebted to Jean Myer and currently Tony Will for the editing and publishing of the Yearbook, with our Secretary, Steve Taylor, managing the database. Webmaster Dorsey Beard has compiled an amazing wealth of Club activities, publications, photos, sailing resources, and our calendar. My one suggestion would be for you to go to www.cruisingclub.org and enjoy your Club online, with all its many programs and events. I need not direct you to the *CCA Gam* you are about to relish; Chris and Shawn Otorowski provide us with a wonderful printed newsletter of our

activities that we can read at leisure and take onboard. Of course the same could be said for the beautiful annual *Voyages*, that will be read many times, thanks to the editorial magic of Doug and Dale Bruce and our many contributors. The final line that connects us to all Club activities is the blast email. Steve Taylor keeps all of us in touch and usually sends us to www.cruisingclub.org for more information on current activities.

The Bermuda Race Organizing Committee, led by Chairman John Osmond, M.D., and over 40 members strong had 141 applications for entry as of March 5. This is well on the way to an impressive fleet

a dinner, lunch, potluck gathering, or local cruise. Mimi and I enjoy being able to join the Gulf of Maine Post at the Annual Boat Builders Show in Portland for their annual cocktail party. A really fine evening. Usually the next week there is an opportunity to join the Essex Station for their luncheon. Often I can fit the Boston Rats Club luncheon into my normal workweek and then attend the Buzzards Post lunch the next week. Obviously, there is no shortage of opportunities to gather with our friends and relate cruising plans past and future, boat projects, and yachting stories.

Joining the Club cruises requires a little more planning than a Station lunch. The hours spent by our volunteer members organizing the venues, opening and closing dinners, anchorages, charter companies, cruise guide, collection of fees and payment of services provided is similar to running a small business. The beauty of it all is that every cruise seems effortless to the participants, with the chronic CCA complaint that the rum drinks are too small. You may very well be reading this *CCA Gam* while on the Pacific Northwest San Juan cruise, or it could be our 90th Birthday Bash in the Bras d'Or; wherever – it is a pleasure to have a hard copy aboard along with *Voyages* and our yearbook.

Past Commodore Ross Sherbrooke reminded me recently that the fastest helmsman is the one who moves the tiller least. That will be my goal for the next two years. I look forward to enjoying them with you.

Fair Winds,

Dan

Dan Dyer



Cindy Wilson

Dan and Mimi aboard *Rabbit*, their beloved Blackwatch 37.

come the start at Castle Hill on June 15th. All members are welcomed to a CCA Gam at The Inn at Castle Hill to watch the start. This GAM is being organized by Jane and Bruce Berriman, tigermoth7@verizon.net.

Not as many members are available to participate in Club events; fortunately many are off cruising the corners of the world, others join together for the Wirth Munroe or Newport Bermuda Race, Club Cruises, or most popular Station events. Thirteen Stations and Posts are the heart of the Cruising Club of America. There is not a week on the calendar where there is not



The CCA GAM

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Coming Up...Cruises and Meetings



San Juan Islands Cruise

May 5-12, 2012



Seattle Yacht Club Opening Day

Our cruise will be preceded by Seattle Yacht Club's Opening Day events. Plan to come early to Seattle and join the Seattle boating community on Saturday with ceremonies on the lawn of the Seattle Yacht Club, followed by one of the largest crew regattas in the country, and then capped off by a three hour parade of decorated boats. As an aside, the crew races are hosted by the University of Washington, whose men's crew have been national champions for three of the past five years.

Opening Day in Seattle – a personal invitation

A special personal invitation has been issued by Rear Commodore Mike O'Byrne to join the opening ceremony at the Seattle Yacht Club in celebration of the opening of the Pacific Northwest boating season. Mike has arranged for an opportunity to view the crew races and the boat parade from the University of Washington crew compound. Later that evening you are invited to join the Navy ROTC Midshipmen at Mike's home for his annual waterfront Bar-B-Que.

For planning purposes, Mike would like to know who is coming for Opening Day. Please drop him a note at michael.obyrne@comcast.net if you will be joining in the fun.

Cruise Itinerary – Updated January 27

The PNW CCA station cruise will begin in the San Juan Islands – 40 miles to the north – on Monday, May 7, giving you time to move your boat or pick up

your charter. We will cruise, party, and celebrate spring through Monday, May 13.

Cruise through the San Juan Islands on the following schedule:

Monday May 7th–Rendezvous at Spencer Spit on Lopez Island – We will start the cruise with the traditional spiking of the Rum Barrel at Spencer Spit. Depending on weather conditions, this may be on shore or on one or two of the larger boats. Mooring buoys and a good anchorage are available. Dinner aboard.

Tuesday May 8th–Rendezvous at Rosario Resort on Orcas Island - We will have transportation available to go into Eastsound, to the Lambiel Museum, or if the weather is accommodating with no cloud cover, a trip up Mt. Constitution. Dinner will be catered by the resort and will be in the Beach House. There is moorage available, plus good anchorage.

Wednesday May 9th–Rendezvous at Reid Harbor on Stuart Island - A Star Raft is planned at Reid Harbor with the addition of floating appetizers. Dinner aboard.

Thursday May 10th–Rendezvous at Roche Harbor on San Juan Island – For a Chowder Feed dinner which will be either on a covered barge or if attendance is over 75, will be in the pavilion adjacent to the hotel. (Chowder Police will be in attendance.) Roche Harbor Resort will be providing side salads to accompany our chowder. Additionally, there will be a “judged” appetizer event proceeding the Chowder dinner. Awards will be presented to the best appetizer prepared by a male participant. (Ladies, this is your chance to critique.) Plenty of moorage space will be available as well as a good anchorage.

Friday May 11th–A lay day for exploring Roche Harbor, cruising the area or visiting Friday Harbor.

Saturday May 12th–Rendezvous at Double Island. Good anchorage is available between Double Island and Victim Island and North of Victim Island. Limited moorage is also available at Westsound Marina, approximately one mile away. Dinner will be a catered BBQ/Pig Roast with side dishes and appetizers on Double Island at the home of Mike and Lee Brown, or at Four Winds Camp just across from Double Island, depending on the group size. For those arriving early Saturday, we are

planning on some fun events on the Island and possibly some surprises around lunch time. (More on that later.)

Sunday and Monday, May 13th and 14th—Second annual Double Island Soling Regatta. Plan to stay a couple of extra days and participate in the race if space is available, assist in the race management (committee boat or judge) or be a spectator. This is not a CCA sponsored event, but participation is encouraged!

The anticipated cost of the cruise will be \$175 per person. This will include two catered dinners; one at Rosario Resort and one at Double Island, side salads at Roche Harbor and the Rum Barrel. Please check out the website for further details or contact the Cruise Chair, Lee Hedge (lee@hedgecpa.com).

Bermuda Race Gam

June 15, 2012

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

The week before the Race Start is a bustling one in Newport. Scores of classic to high-tech offshore yachts are at the docks. Crews are enjoying the town and noted watering holes like the Black Pearl and the Candy Store. The New York Yacht Club's Harbour Court is also the site of the Race Headquarters staffed by many CCA volunteers. If there is interest we can arrange tickets to the Gosling Rum crew party on Wednesday and on Thursday a tour of the docks where some of the notable boats will be moored.



On Friday, the Gam will get going at 1300 at the Inn at Castle Hill which is

within a few hundred yards of the starting area. The first gun is at 1350. Box lunches and refreshments will be available from the Inn. Beach chairs or blankets are recommended. Carpool if possible, parking is first-come first-served so come early!

You can learn all sorts of things about the 2012 Race and past races from the website www.newportbermudarace.com. Hotels will be busy in June, but the area has a full range of accommodations. Check out www.gonewport.com for links and useful information about Newport and environs. For information check the CCA website or contact Jane Berriman at tigermoth7@verizon.net.

Bermuda Race

June 15, 2012

This biennial blue water classic continues to enjoy strong participation with over 170 boats likely to compete. Over the past 46 races, there have been 4,677 boats with approximately 49,000 sailors who have raced approximately 3,000,000 miles.



pplmedia.com

It requires the efforts of 250 volunteers and sailing or working on the committee is very rewarding. Contact John Osmond at jeosmond@aol.com and log onto bermudarace.com for more details about the 2012 Bermuda Race to either race or get involved.

John Osmond

Bras d'Or Cruise

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

Celebrations begin on July 23rd. CCA Members and guests will gather to celebrate the 90th Anniversary of the founding of the CCA where it all started, on the



Bras d'Or Lakes, at the northern tip of Nova Scotia. Interest is high with over 60 boats indicating their intent to participate for this special ten day encounter.

Old friends will meet and new friendships will begin at Louisbourg with registration. The evening will be spent inside the re-created 17th century Fortress where all will gather in the King's Storehouse, watch the canon fire, and dine in a variety of French restaurants once frequented by either soldiers or nobility.

Over the next several days participants will sail into the Bras d'Or Lakes to enjoy the many tranquil anchorages of this beautiful inland sea. We will sail on the wide open arms of the Lakes and swim in its warm brackish waters.

Our next gathering will be on property belonging to CCA Member Waring Partridge, where we will barbecue at water's edge while listening to Celtic music, and have the opportunity to watch or participate in Scottish country dancing.

During the next few days most boats are likely to remain in the vicinity of the picturesque village of Baddeck. Dr. Alexander Graham Bell loved this tranquil community and it is here he had his summer home and did many of his experiments. There will be opportunities to visit the Alexander Graham Bell Museum, drop in at the Bras d'Or Lakes Interpretative Centre, take planned tours to local places



Fortress of Louisbourg

of interest, eat in local restaurants, browse in gift shops, and walk through this charming community.

Sunday morning brunch will be served on the water's edge, at the time-honoured Inverary Inn of Baddeck. We may think we have stepped into Scotland as we enjoy oat cakes while overlooking the lakes and rolling hills beyond.



Irish Cove

Two days later all will gather in Little Harbour whose name belies its actual size. In this quiet anchorage Bras d'Or Station Rear Commodore, Wilson Fitt will direct all into a Sunflower Raft.

Commodore Anderson and the members of the Bras d'Or Lakes Yacht Club have invited all boats and crews from this CCA Cruise to join them for an early evening social to meet and chat together over some treats and a cash bar. This yacht club in Baddeck Harbour will be preparing for its annual Regatta Week.

For the Cruise finale we will return to Maskell's Harbour where in 1919 on board *Elsie* (built in 1917 by Dr. Alexander Graham Bell at his Beinn Bhreagh laboratory as a gift to his son-in-law, Gilbert H. Gros-

venor) William Washburn Nutting (1st Commodore of the CCA), F.W. (Casey) Baldwin and Gilbert H Grosvenor discussed the concept of forming a cruising club.

In the field behind the lighthouse at Gillis Point, located at the entrance to Maskell's Harbour, CCA Members Harry Anderson, Dev Barker, and Larry Glenn all invite us to celebrate this

90th Anniversary. Throughout the evening we'll hear the sound of the bagpipes and Celtic music while we enjoy a multi-course sit-down meal. The beauty of this place will fill our senses while the memories of a captivating Cruise together and friendships new and old will fill our spirits.

These Bras d'Or Lakes will capture your hearts and will bring you back to them again and again, as is the case for

many CCA members. May you enjoy the hospitality of the people of Nova Scotia, the beauty of Cape Breton, and the charm of the many special anchorages of the Bras d'Or Lakes.

Céad míle fáilte ("a hundred thousand welcomes" in Gaelic) to those who will join the CCA 90th Anniversary Cruise! 🇮🇪

Fall Meeting – Essex

October 25-27, 2012

The Essex Station is proud to be hosting the CCA Fall Meeting this year. For this first time in memory the event will be held in Essex, CT on the Connecticut River. Our welcoming reception will be at the Essex Yacht Club on October 25th. Meetings will be held on Friday and Saturday morning. There will be a behind the scenes tour of Mystic Seaport Friday afternoon and a steam train and river boat ride on the Connecticut River on Saturday afternoon. Dinner on Friday night will be at the Griswold Inn and at the Essex Yacht Club on Saturday night.

Our host hotel is the Griswold Inn (860-767-1776), one of the oldest continuously operated hotels in our country having opened in 1776. As they have only 33 rooms you should make your reservations as soon as you can. We have arranged a special discount for those attending. Please mention that you are with the CCA when calling. Check out there website at www.griswoldinn.com.



Griswold Inn

If it suits you better, there is a Comfort Inn at the crossroads of I-95 and Route 9. The easiest way to make a reservation there is www.comfortinn.com. The address is 100 Essex Road, Old Saybrook, CT.

A number of our local members have graciously offered a spare room to members coming from out of town. Carol Connor (carolnoank@yahoo.com), our co-chair, is coordinating this effort. We have found this to be a great way to get to know your fellow members better.

Essex, CT is a small town. Everything will be in easy walking distance. Check out www.essexct.com to get more information about things to do and see in the area.

Our station members all look forward to seeing you in October. Please contact Mindy Drew (mgunther@georgesschmitt.com) or Paul Connor, co-chair (pacnoank.com) if you have any questions. 🇮🇪

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 mono-

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

We have the opportunity to include a beautiful "mother ship" the barkentine *Lili Marleen* on our adventure. Even though the cruise is sold out, we still have some room aboard the "mother ship."



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

Maine Coast Cruise

August 6-15, 2013

Many CCA members are familiar with Maine's coast and will cheer Commodore Dyer's decision to bring the Club here in August of 2013. His cruise will start in Rockland, a well protected large harbor that has evolved into a welcome stop for those heading east. After an opening reception at Trident Marine, boats will have a couple of days to explore Penobscot Bay before gathering at Castine for



Rockland, Maine

a series of events hosted by Maine Maritime Academy. In addition to a lobster dinner on the 9th, there will be optional sailboat races, simulator sessions and life raft and survival suit training in the MMA pool on the 10th along with other shore and water activities. Members will then have some time to gather at harbors enroute to Southwest Harbor, where the Hinckley Company has offered hospitality. Their facility will be the site for a catered reception on the 12th with tours offered the following day at their new Trenton boatbuilding center. Continuing East, the fleet expects to gather for a concluding picnic lunch on the beach at Roque Island, considered by many one of the finest sand beaches on the east coast, and a destination of many a previous CCA cruise.

With some time between events to explore Maine's many harbors, and time following the cruise to travel Westward,



Maine Maritime Academy

we hope everyone will come to enjoy this State as much we do. Some of our Club's members will offer to be "host" boats at specified harbors. For those "from away" we have a listing of charter opportunities soon to be posted on the web. August is a preferred time in Maine for other clubs and vacationers, so we encourage members to charter early. For those who wish to have their own boats in Maine waters for the cruise, but lack the time to make the transits, Bruce Fournier, general manager at the Hinckley Company, has offered to help arrange delivery crews.

The beauty of Maine's coast speaks for itself, and the Gulf of Maine Post of the Boston Station will welcome you to our waters.

Garry & Leslie Schneider,
Co-Chairs 🚩

Desolation Sound Cruise

September 2014



San Juan Sailing

Beautiful Desolation Sound

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 are not to be missed. See the website for details as they become available. 🚩

Voyages Mystery Photo

Doug & Dale Bruce, in the 2012 issue of *Voyages*, challenged the membership to a Mystery Photo Contest.



The Crew of Maistral – 1980

The mystery photo was taken in 1973 and shows Tony and Coryn Gooch, who live in Victoria, BC and are PNW members.

The winners are:

NAME	STATION or POST
John E. Sanford	SAF
Jim and Susan Day	SOC



Bermuda

Many of the Bermuda Station members have already been hard at work on preparations for the 2012 Newport to Bermuda Race which, of course, is organized jointly with the Royal Bermuda Yacht Club. Contributing to the frenetic behavior of some of our Station members is the fact that the RBYC Commodore, Vice Commodore, Secretary and immediate past Commodore are all CCA members and are therefore doing double duty.

Entries for the race are steadily coming in and the 2012 race promises to be very well subscribed and RBYC are concerned that the owners of yachts in the race make their bookings for berths at the Yacht club as soon as possible. The Yacht Club here in Bermuda has planned a schedule of post-race events beginning, optimistically, only 48 hours after the start in Newport. As usual volunteers will man the "courtesy" desk at the Yacht Club and competitors will be able to clear Bermuda Customs and Immigration at the Club when arriving and leaving the Island.



Boats entering Hamilton Harbor for the finish of RBYC Anniversary Regatta

Fernando Canas

One of the highlights of the post-race activities will again this year be the Navigators Forum to be held on Thursday afternoon (21st June). This entertaining session brings together navigators, skippers and crew of a cross section of the vessels participating. Navigators of vessels winning their Class are encouraged to give some insight into their success. With the huge range in size and performance of the fleet and with the ever changing conditions of the Gulf Stream and weather patterns it is always fascinating to see who went the right way and why.

Another highlight of the post-race program is always the RBYC Anniversary Regatta and the Onion Patch Series races 4 and 5 in the Great Sound. The races will be held on Friday morning and at times there are as many spectators as competitors. Many of the boats round out their crews for the round the buoys racing with visiting family members and local volunteers. If the weather and shipping in the channels cooperate the last race of the day normally finishes in Hamilton Harbour off the Royal Bermuda Yacht Club. Prize giving for the Regatta will take place late in the afternoon followed by a reception/celebration hosted by Goslings, producers and purveyors of fine Bermuda rum. The official prize giving for the Bermuda Race itself will take place on Saturday evening at Government House.

Jim Burnett-Herkes, Historian 

Boston

As one can see from the accompanying reports from the Buzzards Bay Post and the Gulf of Maine Post, much of the Station activity takes place at the Post level. However, there are a number of things to report on since the last issue of the *GAM*.

The Station held its New Members dinner on October 20th, following an organizational meeting chaired by Rear Commodore Bill Cook. The Station Membership Committee, chaired by Charlie Willauer, did a great job of producing nine new members, all of which officially became members of the Club at the subsequent national level. It should be noted that Charlie's committee has just approved another nine applicants for consideration.

On Thursday, November 17th, the Station held its Annual Meeting and Fall Dinner at the Dedham Polo and Country Club. It was well attended and, as usual, well organized and executed by the Station's Entertainment Chairman, Tim Surgenor. At the meeting, Bill Cook completed his highly successful time as Rear Commodore of the Sta-



Former RC Bill Cook Passing Gavel to Kin Howland

Dan Nerney

tion and Kin Howland began his trick at the helm. Kin remarked that Bill had left all the Station committees in marvelous shape which made the job of the new Rear Commodore ever so much simpler. He also noted that the new R.C. had size seven shoes and Bill's were somewhere closer to nine – not easy for the new guy to fill.

Meanwhile, besides the many Gulf of Maine Post events and the Buzzards Bay Post lunches, all of which have been separately reported, the Station continues to have its monthly lunches at the Rats Club in downtown Boston. The Annual Christmas lunch was exceptionally well attended with roughly 40 people enjoying the unique surroundings and exquisite chowder under the careful watch of Ed Tarlov and Chris Knight. The Rats lunches take a bit of effort to get to but it is invariably worth it. By the time this report goes to press, attendees will have had the pleasure of a well-known presentation on *Dorade* by Doug Adkins.

The Station held its Winter Dinner at Anthony's Pier 4 on January 19. As



Rats Christmas Lunch

Dan Nerney

Bermuda continued


always, the event was brilliantly planned and executed by Tim Surgenor. The food and drink were tasty and generous and Bill Cook's presentation of his trips to Greenland was outstanding. The scenery was terrific and the choice of background music inspired. It is a testament to Bill's skill as a skipper that these trips have been so successful, pleasant and well documented.



Kin Howland and Tim Surgenor

At the dinner, Commodore McCurdy spoke warmly of the enjoyment she has had during her two years of leading the Club. Incoming Commodore Dan Dyer spoke of forthcoming cruises and encouraged participation at Club events. Both Treasurer Peter Chandler and Secretary Steve Taylor and spouses were present, as well as past Commodores Stan Livingston, Jim Harvey and Ned Rowland, former R.C.'s Bob Lawrence and Nancy McKelvey, Buzzards Post Captain Nick Newman and G.M. Post Captain Peter Stoops and current Boston Station Secretary/Treasurer Steven Thing and Membership Chair Charlie Willauer.

Because of the national cruises being held in local waters in 2012 and 2013, the Station is not planning any major cruise of its own during this period. We are, however, planning a Spring Dinner at the Eastern Yacht Club on May 3rd and are on the trail of an outstanding speaker. We are looking forward to a good turnout.

Kinnaird Howland, Historian 

Bras d'Or

Hans Himmelman's *Delawana* (Swan 51), is currently in the BVI's for the winter.


Hans departed St. Margarets Bay November 2nd, after being delayed by

seven days due to weather, with a crew of five including Hans' dad, Capt. Doug Himmelman of 88 years, Dr. Dave Morse, Mike Kew and CCA member Sandy Macmillan.

Their route was "taking the I-65" from Nova Scotia to Tortola BVI". Actually it is approximately 064° 20' W longitude. The first leg to Bermuda was accomplished in 4 days 3 hours. Most of the sailing was exhilarating although the last 36 hours into Bermuda was a little stressful and bit of a "grind" with winds between 30-50kt averaging high thirties to 40 from the NE-ENE and a sea state approximately 10-17 ft seas and the sporadic 20 footer. One has a few weak moments thinking farming has some attraction!

Their stay in Bermuda was longer than the anticipated; due to Tropical Storm Sean they were anchored there for six days waiting for a better window.

The second leg from Bermuda to Tortola was uneventful with NE-ENE winds in the low 20's and arriving 4 days 16 hours later, even catching a small tuna and a mahi mahi en route.

Hans will be cruising the BVI's with family and friends for a couple of short trips over the winter months before sailing back to Nova Scotia in the spring. 

Buzzards Bay

Post Captain Nick Newman gaveled to order the first of the Buzzards Bay Post's monthly lunches of the 2011-2012 season at the Beverly Yacht Club on the last Fri-

day of October. As we walked across the porch to enter the Club we couldn't help but notice an unusually large number of boats still on their moorings in Sippican Harbor, the result of the spectacular fall weather that extended the New England sailing season. However, no one doubted that the inevitable would soon overtake us, and we were eager to settle into the routine of chowder and sea stories.



Impala at Pienza, Italy

The day after Thanksgiving the Post repeated the drill at the Kinsale Inn in Matapoisett. At the suggestion of Commodore Sheila McCurdy we broke with tradition and held our post-Christmas lunch in Portsmouth, RI at the Melville Grille on the campus of New England Boatworks. It is hard to tell if the record turnout of almost 60 guests was the result of the Narragansett Bay location, the holiday spirit, or the eye-opening guided tour given by Don Watson of a high performance 72' racing sloop that was under construction at NEB. In January, we returned to home base in Marion where the remaining noon



*Table for new members at the Hope Club Dinner
L to R: Steve Taylor, Sue B. O'Keefe, Ray Cullum, M.E. Malone, Bob Rosbe, Judy Rosbe, Wendy Cullum, Tim O'Keefe*



Buzzards Bay continued

gatherings were held. Of special interest was Fin Perry's slide presentation of his multi-year, high latitude sailing in the North Atlantic. Among the less-frequented places on *Elskov's* itinerary were Lofoten, Svalbard, Iceland, Greenland and Baffin Island.

The Annual Post Dinner held February 10 at the elegant Hope Club in Providence was a festive evening enjoyed by over 50



Alfie Sanford

Track of *Impala's* Med Cruise, Fall 2011

members of the Post and their guests. We were particularly fortunate to be entertained with a presentation by Commodore McCurdy of her and Dave's circumnavigation of Bermuda last June hosted by the Bermuda Station. As if we didn't know how diligent she has been in her role, it was noted that she and Dave had just flown in that afternoon fresh from attending the Club's winter Ski Gam in Utah.

Alfie Sanford reports that along with Sandi Holland he flew back to Italy in September to pick up his boat which he had left at Emiliano Parenti's Tecnomar yard on the Tiber. "*Impala's* fall cruise was a return trip for me to the Tuscan Islands. I last went in 1964, on a brand new 33' Bill Tripp fiberglass Medalist. It was winter. Now I'm sailing 57' *Impala*, a wooden S&S built ten years before the other trip started." Their sailing took them to Ponza, Olbia in Sardinia, Monte Argentario, Elba, and Viareggio where they raced to a third place in the Vela Storiche (historic sailboat) regatta. They continued on the length of the Riviera to Porquerolles and then, as the season was growing late and the weather getting rougher, returned via Calvi, Corsica to Monte Argentario where *Impala* will spend the winter at Frederico

Nardi's yard. In doing so they "sailed past Giglio for the third time this trip, and will make it our first stop this spring to check out the wreck of the *Costa Concordia*."

Bob Morris reports "*Apogee* and her crew did not see enough of the Eastern Caribbean in 2011 so after completing our Atlantic circle by returning to Woods Hole *Apogee* went through a quick refit at Peter Cassidy's Buzzards Bay Yacht Services, and left on November 2nd for an exciting trip to St. Martin. Roger Merrill BOS/BBP and Bob Dwyer were aboard but not much sail handling was required, as the rig was usually a reefed staysail, running off in more wind than was needed. Nothing broke, the crew was fantastic if a little wet, and January saw us sailing south from St. Martin." From there with at various times Annie and the family, Roger and Maggie Merrill and other friends *Apogee* called at St. Barths, Statia, St. Kitts, Nevis, Montserrat, Guadeloupe, Les Saintes, Dominica, Martinique and Antigua where she was left well secured in English Harbor for a couple of months while Bob flew home to "face up to responsibilities."

In December Peter Cassidy joined the crew of his friend Jack Madden's *Lady B* sailing from Gran Canaria to Tortola. "The passage was great, easy sailing downwind, and it took 16 days. Sailing a modern Swan 60 is very similar to sailing my 1936 New York 32 *Siren*. If not for the power winches, hot water, showers, sat com, freezer/fridge, microwave, air conditioning and pressure water I would not have known the difference."

Tim O'Keefe, Secretary

Chesapeake

One hundred fifty CCA members and guests from ten CCA Stations met two dozen British sailors from the Royal Thames Yacht Club at Mear's Marina on Back Creek in Annapolis to begin the 2011

Chesapeake Rally on October 6th. Commodore Sheila McCurdy and Rear Commodore John Melchner joined with Cruise Organizer Bob Matthews to introduce RTYC's Peter Innes-Ker and his mates to our Rum Keg to celebrate the first of four bright-blue gemlike days, which included a visit to Tad DuPont's Higgins Yacht Yard



Frank Bohlen

Chesapeake Rear Commodore and Carol Melchner checking out the Rum Keg aboard restored "buy-boat" *Nellie Crockett*

in St. Michaels for a great oyster feast and Eastern Shore barbeque.

During the cruise our center-raft party boat was Ted Parish's 67' beautifully restored Chesapeake "buy-boat" *Nellie Crockett*. One afternoon the clan gathered at Tred Avon Yacht Club to watch Commodore Sheila McCurdy, with crew Jon Wright and David Cox, handily win three races in Ideal 18s against an RTYC crew from Elvin Patrick's *Flying Cloud*, thereby winning for CCA the RTYC-CCA Trophy, an ornate decanter, along with the obligation to keep it full at all times in case of visits by RTYC.

Moving on to the waterside home of Cruise organizer Bob and Lindsay Matthews, under a great white tent, we enjoyed a great dinner followed by a blustery day of sailing to Gibson Island Yacht Squadron for the final for a dockside barbeque.

As always, when friends old and new have shared such a marvelous time together,



Chesapeake continued

one didn't want it to end. Perhaps we were not the only ones who felt that way, because just as we were congratulating ourselves on another successful year, Peter Innes-Ker, our contact at Royal Thames, sent us a most welcome letter. He said that as they reflected on memories of their Chesapeake visit, "Chief among these for many of us at the Thames must be the superb welcome you gave us at your Fall Rally last month. What an excellently-organized rally and what nice people! (And what a good idea the rum barrel was!) Please accept our heartfelt thanks." Then came the surprise ending: "Some of us who were on the rally would like to make a further offer of accommodation in our own homes." Enclosed was a list of RTYC members willing to entertain any CCA members whom they had met on the rally. We believe this clearly illustrates the strong feelings of friendship and camaraderie that we shared. CCA members who were on the Rally have received a copy of Peter's letter and its list of RTYC's willing hosts.

On December 13, 2011, at the Annapolis Yacht Club, 72 Chesapeake Station members and guests kicked off the Christmas season, with some leaving directly for warmer climes just after dessert. Rear Commodore Melchner presented former R.C. Bill Brewer with his official Past Rear Commodore's pin, with visiting past R.C. Paul Ives (Florida) as a witness. Wolfgang Reuter was there in person to thank the group for his 2010 Christmas card, signed by all and sent to him a year ago in Johns Hopkins Hospital.



Poplar Island re-emerging as bird sanctuary

U.S. Corps of Engineers

The Station has maintained its monthly luncheon tradition during this snowless winter, meeting at noon on the second



Will Passano has made three races aboard this 100' Super Maxi

Tuesday of each month (except July and August) at the Annapolis Yacht Club. No reservations are necessary. Dress is informal. At our monthly luncheons as well as at all other Station events including cruises, CCA members from all other Stations are encouraged to attend. An exception to the luncheon routine was the March 11, 2012, meeting at the Philadelphia Corinthian YC, which just happens to coincide with the Philadelphia Flower Show.

May 18-20 will be the Spring Cruise, again hosted by cruise-meister Bob Mathews (410-778-9191). We will start with a raft party in Whitehall Bay at the mouth of the Severn River and sail to Galesville for a shore party, then home.

We will have our July 10th luncheon at Gibson Island Yacht Squadron with CCA-Chesapeake's Will Passano speaking about his three races aboard the 100' super-maxi yacht *ICAP Leopard*. They were becalmed during the Transatlantic but still finished in nine days with one 500-mile 24-hour run. Contact: Wally Stone 410-263-2053.

This year our August 14 lunch will include a tour of the Poplar Island restoration project, which has undertaken the rebuilding of an eroded formerly large and populated island, using spoil from dredging the ship channel approaches to Baltimore Harbor. The project is well along and is already serving as a bird sanctuary on the

Atlantic Flyway. Contact: Wally Stone 410-263-2053.

The Fall Cruise is scheduled for October 5-10, 2012, with the Station Annual Meeting at Tred Avon YC on October 7th. Contact: Bob Mathews at 410-778-9191 or rmmathews99@yahoo.com.

F.H. Hallett,

Chesapeake Station Historian



Essex

With our boats all hauled and snuggled away, and anticipating another long, hard winter (which, by the way, never came), we held our Annual Meeting on December 1, 2011. It was held at Abby's restaurant in the Dauntless Ship Yard, a departure from the Essex Corinthian Y.C. where the ESS Annual Meeting had been held for decades. Happily the ECYC has restored their catering service and we will be returning to our traditional haunt on December 4, 2012. Our Rear Commodore, Mindy Drew, confirmed that the incumbent slate of officers was carried for another year. Two committee changes were made, namely Bob and Ami Green take over the Entertainment Committee tasks from Dick and Ardis Holliday, and Dave and Sue Dickerson are taking over the duties of Cruise Chairman from Paul Hamilton and Patti Young. These two committees involve much attention to detail, as well as heavy lifting (literally), for which Dick and Ardis and Paul and Patti were warmly thanked. Our "Far Horizon," the Vernon Merritt Talisman, trophy for the station boat going the furthest East, was awarded to "Carina," as was the E. Bruce Edmonds trophy for meritorious service.

Our December "Third Thursday" lunch was a special one, hosted by R.C. Mindy Drew and P.C. Bob Drew at their home in Guilford, CT. A beautiful and festive Christmas meal was provided for fifty-three people, with several members from other stations attending. This was a real treat, and we thank the Drews for hosting the event.

On February 21 at Mason's Island YC we held a "Pott's Luck Supper"! Some 50 members and guests contributed to the

Sailing Week.com



Essex continued

meal with enough food for a small army. After dinner, Past R.C. Rives Potts gave a talk on *Carina's* exploits, including the 2011 Transatlantic, Cowes week, the Fast-net, the passage to Australia and the Sydney-Hobart race. Rives was on board for the races, while his sons Walker and Allen, along with his nephew "Little Rives," did the majority of the passages. Rives flew to Australia to join *Carina* at Christmas. The Sydney-Hobart was a wild race that more than lived up to its reputation. *Carina* won the award for coming from the farthest away, and was about the only boat without a plumb stem. The boys are now bringing *Carina* back around the world to the U.S. via South Africa, in time for this year's Bermuda Race. "Oh, to be 26 again!!" You can follow their progress on <http://yb.tl/carina>.

Other travels undertaken by ESS members included Paul and Carol Connor's recent 11-day cruise on a *Sunsail 44'* in the Grenadines. Leaving from St. Vincent, they stopped at St. Lucia, Bequia, Petit Nevis, Tobago Cays, Palm Island, Petit Sainte Vincent, Mayreau, and Isle a Quatre. In Admiralty Bay on Bequia they ran into Brad and Ann Willauer on *Eight Bells*, and Peter and Carol Willauer on *Breezing Up*.

On January 15, 2012, Tom and Dorothy Wadlow, along with Frank Bohlen, left for the Canary Islands to pick up their *Apogee 50*, *Joyant* at Porto Calero in Lanzarote.

Joyant is on her way back to the U.S. after spending six years in Europe. Their first stop was Tenerife Island, which has the tallest mountain in Spain, named Teide. After a cable car trip up the mountain, some exploring and birding, it was off to the Cape Verde Islands and Mindelo Harbor on Sao Vicente. More birding (Dorothy's passion), a side trip to Antao Santa, and then off to Antigua. They had a nice trade winds ride for 2,100 miles over 12 days before arriving at English Harbour on February 16th. Tom and Dorothy plan to have *Joyant* in Mystic by Memorial Day.



Carol Connor – view of Bloody Bay on Union Island

Paul Connor

This coming October 25, 26 and 27 the Essex Station will be hosting the CCA Fall Meeting. The events will take place in and around Essex, with the Griswold Inn as the Host Inn. Paul and Carol Connor are chairing the committee, and they will provide a detailed schedule and program in due course. Participants are urged to

sign up early by phone to the Griswold Inn at 860.767.1776, to obtain a CCA discount. They are holding all of their 32 rooms for us. As an alternative, ESS members will be opening their homes to welcome visiting participants to Connecticut. Carol Connor will be the point person for this effort – contact her at carolnoank@yahoo.com. In addition to the scheduled meet-

ings, there will be many interesting trips and events for everyone – an Essex Steam Train and River Boat Trip; visits to Mystic Seaport, the Connecticut River Museum and the Florence Griswold Museum, as well as the historic town of Essex itself. If you come by boat we can arrange for slips, dock space or moorings at Essex Yacht Club, Brewer's or the Dauntless Club. For this, please contact K.G Gregory at kg1gregory@yahoo.com.

And do not forget our Third Thursday lunches. Contact Bob Green at robertagreen321@gmail.com for details.

Jeb Embree, Historian

Florida

The Florida Station Annual Meeting kicked off with lunch at the Hanger, organized by Brooke Taliaferro, followed by a tour of the unique Salvador Dali Museum. thanks to Brooke and Jane Anne Knowlton for arranging this. Don Krippendorf and his committee ran the evening meeting and dinner which was held at the St Petersburg Yacht Club, Saturday November 5, 2011. The slate of officers were re-elected. Members were entertained with a movie of the 1952 Havana Race start taken by David Knowlton's mother that David recently upgraded to DVD. Charley Morgan was able to impart much information on the Havana Race and the yachts featured. Finally, Joel Taliaferro showed his DVD of Orient Express's Regata del Sol al Sol, the annual race from St. Petersburg to Isla Mujeres, Yucatan. All enjoyed by 43 members and guests.

The 55th Wirth Munroe race was sponsored by the CCA and the Sailfish Club of Florida and was held on Friday, December 2, 2011. The Skipper's meeting, was held the previous evening, at Chuck's Steakhouse, Fort Lauderdale. Race Committee included Buck & Mimi Gillette, Peter & Nancy Grimm, Peter Bowker, Steve & Karyn James, Peter Buttrose and Barbara Watson. They checked in all and started the race from on board Buck Gillette's *Witch*. The start was off Fort Lauderdale with 26 starters in 17 - 20 knots NE.



Brad & Ann Willauer's *Breezing Up*, Peter & Carol Willauer's *8 Bells*, and our charter boat, *Bakara* in Admiralty Bay, Bequia.

Carol Connor

Florida continued

The Sailfish Club hosted the post race party. The buffet was as splendid as always amidst a festively decorated clubhouse. It was well attended by 23 Florida Station members and guests: R.C. Jack & Glory Wills, David Bridges, Ron Council & guest, Pim & Eleanor Epler, Bob Hinckley, Steve & Karyn James, Tom Kenney & guest, Jack & Diane Myles, John & Ellyn Osmond, Skip & Connie Purcell, Harry & Joan Robinson, Tanner & Ross Rose and Barbara Watson. Jim Bishop on *White Gold* was the First CCA yacht to finish and received the trophy from R.C. Jack Wills.



Barbara Watson

James D Bishop receives the First CCA Yacht Trophy from FL RC Jack Wills at the Wirth Munroe Prize Giving

The MidWinter Rendezvous brought 78 members and guests together for two functions in the Stuart area, over the last weekend of January. Skip Barlow graciously hosted 63 at his home on Hobe Sound for the Rum Keg and buffet party. The Gunther family came by boat, including Bob and ESS R.C. Mindy Drew. Also a good show of visiting CHE members, many who spend some of the winter in our warmer southern climes.

R.C. Jack Wills led an enthusiastic group for golf on Saturday morning. That evening almost everyone found their way to the *City of Stuart* paddle wheeler for a dinner cruise. Organized by Jim Chambers, this was a less formal do than usual and was much enjoyed, certainly no one could leave early, so the chat continued till she docked.

Congratulations to Bruce Kessler, he is the recipient of *PassageMaker* magazine's Lifetime Achievement Award for 2011. From the press announcement: In March of 1990, Bruce and Joan began a three-year circumnavigation of the globe in *Zopilote* (70') that was well covered in the marine press, firing the imaginations of those who longed to cruise the oceans of the world under power rather than under sail.

In the ensuing years, the Kesslers have cruised up and down America's coasts numerous times, helping to grow the sport of cruising under power. Bruce and Joan were instrumental in creating a documentary for Pacific Asian Enterprises, builders of the ocean-crossing Nordhavn series of displacement cruisers, about 18 boats crossing the Atlantic together. Bruce also founded the Fleet Underway To Baja Rally (FUBAR), a powerboat flotilla cruise from Southern California around the tip of the Baja Peninsula and into the Sea of Cortez, with the purpose of raising funds for the host yacht club's junior fleet.



Joan and Bruce Kessler

"Bruce and Joan have 24,000 hours underway, which equates to 194,000 nautical miles at a cruising speed of 8 knots," said *PassageMaker* magazine publisher Rob Dorfmeier. "Thinking of that another way, that's three years at sea, three years of experiences which they gladly share with would-be or fellow cruisers."

"Bruce and Joan are untiring ambassadors to those who want to embrace the cruising-under-power lifestyle, whether their interests are coastal or transoceanic," said John Wooldridge, *PassageMaker's* editor-in-chief. "They participate at many of our Trawler Fest events, where cruisers come to learn and share their passion for

this sport. It's not uncommon to see Bruce sitting among a group of cruisers, folding chairs pulled into a circle on the docks, answering questions from every quarter."

Braun and Tina Jones laid up their Nordhavn 62' *Grey Pearl* in Phuket, for the winter in November, 2011, after her latest voyage from Hong Kong to Phuket, which certainly was a good one, across the south China Sea to Luzon, then through the Philippines to Borneo, back across the south China Sea to Singapore. Finally up through the Strait of Malacca to Thailand.



Grey Pearl

Sadly they lost their *Grey Pearl* to fire and here is part of Braun's report to the US Coast Guard in support of his request to cancel *Grey Pearl's* Official Documentation and Registration. "At approximately 0630 hrs. EST on December 6, 2011, a fire erupted on M/V *Grey Pearl*. She was located in a slip on "D" dock at the Yacht Haven Marina in Phuket, Thailand. At that time Braun and Tina were at their home in Virginia so his knowledge of the fire and associated events is from what he has been told by these people: the owner of South East Asia Marine Services Co. (the company he hired to service and tend to his boat in his absence), the Manager of The Yacht Haven Marina, and Steven and Carol Argosy, personal friends, owner and captains of the M/Y *Seabird*. The fire was discovered when someone on the dock saw smoke coming out of the forward dorade vents. There were also flames visible in the forward port lights. A couple of men from yachts in the marina went to the boat and decided the fire was too far along to try and extinguish it, and that it represented a real danger to the marina and the other boats therein. They and others rigged



Florida continued

a tow line using the chain from *Grey Pearl* to several dingys and began to tow *Grey Pearl* from her slip to get her out of the marina and thereby minimize damage to the marina and other boats. At this time the fire was raging and was proceeding to envelop the entire boat. During the tow the flaming *Grey Pearl* apparently brushed up against another boat, a green hulled Northern Marine trawler, which was located in a slip opposite and across the fairway from *Grey Pearl's* slip. There was some burn damage to the port bow of this boat. The *Grey Pearl* was towed approximately one quarter mile up the river and grounded on a beach. She continued to burn and smolder for about one day.

The blessing in all of this is that no one was injured and they are very thankful for that. They are also grateful for the many people that assisted them in coping with this tragedy especially the brave souls that towed the burning *Grey Pearl* and thus prevented additional damage. The fire's devastation was so complete that the accident investigation team concluded the cause of the fire will never be known.

Also of invaluable assistance to them was Al Golden, owner of International Marine Insurance Services who brokered their "Jackline" insurance policy underwritten by Markel American Insurance Company. Markel's Claims Representative, Casey Matthews, worked diligently and professionally on their behalf. He managed the process so that they were paid in full just 15 days after the accident. Outstanding service!

Braun and Tina are now actively looking to replace *Grey Pearl* with a new *Spirit of Grey Pearl*, by taking a page out of Bruce and Joan Kessler's book.

Now for an "Official Circumnavigation Completion" notice from Clint and Adair Bush, on *Emmanuel* in English Harbor, Antigua. They made landfall at the island of Marie-Galante near Guadeloupe, then moved on to Iles des Saints, where their circumnavigation line was crossed on Tuesday, January 12 at 1600 after having completed 38,665 nautical miles since leaving Key Biscayne December 24, 2005.

Their journey across the Atlantic took just over 19 days and they experienced no major problems and had the blessing of several sightings of minke whales very close aboard. Their future plans are still a bit hazy, but for now they'll be heading north to the BVI's.

A few key points about their circumnavigation: Years: six, plus three weeks. Countries and territories to which they sailed: 57 and additional countries they visited by air: four. Longest ocean passage by distance: 3060 Nm, Galapagos to Marquesas, 18 days. Longest stay in one country: eight months, 18 days, Australia. Total number of capsize, dismastings, drownings, crew overboard, mutinies, murders or arrests: Zero! Total episodes of running aground and dragging anchor: A few more than they would have liked! Where would they love to sail back to? Polynesia, Galapagos, New Zealand, Fiji, Vanuatu, Singapore, Thailand, Tasmania and several others.



Emmanuel

Also returning to the Caribbean and completing another trans Atlantic crossing is Scott Piper who notes that *Pipe Dream IX* has now logged 156,652 nm under the keel since her launch in 1996. He has been cruising with his daughter and granddaughter from Martinique to St Lucia. Where will he go next?

Jim and Betsy Long on *Two By Sea* are in the Bocas del Toro area in Panama

and will continue to cruise in Panamanian waters through the end of this year.

Steve and Karyn James, *Threshold*, report on their 2011 cruising in the Med. They were able to recommission the boat and leave Malta by mid-June and headed straight for Croatia. It was almost impossible to visit all of the islands studding this beautiful part of the Adriatic Sea, but they managed to see the highlights: from the medieval walled-city of Dubrovnik, to the jet-setter destination of Hvar, to the waterfalls of Krka National Park, to the bleak moonscape-like islands of the Kornati, and north to the ancient Roman amphitheater of Pula. They departed Croatia for an overnight passage to Venice, leaving the St. Eufemia cathedral, perched high above the old fishing village of Rovinj, glowing in the setting sun.

They thought that August would be the wrong time to visit Venice, as it is the Italian summer holiday month, but they had no problems whatsoever finding a marina spot since all the Italian sailors had headed for Croatia! Venice was magical and one of the most amazing cities they have ever visited. Arriving and living on their boat and then traveling throughout these islands only by water transport was very special when they realized that everyone lives that way here, there are no cars. Vaporettos (water buses), gondolas, or classic, elegant mahogany water taxis deliver everyone to their destination. The police, the fire brigade, grocery deliverers, FedEx, and even the ambulance are all canal boats!

After a week in Venice, they sailed across to Slovenia in the northern Adriatic for a few days and were surprised at how affluent and sophisticated it seemed. All in all, they enjoyed experiencing the Slavic culture in this part of the world, and never did get enough of the grilled calamari and excellent red wines! Their 2012 plans are to continue on through Greece and then to Turkey.

Harry and Malinda Keith went down for a great regatta in Auckland, New Zealand then land cruised the South Island. Next they are off to Bequia for Easter Regatta. They plan on taking *Lanikai* north this summer as usual, then perhaps Nova Scotia.

Steve James



Florida continued

In 2011, David and Lenore Mulock completed a three-year cruise to the Great Lakes on *Mr. G*, a 30' lobster yacht with an enclosed cabin and flybridge. In 2009, returning from the Abacos, Bahamas, they stopped in Stuart, FL, then departed Stuart late in June, up the ICW to Norfolk, bypassed Chesapeake Bay by going outside to Chincoteague, VA, and inside to Ocean City, MD. Across to Cape May, up the inside of NJ to Manisquan, north around Sandy Hook, up the Hudson River to Waterford, north of Troy. Decision time, to turn west into the Erie Canal or continue north to Lake Champlain? They turned west and continued a little more than half-way to Buffalo, where the Oswego River and canal took them north to Lake Ontario.



MWR Carolynne Cordner, Sally Murphy, Tom Kenney, Warren Woodward, Susan & John Bankston and Ted Murphy

A month was spent cruising the area from Clayton, NY, on the St. Lawrence River, to Belleville, on the Bay of Quinte, for the CCA cruise in the Thousand Islands. Once the morning temperatures fell below 40°F, they retreated south to Oswego and Erie Canals and to Brewerton, on the Erie just north of Syracuse, where at the delightful, family-run Ess-Kay Yard they hauled *Mr. G* and put him in a building for the winter.

Late June, 2010, David and Lenore went back to Lake Ontario and, at the north-west end of the Bay of Quinte, entered the Trent-Severn canal and river system which, 46 locks and two weeks later, put them in the southeast corner of Georgian Bay. They went clockwise around the south and west shores to the North Chan-

nel, then cruised west on the north shore just past Mulock Island at N46° 09 W81° 36, then turned around and cruised the north and east shores of Georgian Bay, returned through the Trent-Severn, Bay of Quinte and Lake Ontario to Brewerton for another winter haul-out.

Starting in late July 2011, David and Lenore again crossed Lake Ontario to Kingston, then went northeast up the Rideau River and canal system to Ottawa, down the Ottawa River to Montreal, and continued down river to Sorel where they entered the Richelieu River and canal system which heads south into Lake Champlain. Hurricane Irene gave them a blustery day and night below the last lock on the Richelieu, and Tropical Storm Lee blew and rained through while they were on Lake Champlain, causing their first significant weather delay

in three years as they waited six days for the canal south out of Lake Champlain to reopen. They started down the Hudson, in company with considerable debris, including pumpkins and hay bales flushed out of their fields by torrential rain, the day after the 10th anniversary of 9/11,

sneaking between periods of windy and rainy weather along the entire route, which southbound included the Chesapeake Bay and arrived back in Stuart on October 11, 2011.

Total nautical miles travelled, approximately 5000 through approximately 200 locks. Locks usually open May 1st to early November; floods in the spring of 2011 caused late opening in some areas, approximately June 1st, along with closures due to flooding from Hurricane Irene and from remnants of TS Lee. The trip was planned as a three-summer exploration of the Eastern Great Lakes and the waterways of Canada. *Mr. G* is now happily on his mooring in Little Harbour, Abaco, Bahamas, receiving some much-needed paint.

Paul and Jerri Ives cruised *Blue Hen of Lewes* up the ICW from Vero Beach to Jacksonville, through the port and city, then out into the beautiful St. Johns River. They headed back south which is actually up the northerly flowing river to join the rest of the boats to begin the Tred Avon Yacht Club's Winter St. Johns River Cruise. They spent a week going south, 140 miles to Sanford in good company. After which they retraced their course in one and a half days. Paul reckoned it was an interesting area to cruise and that the St Johns River is definitely worth seeing.

Tanner Rose is planning to participate in this year's Bermuda Race on *Glide*, a J42. Among the crew are two other CCA members, Jim Binch, NYS and Owen Smith NYS. Both Tanner's and Owen's sons will be aboard. On the return trip, Bill Gieg, CHE, plans to use celestial navigation and instruct the crew in its use.

The Florida Station is looking forward to a short cruise March 15 - 18 to Bradenton, run by Joel Taliaferro, Art Billings and Don Kripendorff.

Stuart lunches continue through April, contact Jack Will, 772-398-5525 and the St. Petersburg lunches through May, contact Charlie Morgan 727-363-6984.

See you in Bras D'Or.

Barbara Watson 

Great Lakes

The burnished mahogany surroundings in the Yale Club of New York provided our Great Lakes Station members a wonderful place for the annual Station meeting on March first.

Bob Medland, our deservedly popular Rear Commodore, was in charge of the proceedings. We elected officers (the same slate as before, with acclaim and relief that the candidates were still willing to serve) and then interesting discussions followed, particularly with respect to strengthening our presence in the CCA and the importance of identifying candidates for membership who are, shall we say, from a somewhat younger demographic. None of this interfered much with our party, a rather splendid gathering arranged by the



News from Stations & Posts



Great Lakes continued

R.C. and, mostly, Bob Knight from his perch in Chicago. By my count there were eighteen members and spouses present and accounted for, surely amounting to a nice percentage of our 25 member roster. The attendees were: from Toronto our R.C. Bob and Sally Medland, Andy and Jo Jones, Donna and Mike Hill, Barbara and Mark Ellis now resident in Essex CT, and Arthur English; from Chicago came Bob and Andy Knight, Ken and Karin Campia, Jim and Jean Foley, and Rob Lansing; while Tom Post and Rob Beebe were in from Birmingham, Michigan, and were joined for the Annual Dinner by Tom's dad, Bob Post, a longtime CCA member from the Chesapeake Station.



Onora in the Kiel Canal

At the full Club's Annual Meeting at the NYYC, on the day following our own meeting, the *John Parkinson Memorial Trophy for Transoceanic Passage* was awarded to three members of the station: to Jim Foley, *ONORA* – transpacific west to east, and transatlantic west to east (two awards); to Donna Hill, *Baccalieu III* – transatlantic west to east; and to Mike Hill, *Baccalieu III* – transpacific east to west, Indian Ocean east to west, transatlantic – east to west (three awards).

This Station always seems to have a number of our members out on the waters of the world. Gus and Carol Hancock, well into a fifth year of cruising under the CCA burgee aboard *Indigo*, send notes from Turkey, where they are wintering out in Marmaris on the north shore of the eastern Mediterranean. In summary they tell me, impressively: “we’ve cruised the eastern side of the Adriatic – Croatia, Montenegro, the

west coast of Greece, the Aegean all the way up the Turkish side and down the Greek side and many (but not all) of the islands in the Aegean. We’ve cruised east of Turkey along the coasts of Syria, Lebanon, Israel, and Egypt.”

They include a valuable caution as well, and future cruising plans: “We were going to do the Vasco da Garma Red Sea Rally next winter, spending seven months in the Red Sea and going south as far as Eritria. We have now decided that the political climate looks too unsettled to commit US flagged *Indigo* to an extended stay in the confines of the Red Sea. It would have been exciting, for us. So, this spring we will head west, to spend next winter in Spain, hopefully in Barcelona, alternatively in Cartagena, Alicante or perhaps Palma. We hope to spend the next few years in the western Med between Italy and Spain, before heading back to the US, probably via the Canaries, etc.”



Ken Campia, Barbara Ellis, Karin Campia, RC Bob Medland

The Foleys’ excellent 2011 cruising report from their second year on the Baltic in *Onora* is no less impressive. They have seen ports in Denmark, Poland, Ger-



BACK ROW (L to R): Tom Post, Mark Ellis, Donna Hill, Barbara Ellis, Ken Campia, Karen Campia, RC Bob Medland, Joan Foley, Mike Hill, Arthur English, Rob Lansing. FRONT ROW: Rob Beebe, Bob Knight, Andy Knight, Jo Jones, Andy Jones, Jim Foley.

Sally Medland



Skip Novak

many, Stockholm and the Aland Islands, Sweden’s Höga Kusten (high coast), transited the Kiel Canal, Helgoland, and then crossed the North Sea to Ramsgate, England, and on to winter and repair a well-travelled keel in Lymington. The most recent report concludes: “The Baltic is seductive. It captured us for a year more than we planned. We will miss its beautiful anchorages, medieval ports and culture capitals. But, there is more of the world to see”.

Bob Knight has reported elsewhere the details of his rescue of capsized sailors that he and Andy conducted from his “Z” boat in Lake Michigan, with much said in the offing about the importance of preparation and rescue training.

From the Antarctic peninsula GLS member Skip Novak has sent greetings from the *Pelagic Australis* team: “Last winter was the coldest on the Peninsula in 40 years, so say the scientists. Consequently, the central section of our cruising ground is still beset by brash and last years sea ice. No ships nor yachts have been south of the Lemaire Channel. In spite of this, we are continuing our filming in 3D of the wildlife, ice, station life and landscapes for Jon Bowermaster’s Ocean’s Eight Productions. *Pelagic* has successfully returned to Ushuaia after her penguin survey on Deception Island hosting the Oceanites

Sally Medland

News from Stations & Posts

Great Lakes continued

team. They had tough conditions including being icebound for a time in the caldera.”

And, finally, we have much to anticipate from our thoughtful and decidedly literate member Donna Hill, who is very focused on writing a book about her cruising adventures aboard *Baccalieu III*. The publication details will come your way when we have them.

*Rob Beebe, GLS Co-Chair
of Communications*

Gulf of Maine

The GMP remained busy during the September 2011 through January 2012 period, keeping to our (roughly) once-a-month event schedule. As ever, those events were a combination of dinners, parties, gams on the water, and speaker presentations. Here's a rundown of what transpired up here in Northern New England:



The largest Travelift in Maine, at the Front Street Shipyard tour

Peter Stoops

Sue and Jim Chambers hosted another gam in September, and generously provided almost all of the provisions for almost 30 people, who arrived by both

water and by land to their house in South Bristol.

Also in September, the annual sail on the schooner *Bowdoin* took place, with a good crowd of CCA members, students, and crew aboard this historic vessel. We were blessed with warm weather, enjoyed dinner with the crew after the sail, and provided a donation to the *Bowdoin* on behalf of the GMP.

October brought a tour of the brand-new Front Street Shipyard in Belfast. GMP member Steve White took 38

his five year circumnavigation on *Bahati*. 40 people attended the event, which took



*Post Captain Garry Schneider learns from *Bowdoin's* master*

Peter Stoops



The January Gam at Jim and Ruth Harvie's house in Topsam

Garry Schneider

of us through the state-of-the art facilities, including (the now) largest Travelift in Maine, and the storage/repair facilities the Travelift can drive in and out of to deposit boats.

Nat Warren-White got us back into the "GMP lecture circuit" in November with his presentation of

us from Maine to the South Pacific, the Indian Ocean, and all the countries in between.

Peter Plumb continued the lecture series in December, regaling a huge crowd of 70 with his second presentation in two years, this time on his cruise from British Columbia to Glacier Bay, Alaska. At the same time, Post Captain Garry Schneider took the opportunity to pass the Post Captain baton onto Peter Stoops, and the Post Secretary position to our presenter, Peter Plumb.

Jim and Ruth Harvie welcomed us into their home once again for their traditional

Garry Schneider



News from Stations & Posts



Gulf of Maine continued

January pot-luck gam. We had a pretty good turnout – 20 people – even though the forecast showed some inclement weather. As always, it was a great oppor-



Tanner and Ross Rose with instructor Leslie Schneider

tunity to get together and talk sailing while our boats are tucked away, or in warmer climes.

GMP Members Cruising

We are in touch with a number of GMP members who are out there cruising, thumbing their noses at us poor terra firma-bound armchair sailors. At last check, this is where our GMP members are sailing: Brad and Ann Willauer are in the Caribbean; Jack and Zdenka Griswold have moved from the South Pacific to New Zealand, Blair and Sherry Pyne are also in the Caribbean. There may be more...

Other Notes

Even though Garry and Leslie Schneider aren't involved in GMP Post Captain work now, they've managed to keep themselves very busy as the coordinate the events that will happen during the 2013 CCA Club Cruise, taking place here in Maine. They've made great progress, and the venues/events all look great. If you think you can give them a hand with the planning or the execution, they would welcome all comers!

Peter Stoops, Rear Commodore

New York

Larry Glenn, Rear Commodore of the New York Station of the CCA, and David Tunick, recently retired Post Captain of the North American Station of Royal Scandi-

navian Yacht Clubs and Nyländska Jaktklubben met during the Seattle CCA meeting last fall and concluded that there was a real need to provide a course to help cruising couples improve their skills and most importantly, improve their ability to work as a team.

We were lucky enough to persuade David Brown, David Tunic's successor as Post Captain to support

the program and help organize it. Next, we recruited Commodore Sheila McCurdy to organize the curriculum and to act as moderator and Anne Glenn to organize the logistics. We were also fortunate to have CCA member Ian McCurdy arrange for us to use the facilities of the SUNY Maritime College in Throgs Neck, NY, for the seminar.

After many conference calls, led by Commodore McCurdy, we developed an outline of what we wanted to teach. The targeted audience for the Safety for Cruising Couples seminar was couples who cruise short-handed, either by sail or by motor, in local waters and along the coast. The goal of the course was to give the less experienced partner the confidence in his or her abilities should the more experienced partner be occupied in addressing a problem, become incapacitated by injury or illness, or accidentally fall overboard. The teaching and administration was over-weighted to couples, but after all, the most important message was how to work together as a team!!

We recruited an all-star team of instructors from the CCA membership. Dick and

Leslie York's presentation covered man-overboard recovery techniques, and Gary and Leslie Schneider coached participants on navigation with paper charts. Ron Trossbach, ISAF Safety expert, taught a session on communication, with an emphasis on electronic distress calls with the DSC. Captain Henry Marx, Safety Equipment Specialist, displayed and discussed recommended safety equipment for a cruising boat. Thank you to these well-experienced volunteers for the time and effort they put in to the program.

To our delight the course was oversubscribed with 30 couples and a waiting list. The group was split into four work groups that rotated through each subject for an exhausting, but interesting, day.

The result was a resounding success. Feedback from participants was very enthusiastic as well as providing suggestions to improve the course. We see this kind of program as one that would be useful to present every couple of years, and we would like to help others develop similar courses.



Practicing the hoist!

Probably the majority of the great feats of seamanship of CCA members are done as couples. Passing on the knowledge gained in these adventures is a worthy goal for the CCA.

Anne Glenn

Pacific Northwest

The PNW station hosted the 2011 Fall Club meeting at the Marriott Hotel on the Seattle waterfront. Under the direction of



Pacific Northwest continued

Sue McNab (Chair), R.C. Mike O'Byrne, Jill Hearne and Joyce Lhamon, attractions included exploration along the waterfront, a boat ride to Blake Island for a First Nations salmon dinner, a ferry ride and walking tour of Bainbridge Island, a visit to the Museum of Flight and a final din-



Mt. Baker

ner at a waterfront restaurant where Mark Schrader (PNW) entertained us with a talk on their cruise "Around the Americas" which took them through the NW Passage and around Cape Horn.

The November station meeting was held at the Royal Vancouver Yacht Club with a fascinating presentation by Phil Nuytten, a deep undersea diving expert and inventor of the "Newt Suit," an atmospheric diving suit that allows divers to work at 1000' below sea level.

Other station meeting presentations included a talk by Deborah Kelly, Professor of Oceanography, University of Washington; Jim and Sue Corenman (PNW) on the development of Sail Mail, the cruising sailor's link to the e-mail world; and Mark Royce and Nancy Krill (PNW) and a portion of their 4½ year cruise on their Swedish built *Tamara*, with particular emphasis on cruising in the high latitudes, (See the last issue of *Voyages*.)

Members Cruising

Aboard *Starr*, Don and Sherry Stabbert cruised from Kobe, Japan to Honolulu. Gary and Jean Coard joined them for this leg. Brian and Mary Alice O'Neill completed their Pacific voyage, sailing *Shibui* from the Philippines to Japan, and home via the Aleutians and receiving the Far

Horizons Award at the Awards Banquet in New York. Peter and Molly Powell sailed *Blaze II* in Australia. Aboard *Starfire*, Trish and Kaspar Schibli (Joined by Doug Cole) sailed in Scotland, Norway and Sweden before returning to Scotland. After cruising with Coryn in New Foundland, Tony Gooch singlehanded *Tanui* from Labrador to Oban, Scotland. Dick and Cindy Mettler transited the Panama Canal aboard *Mentor* and on to San Blas and Puerto Morales. Aboard *Tamara*, Mark Royce and Nancy Krill cruised from Cordova to Kodiak and the Bering Sea, Prince William Sound and returned to Cordova. Rod and Jill Hearne aboard *Look Far* cruised in Puerto Rico, USVI and St. Martin. Don Patterson cruised

from Mazatlan to Ecuador, the Galapagos, American Samoa and New Zealand. Ray and Diane Jarecki did a seven-week circumnavigation of Vancouver Island aboard *Avanti*. Doug Adkins sailed as crew from Scotland to Denmark via Norway, and also Finland. He also published a positively beautiful book on *Dorada* which won rave reviews in the *Wall Street Journal*. Garth Wilcox raced the Van Isle 360 on the winning boat. Doug Fryer won Swiftsure and Class 2 aboard *Night Runner*. Rick and Maureen Meslang cruised in Tonga and Baird and Susan Tewksbury cruised the BVI and Leewards aboard the *Star Clipper*.

The PNW Station was honored at the Club meeting at the NYYC by the election of Tad Lhamon as Vice-Commodore of the CCA, Brian and Mary Alice O'Neill winning the Far Horizon Award and Mark Royce and Nancy Krill receiving the Charles H. Vilas Literary Prize for their article in *Voyages*.

Upcoming Cruises:

PNW all Club Cruise May, 2012

PNW Station Fall Cruise, September 4-10, 2012. (Details TBA)

Desolation Sound, British Columbia, Fall 2014. At this time of year, summer

often lingers into fall in an area where mountains rise above beautiful and protected anchorages. Desolation Sound is located approximately 100 miles north of Vancouver, B.C. Details to follow. Cruise Co-Chairs: Brian O'Neill svshibui@gmail.com and Dave Utley, utleydc@yahoo.com

Gil Middleton, Rear Commodore and Doug Cole, Historian

San Francisco

At our Christmas dinner meeting, the Cruiser of the Year Trophy was presented to Bill and Karen Foss who have sailed their Hylas 54 sloop *Détente* from Chicago to Turkey and cruised the Turkish coast for the past five years. The New Years Cruise at Clipper Cove was attended by five yachts and 19 people. Since his December installation as Rear Commodore, Dr. Zia Ahari has set an active pace for our station. His proposal for a circumnavigator pin was approved by the Board of Governors in March. The SFA Station now has 91 members of which 12 are non-resident.



Robby Robinson presents the San Francisco Station Cruiser of the Year Award to Bill and Karen Foss

Dick Enersen

Our station members have a wide range of racing and cruising activities planned. Peter Noonan is going to take his Swan 56' *Defiance* through the big ditch in Panama, enter the Newport-Bermuda Race in June and later cruise in New England. Jim Quanci who has sailed so many times to Hawaii that he has lost count, is trying a new trick this year with his entry of *Green Buffalo* into the Singlehanded Transpac. International cruisers include Bill Foss who spend his last summer in Turkey and then head through the small ditch of the



News from Stations & Posts



Corinth Canal, cruise the west coast of Greece and then secure *Détente* in Sicily for the winter. Bill Chapman is now in Sicily and will cruise the west coast of Italy, the Balearics, Costa del Sol and end up for the winter in Rota, Spain. Jim and Mimi Cornelius and Don and Joanie Bekins have chartered a self-drive boat to cruise the Canal du Midi route from its high point down to the Med in September.

On the other side of the globe, Chris Parkman is joining a friend to sail his small yacht on a voyage to New Zealand from San Francisco. John McCartney, currently in Mexico, plans to take *Music* from Puerto Vallarta to the Marquesas and French Polynesia. Nearer to home, Zia Ahari and Bob Van Blaricom are planning a trip to the Channel Islands and San Diego on Zia's *Athesa*. Clark Beek may also cruise *Condesa* to the Channel Islands or go for a lazy trip to the Delta. Chuck and Susan Hawley envision a family trip with three teenage daughters to the Delta on Chuck's *Alerion Express* 38 yawl *Surprise*. Earlier this year, Chris Parkman, Robby Robinson and Steve Mason helped bring Roger Swanson's *Cloud Nine* from La Paz to San Diego and to new owner.

The beautiful waters of the Pacific Northwest and points further north are calling several members. Wyman and Gay Harris plan a four months trip to Alaska on *Safari* with several grandsons aboard. Steve and Ginger Mason have wintered Sea Jay in British Columbia and are leaving in May to Alaska, returning to the Bay Area by September. Bruce and Lynne Munroe are trucking their Sabre 402 sloop *Princess* to Anacortes at the end of April, do the PNW Cruise in early May and then head to Glacier Bay, Alaska for the 4th of July festivities. Bill and Paula LeRoy will join them for part of the Alaska trip. Skip Allen has a new cruising cat which he plans to trailer north and launch in Anacortes for a summer of cruising the San Juans, Gulf Islands and Straits of Georgia. Jerry and Karen Eaton will be in the same area with their power boat *Pelican*.



Chris Parkman and Zia Ahari

On the East Coast, Stafford Keegin has his yacht *Bay Leaf*, based in Great Cranberry Island, Maine and plans cruising up to Nova Scotia in early July with Liz Baylis and husband Todd Hedin aboard. Liz's time is limited by events relating to the 2012 Olympics in London. Peter and Melina Darbee have spent five weeks cruising in the Caribbean on their newly acquired Oyster 62, *Mystic Pearl* and plan to head north also to Nova Scotia cruise with the Boston Station. Bob and Susan Bernheim plan cruising in Florida in *Soft Touch* this Spring and maybe to Cuba in November if permits can be obtained. Fritz Warren recently enjoyed an 11 day cruise in the Windward Islands as a passenger and reflected this was the most relaxing of his five previous trips in the area. Bill LeRoy just returned from a Moorings charter out of St. Martin. In April he plans to sail *Gone with Wind* up from Charlestown to Long Island and later to Maine.

John E. Sanford, Historian

Southern California

Our Southern California Station under the inspirational leadership of Rear Commodore Tod White had an outstanding year. We held our final meeting of 2011 with some eighty members and guests in attendance at the Newport Harbor Yacht Club. Our speaker for the evening was member Robbie Vaughan who entertained us with a slide show and narrative of his recent voyage in his 68-foot sloop, *Van Diemen III*. The event filled passage was from Sydney, Australia to Newport Beach, California. You will be able to read more

about Robbie's adventures in the forthcoming edition of CCA's *Voyages*.



Model of *San Salvador*

Members Gary Gould and Ray Ashley with help from Program Chairman, Jerry Montgomery outdid themselves by planning and holding our October luncheon meeting at the San Salvador Village, construction site of Juan Rodriguez Cabrillo's 1542 flagship, *San Salvador*. We were hosted by the Maritime Museum of San Diego. What an impressive project: the keel has been laid for this 92 foot



Our L.A Harbor cruiser, *Mauretania*

galleon. Shipwrights, blacksmiths, and ship designer Doug Sharp are all hard at work to get her ready to splash in by the end of 2013. The site included many well-researched exhibits describing everything from life aboard in 1542 to shipbuilding technology then and now. This is a terrific project and definitely worth a visit should you be out our way.

"One of our best cruises!" This was the consensus of all who joined our Fall Cruise this year. It kicked off with 32 of



San Salvador under construction



Southern California continued

us touring Los Angeles Harbor, aboard *M.V. Mauretania*, an 80-foot classic motor yacht. This was followed by dinner at the Los Angeles Yacht Club.

The next morning, we left early for the 60 nm cruise to Ventura. Boats participating were: *Bonnie Doone* with Andrew and Corky Dossett and Jack Cahill, *Carina* with Burt and Bonnie Zillgitt, *Seascope* with Linda and Tod White, *Bel Ami* with Bill and Jeri Barsz, *Chez Nous* with Al and JoLinda Garnier and Chuck and Pam Cook, and *Pacific High* with Jim and Jill Morgan and Rick and Monika Sanders. Before departing, Cruise Chair, Jim Morgan presented each boat with a boat bag embroidered with the CCA logo and that boat's name and containing excellent wine and a superb book: *An Illustrated History of the Port of Los Angeles*. We were well provisioned for our trip up the coast.



Gorge Griffith and Rick Sanders
aboard *Mauretania*

Jim had arranged slips for all of us at the Ventura Yacht Club. We enjoyed drinks and stories aboard *Pacific High*, and then moved the party to *Carina* before all were welcomed for dinner at the VYC.

The next morning started foggy and stayed foggy all the way to our next stop: Santa Barbara. Fog is the norm for this area late October. It was eerie beautiful. The sea was glassy calm, not a breath of air, visibility maybe 30 yards. The only movements, besides our own, of course, were the birds quietly drifting or occasionally diving. After a few hours in this foggy cocoon, Stearns Wharf appeared. Jim Morgan again had arranged slips for us in the harbor. *Chez Nous*, being a couple of feet too long for the available slips, anchored out. We had a talky cocktail hour at the Santa Barbara YC followed by an excellent seafood dinner at a nearby restaurant.

We all went our own ways the following day enjoying the many attractions of Santa Barbara, then reconvened at the home of Ed and Ann Brady in the Montecito hills above Santa Barbara. Ed and Ann usually host us when CCA cruises to Santa Barbara and, as usual, this was a really fun and sumptuous party. Frank and Allan Trane drove up to help us enjoy gourmet goodies and drinks. Some even kicked up their heels to the music of Kalinka, a five-piece band that played very lively music with a gypsy flavor. Great fun.

The next morning, some headed home while others cruised across the Santa Barbara Channel to Santa Cruz Island. Jeff and Anne Cannon and Carol Hambleton who came across from Ventura in Carol's 1969 classic, *Kairos*, with Margaritas, met us in Pelican Cove. Being met in Pelican by the Hambleton's bearing Margaritas is a long-standing tradition that Carol is maintaining despite her husbands Rick's death last summer.

The following day, the cruise disbanded. *Chez Nous* stopped at Santa Barbara Island. *Bonnie Doone* and *Seascope* over-nighted off Malibu at Paradise Cove. *Bel Ami* headed back to San Diego with a stop at Catalina. Others had left the day before. All agreed: an outstanding cruise!



Jeri Barsz, Bill Barsz, Jill and
Jim Morgan aboard *Mauretania*

Jerry Montgomery will be our next Rear Commodore. Jerry has done a great job these past two years as our Entertainment Chairman. He certainly has the experience as past Commodore of Alamitos Bay YC, Transpacific YC, Newport Ocean Racing Association and the Southern California Yachting Association.

Our first meeting of the year, under Jerry's leadership was held at the Los Angeles YC and host Jim Morgan treated us to a review of "CCA Yachting Etiquette". It

was quite interesting and we all learned a few things we thought we knew.

A final note, our congratulations to our very active cruising SOC Station members, Mark and Dottie Hazlett. They have been honored with two CCA John Parkinson Memorial Trophy Awards and a Transoceanic Pennant. They are currently cruising through New Zealand, after having left from Hawaii, sailed down the West Coast of California, down the coast of Mexico, then through the Marquesas and Polynesia on their way to new Zealand.

Dick Lawrence, Historian and
Tod White, Rear Commodore



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 for the CCA Cruise in 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



Tracing Our History VI 1942 - Personal experiences of World War II

The previous five articles highlighted the Club's history from 1938 to 1941.

The year was 1942 and World War II was in full swing. The Annual Meeting was held on January 14 at the New York Yacht Club for the first time and Commodore Alfred Stanford was reelected. We were at war and many members were serving their country in distant places and varying capacities. No Blue Water Medal was presented and no club activities scheduled during the year. A motion was passed allowing the club treasurer to waive the dues of any member who was encountering financial hardships due to his wartime service.

At the conclusion of the last installment, members who served during World War II were asked to share some of their experiences. Six members contributed (with some prodding) and their recollections follow. This issue is dedicated to them and others who served. – Jack Towle. Historian

Russ Field - Boston Station

This is not a "War Story"; rather, what I did flying WX Recon.



Ross Field (right), crew chief "Red" (left)

In late May 1944 I joined a National Guard Squadron in Bari, Italy which had just been designated as the 154th Weather Reconnaissance Squadron, part of the 15th Air Force, a strategic Bomb Group. The operational area for the 15th extended from southern France, southern Germany, and Austria to Romania. At 600 miles, France was the longest flight; Ploesti, 500 miles. However most flights were 300-400 miles over Yugoslavia and Austria. There were three primary missions.

1. A pilot's day usually began around 1:00 a.m. We'd have breakfast and then were briefed on the target and expected weather, including winds aloft. Our navigation equipment was minimal – a compass. We had a route map – about 10"x6" – which was on our knee clipboard. We calculated our distance flown by flying at a set speed and compensated for the expected winds aloft. A flight consisted of two planes in case of mal-

functions. On clear nights the sky was very bright and our two planes kept in close visual contact. Surprisingly, most cities and towns were well lit, so we had many check points. The plan was for us to be over the day's target at dawn and then radio the route and weather conditions back to Headquarters. Our planes had specially modified VHF radios which could transmit over 500 miles.

Coming home was easy, we had a friend, "Big Fence," which was a radio direction finding headquarters not far from Bari. When I called Big Fence, four or five other radio direction finding stations placed along the Italian east coast would be taking a bearing on me and calling that in to Big Fence. By the time I had finished my count down, Big Fence gave me my course home.

2. When a target was expected to be "smoked", as was the case at Ploesti, we would fly 50 to 70 miles ahead of the bombers to be over the target in time to report the surface winds. Since the 15th's bombers bombed visually they needed a visual "Initial Point" from which they would make their run. We usually had to have several "flights" in the target area because bombing runs with over 500 bombers might last over an hour and our planes had limited fuel. The additional flights enabled continuous weather updating.

3. Other missions might patrol the Yugoslavian coast to report to returning planes areas where there was the least turbulence, as in thunderstorms. This was especially important information, since "crippled" planes often could not maintain their altitude coming home and needed to avoid any bumpy weather. On one such occasion I was flying an after-

noon mission in broken clouds and I ran into heavy turbulence on my way home. When I thought I was over the Adriatic, I let down and when I broke out beneath the clouds I was amazed to find that I just missed running into one large water-spout.

In the summer of 1944, there weren't too many German aircraft or AA guns to bother individual reconnaissance planes. Perhaps our most dangerous missions were those when we flew ahead of the bombers and then stayed in the vicinity of the target during the actual bombing runs. A major target was the oil refineries at Ploesti which the Germans fiercely defended with flak "box barrages". A pretty fearsome place to fly in. While we loitered in the target area, we didn't have to be in the middle of it, but near enough have flack. Those missions at Ploesti earned several of us DFCs. (Distinguished Flying Cross)

My second DFC was awarded after I came home. This past fall I went to the Army Archives to get a copy of the citation and was more than a little embarrassed. My commanding officer got a little over-enthusiastic writing about my rough, bad weather mission and let down over a very distant target.

On a more humorous note: Most pilots had various ways to record their missions on the nose of their plane. In my case, my crew chief painted a little star for each mission. After Romania came under Russian control we ran courier flights to Bucharest. On my first trip, the Russians were really ticked off when they saw that I had some 20 or 30 RED stars on my plane. My crew chief and I quickly decided blue was more appropriate.

That's enough war stories. To which my English friend, when asked replied: "Were they true?" would say "Could be!" And they usually were!

HISTORY OF THE CCA

Hank Straus - New York Station

It was a new moon. Standing on the frozen ledge, it was hard to believe how we'd gotten there and harder to believe we'd ever get off.

For four days we had been plowing through high seas, gale force winds, blinding snow. At 8 pm on February 17, 1942, I was finishing my watch on the bridge of the USS Pollux, a navy supply ship en route to a new base in Argentina, Newfoundland. Somewhere out in the white blanket were the destroyers Truxton and Wilkes, escorting us up the jagged Canadian coast. The task force Commander on the Wilkes had radar, which was new. He signaled we would arrive at Point Able, off Argentina, at 4 am. Our navigator believed we were off course and was in discussion with the Skipper.

I was awakened at 4 am by a terrific crash. In the jumble of falling bunks and stumbling men, I made my way to the port wing. I saw a snow-covered cliff only a few hundred feet away, white against the blackness. The ship lurched to starboard and a wave roared over the decks. We were aground.

The cold gray dawn revealed that we were lying 50 yards from a tiny rocky beach, backed by a ledge about 25 feet high. Behind that was an ice-covered cliff rising more than 150 feet. The water reading was 30 degrees, our fuel tanks had ruptured, and heavy bunker oil coated the waves. Each wave felt like a collision of locomotives. After eight pounding hours, the bow forward of the bridge broke off. We knew we couldn't save our ship; we'd be lucky to save our-



Hank Straus

selves. The captain gave permission to abandon ship.

More than 90 sailors went over the side, sliding down lines and scrambling over cargo nets. Some disappeared the minute they hit the icy, oil and debris-filled water. Some were swept away by the raging waves. Two men had managed to survive and make it to the promontory. The navigator took a spool of light, strong line, attached a telephone mouthpiece to one end and swung it to the promontory. We attached a heavier line and they fixed it to a boulder, allowing a boson's chair to ride men to the ledge. As the tide came in and picked men off, I was one of about 100, wondering if we had escaped the ship only to die on the ledge.

It had been sixteen grueling hours since we went aground, and the last four of them freezing on the ledge. A voice from above yelled, "Is anybody down there?" "You bet your ass," one of the men shouted. One by one, survivors were hauled up the cliff by a few fishermen from Lawn, who'd fought their way for miles through the snow storm, based on the word of a young boy who thought he'd seen a ship aground.

They were soon joined by a group of miners from St. Lawrence who had come from a long, dangerous day of rescuing the few that survived the destruction of the Truxton, in nearby Chambers Cove. Two hundred and thirteen sailors died that day. The reason we survived were the men who risked their own lives to rescue us and the women who scrubbed us clean and took us into their homes for food, clothes, and rest.

After a field commission, I had command of a sub chaser in the Solomon Islands, where the water was warmer, and the skies over Guadalcanal were hot.

Two excellent books give additional details of this tragedy: *Northern Seas, Hardy Sailors* by the late CCA member George Whiteley and, for a more in depth review, read *Standing into Danger* by Cassie Brown. Also, go to youtube.com under "Henry Straus" (one "s") for additional information.

Stan Livingston - Boston Station



Stan Livingston (right)

During the summer of 1940 I read about the war in Europe and also learned that our government was considering a draft to build up our armed forces. I found that the Navy had a program called V-7 where a college graduate could go through intensive training

and come out with a commission as an Ensign, United States Naval Reserve. I enrolled and the first assignment was as an Apprentice Seaman (the lowest of the low) aboard the heavy cruiser USS Quincy. We swabbed, swept, painted and had many classes. I recall one of the latter that was conducted by the ships Communications Officer. In the following question and answer period one of our group asked him what he thought of the Japanese Navy. He replied that it was very poor and that if it came to war the U S Navy would defeat it in not more than three months. Our class graduated on June 6, 1941 and I became an Ensign, USNR.

I was at Keyport Torpedo Station near Bremerton, Washington on December 7th. The Keyport Commanding Officer was a USN Captain and at one point he asked me what type of sea duty I would like to have. I said "PT boats". He replied "Those damn things are just a pile of plywood - they are not a part of the real navy. You would make a good destroyer officer". The Captain put an endorsement on my request saying the navy would be better served if I was assigned to a destroyer rather than a PT boat. In the early spring of 1942 I was given orders to report to the destroyer USS *Chevalier* DD451 that was under construction at the Bath Iron Works in Maine.

The *Chevalier* was one of nine ships that were in the first squadron of Fletcher class 2100 ton destroyers. About half of the crew came from the navy's Great Lakes Training Center who had never seen the ocean before. When the *Chevalier* was put into commission in July of 1942 at the Boston Navy yard I had never been to sea on a Navy vessel, I was



Pollux on the Rocks

HISTORY OF THE CCA

twenty three years old and I became one of the three officers who were Officer of the Deck when the ship was underway – in command of a vessel with over two hundred personnel. The Navy was very short of qualified officer personnel! After shakedown at Guantanamo Bay we escorted a large tanker from Galveston, Texas to Norfolk, Virginia. *Chevalier*



USS Chevalier

had a number of escort assignments in the Atlantic in the fall of 1942. One was with a large convoy of merchant ships that took supplies to the newly landed army troops in Casablanca. Another was to escort a new battleship from Norfolk to Penobscot Bay in Maine for speed trials on a measured mile. The northbound trip was into a northeast gale – the worst seas I have ever been in. In December three destroyers including *Chevalier* escorted three small aircraft carriers to Noumea in New Caledonia in the Pacific. *Chevalier* transited the Panama Canal on New Year's eve 1942/1943.

We arrived in the Guadalcanal area after the main naval engagements had taken place. However we were in the task force that was attacked by Japanese torpedo bombers in late January resulting in the sinking of the heavy cruiser USS Chicago. We took part in numerous shore bombardments and on a few occasions we escorted WW I four stack destroyers that had been converted to mine layers. The life aboard in a war zone was strenuous and exhausting but I felt that the responsibility was very rewarding.

Around the time of the commissioning of the *Chevalier*, I had set in motion a non official request to be sent to PT boat school. It was therefore with great surprise that on June 4th I received orders to report to the Motor Torpedo Boat Training Center in Melville Rhode Island. *Chevalier's* Commanding and Executive Officers were amazed because being transferred off a destroyer was very unusual. After departing I did receive a communication from the ship that read "Best of luck to you Stan – All Hands."

The training at the PT school was intensive and included a lot of boat handling. At the conclusion of the course I was ordered to report to Squadron 29 which was located at the Brooklyn Navy Yard. The boats of the squadron were

under construction at the Elco Boat Works in Bayonne, New Jersey. There were twelve boats in the squadron and I was assigned as the skipper of PT 558. After shakedown we were ordered to return to New York where we were loaded as deck cargo on tankers and taken to Oran in Mediterranean Africa. From there we proceeded on our own along

Africa's north coast to Bizerte and then up to the island of Maddalena which lay between Sardinia and Corsica where there was a repair base facility.

Our forward bases for operations became Bastia at the northeast corner and Calvi on the northern shore of Corsica. We operated almost exclusively at night and our mission was to try to sink German self propelled lighters that carried munitions and supplies down the Italian west coast from Genoa and Leghorn to a location that was north of the current battle line. Vehicle and train bridges had been destroyed by the allied aircraft so the lighters were used to get the supplies south. Ron 29 was the first PT squadron in the Med that had radar and this gave us an advantage. We operated in groups of three boats with the skipper of the lead boat in tactical command. (Later I was relieved of the command of 558 and became a Division



Commander whose job was to lead three boat groups). In the typical operation a three boat group would patrol at low speed about two miles offshore. When a German convoy was picked up by radar the group would maneuver to approach the convoy from ahead at idle speed – no wake could be made. When the distance had been reduced to about 1,000 yards, torpedoes were dropped and at this point the enemy usually sighted us and started firing. We accelerated in a 180 degree turn, laid smoke and got out of there. Each PT had a 40 mm, a 20mm

and a couple of 50 caliber guns. Fortunately in all of our operations only a few shipmates received shrapnel wounds. No one was killed. We were able to sink a few barges but the odds were against us.

As the senior boat officer, on a number of occasions I was assigned to go to a deserted spot on the southern coast of France in the middle of the night to land or take off an individual. On each occasion I was accompanied by a U S army intelligence officer who designated where the landing was to be made. My boat was the taxi and the reason we were chosen was our radar which allowed us to find the exact spot for the transfer. It was very gratifying to come into a deserted cove, send a light signal ashore and receive a light signal in reply. Of course we never knew what kind of information was being transferred, but we imagined it was data on the location of troops and military installations in northwest France to be used at the time of the upcoming invasion. On one of the trips we landed a woman. We were never detected by enemy forces.

At one point I was the senior officer in charge of four PT boats that landed Senagalese soldiers on northern shore of the island of Elba on the night before the invasion of that island. The actor, Douglas Fairbanks, Jr., was in charge of a number of air/sea rescue craft that provided a diversionary operation during the landings. After a briefing that covered the plans for the invasion he came to me and asked if he could come on my boat for the invasion. I said, "Sure". He said he was exhausted and of the eighteen hours that he was aboard he spent most of them asleep in my bunk. A few months later my wife, Martie, sent me a clipping from the New York Times that announced that Douglas Fairbanks, Jr. had been awarded the Croix de Guerre by France for his contributions to the invasion of Elba!

For the invasion of southern France I was assigned to PT 555 to be the officer in tactical command, which meant that I was responsible for carrying out any mission that was given to the boat and its crew. Our mission was to proceed to the town of Port de Bouc at the estuary of the Rhone River west of Marseille to determine if that port was under French or German control. Port de Bouc had a sizeable fuel oil storage facility and the army needed to know if it would be immediately available to supply the forces that were scheduled to move north up the Rhone Valley. We were told

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that there was a mine field off the port and were given a chart showing where there was a swept channel leading to the port.

It was a quiet day and we powered at speed – 25 knots – to the spot that was shown as the entrance to the swept channel. We then proceeded at idling speed – 8 knots – towards the town. When we got close enough we were greatly relieved to see Free French flags flying. The harbor master came out and escorted us in through a floating net that was mined to a waiting crowd of about 200 cheering Frenchmen. It was very emotional. I wrote a brief report that the port was in Free French hands and gave it to the boat's radioman to transmit to the flagship. He reported that he was not able to make contact. As we prepared to leave, the harbor master told us of the minefield and suggested that a couple of his pilots go with us. We advanced to a speed of 28 knots and steered a course that was the reciprocal of our entry course. About five minutes later there was a tremendous explosion at the back of the boat. The last 20 feet of the boat had disappeared along with five of the crew. We had hit a mine.

The first thing done was to anchor the boat. There was no power so no radio to transmit our message and no bilge pump. A bucket brigade was started and it was determined that the bulkhead ahead of the engine room had not been seriously damaged so water was now rapidly pouring into the next compartment. Five of the men had been blown overboard in the explosion and were in an inflatable. They had a couple of paddles but under the conditions they were slowly drifting downwind from the boat. I decided that it was essential to try to get them back. I had some of those left on board gather every rope that was available. These were then tied end to end and I dove overboard and with the rope's end tied around my waist as I swam out to the inflatable. How far? Probably around a hundred yards. Rescue accomplished. Then a U. S. float plane circled around overhead and landed nearby. We were able to tell the pilot that we had an important message we needed to get to headquarters. Before we could produce a written message a French fishing boat hit a mine and blew up. Evidently the plane's pilot thought we were being fired upon from the shore so he took off. Message still undelivered. I decided that we should go ashore and see if we could find a way to

deliver the message. We paddled a small inflatable to a small fishing town named Carro. We arrived just after sunset and entered through a mined floating net. The town was deserted, but at one point a distant door opened and we saw a person with a lantern light. Only after extensive knocking did what sounded like an elderly man answer. We found that the nearest Free French headquarters was in a nearby inland town but that there were German patrols in the area. We set out and were soon met by a Free French patrol that was in an ancient small bus powered by propane. When we arrived at the headquarters we were challenged by a sentry. The sentry and Lt. Comdr. Bataille, a member of the French Navy who was traveling with us, recognized each other and fell into an emotional embrace.

We found that there was no way we could get a message through. Early the next morning we returned to Carro and my French companion was able to get two fishing boats to take us out to the anchored PT which was floating about as it had been. Needless to say the crew was thrilled to see us. It was a calm day and we could easily see the mines that appeared to be about two feet under water. We put one fishing boat ahead with a line to the bow of the PT and one behind with a line to the stern. I stood on the cabin top of the lead fishing boat and we slowly started to tow it in. When I saw a mine ahead I would shout and signal the following fishing boat to back down. The forward boat then would go ahead and steer around the mine. It was a slow and tedious procedure but it worked and PT 555 ended up alongside a dock in Carro Harbor. I left there by hitchhiking back through Marseille to Toulon where I was able to rejoin the squadron. I heard that some time later that they tried to tow PT 555 to some port to the east and encountered a bad storm so they had to abandon and sink the boat.

From England I returned to the PT base at Melville, Rhode Island and was attached to the staff there. I was scheduled to go out to the Pacific as a replacement Squadron Commander. Fortunately the war ended and I was discharged in the fall of 1945. I was promoted to the rank of Lieutenant Commander USNR during my terminal leave.

Postscript – In December of 1944 I was completely surprised when I was notified that I had been awarded the Silver Star for “conspicuous gallantry and intrepid-

ity” during actions taken during my PT boat service. My first reaction and that which I still believe, was that the award was not warranted. Whatever I did came naturally and was undertaken to try to achieve everything that was positive and possible. For instance, when I was preparing to swim a line out to the inflatable I did not occur to me that I should stop and consider whether it was a good idea to go swimming in a mine field. Rather, “It was shipmates need help; do it.” On reflection, I am honored to have received the award.

Bill Whitney - Pacific Northwest Station



Bill Whitney

My flying career actually began during my second year of college in fall of 1941 when I applied and received approval for training in the Civilian Pilot Training Program being offered through about 45 colleges and received my wings and commis-

sion. In June, 1943 and was ordered to Barksdale, Louisiana, for further transition and combat training.

At Barksdale, I had one of my most memorable life experiences. Because of the high accident rate being encountered by Martin B-26's, the Senate had established a committee investigation with Senator Harry Truman as chairman. While attempting a takeoff one day, we encountered a strange pulling of the plane to the right. After a couple of repeated attempts we taxied from the runway and shut down whereby we were immediately met by Truman and Martin engineers. After numerous questions I replied, “There are 98 instruments on the panel and I was having a bad time holding the plane on the runway and couldn't observe every instrument.” Truman then interjected stating that they had asked enough and then inquired as to where we might share a drink. We went to the officers club and I had a nice relaxing chat with the then Senator for nearly an hour.

From Barksdale, I was ordered to join crew of a new B-26 to be ferried via the southern route to England. It was equipped with special temporary bomb bay fuel tanks to extend the cruise range. After numerous stops along the way we

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arrived at Lands End, England. On April 24, I was flown with other crew members to Stansted Air Base, to join the 496th Squadron of the 344th Bomb Group on April 24, 1944.

After checking in, I went to operations and inquired as to when I might start flying missions. I was given a curt reply by the Major, "Take it easy, don't be eager, you'll get shot down soon enough." I went to bed only to be awakened very early the following morning of April 27 and requested to report to Operations. Our target was to be V1 sites at the German Fort Mardick Coastal Defense site located quite close to Dunkirk which had become one of the most highly defended locations on the French coast with a large number of anti-aircraft gun batteries and certainly was no 'Milk Run' target area.

We had just dropped our bombs and closed the bomb bay doors in the midst of increasing flak from 88 mm artillery type guns with its reddish black puffs and minor jolts when suddenly there were two tremendous jolting explosions. The starboard engine appeared to be running at full power and to be pulling us into a tight downward spiral dive. The pilot, Lt. Savko grabbed the throttles back and was pulling on the wheel trying to break the dive. He yelled and motioned with his hand to "get out" and I assumed he would be following me. With other means of escape inoperable, I decided to open the top hatches as a means of escape. (We had been instructed to never use a top hatch for bailing out from the B26 as one would likely hit the tail assembly). I finally mustered enough strength to open the top hatches. I started to exit through one of them when some kind of explosion occurred.

I was briefly unconscious and the next thing I remember was that I was at about 3,000 feet with a partially open chute. I frantically worked on fully opening the chute, pulling on the rip cord which seemed to be still engaged and working the twisted shroud lines. Because of a tear, I was descending at a somewhat higher rate than a normal parachute descent. Using the shroud lines to avoid a power line, I landed on the steep bank of a ditch. I was badly bruised and it was extremely painful to move but I unhitched from the chute and gathered it into a bundle.

After struggling a considerable distance to the ditch end, I decided to crawl into a haystack and hide until evening darkness came. My back was giving me lots of pain, my right shoulder was also quite painful, my right knee was extremely sore and I had various bruises and scratches plus a severe and bleeding bruise on my forehead; otherwise I seemed to be ok. After a while, I heard dogs yelping and I looked out to see them rapidly approaching me. I also could see Wehrmacht soldiers surrounding the field. The Germans shouted for me to come out and I was captured. I was taken by motorcycle sidecar to St.



B-26

Omer, a small village, known as a famous battle site in World War I.

At St. Omer, I met S/Sgt Whitworth, Engineer Gunner, who was the only other survivor from our plane. Reports from other planes in our group indicated that they only saw one chute from our plane, which was apparently his and they had not seen anyone else parachute.

Whitworth and I were locked in rather crude cells at St. Omer in an old roadside building. The following day, I was escorted to an underground installation at Fort Mardick where I was interrogated by an SS Captain. After a few rounds of, "Name, rank and serial number" and "I am sorry but I cannot answer that!", he became irritated and had a guard escort me back to the cell at St. Omar. Soon after I had been returned to the cell, Whitworth and I were prodded aboard a truck taken onward to a Gestapo prison in Lille, France.

At Lille we were imprisoned in an ancient French civilian prison which had been taken over by the SS and Gestapo. The cells were below outside ground level and the building and cells were

constructed of large stone blocks. The only light was from the corridor through a small barred opening in the heavy cell door and through a small opening with bars looking out into a sunken courtyard. The only water provided was dumped daily into a former urinal container. The prison was a "hell hole."

Daily food consisted of a slice of heavy bread and a cup of potato or green soup made from some vegetable greens. My thoughts focused upon possible escape but the prison was extremely secure with a locked cell door, a locked hallway door, and additional locked doors before reaching the outside. However, after five days, a guard came to my cell door with a tray of food containing cheese and Danish style pressed meat, bread and a cup of ersatz coffee. I was feeling buoyed in spirit until he announced that the reason for the special food was that this was to be my last day as they were going to shoot me later in the morning.

Later on, they came and escorted Whitworth, two other prisoners and myself to a loading yard near the entrance of the prison. We were lined up in front of a wall and told to face the wall. There were four soldiers with rifles standing in line behind us. We were told that they were waiting for the Oberst (Colonel in command) to arrive and his final order for our execution.

Finally the Oberst arrived and about the same time a flatbed dory with several men in coveralls with big POW letters on their back drove up. When it first arrived, not seeing the 'POW' letters, I assumed the dory had been summoned to haul away our bodies. However, instead of shooting us, the guards prodded the four of us onto the dory with the men in coveralls and we headed for the Lille, France railway station. We were taken onward to Frankfurt and a large interrogation center known as Dulag Luft which was run by the Luftwaffe. The Luftwaffe had official jurisdiction over all allied aircrew prisoners. This was a very fortunate situation as the Luftwaffe held closer to the Geneva Convention in treatment of prisoners. However, Dulag Luft could be a rather rough experience since the Germans were trying all kinds of methods in attempt at breaking a prisoner down until he gave out valuable information.

At Dulag Luft I was immediately placed in solitary confinement in a cell with bare walls and no visible openings except for

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the door which sealed solidly when closed. As I was escorted to the cell, there was this continuous screaming in English, "Please don't beat me, I'll tell you what you want to know", etc. The sounds were obviously coming from a loudspeaker system to add atmosphere for our benefit. The cell was air tight and we were told we might suffocate if they forgot to open the door occasionally. Also, they had some kind of a radiator system which alternately produced a very cold temperature or could make the cell very warm. There was one very small electric light bulb in the ceiling which also would be turned off for long periods creating total darkness

Food consisted of a basic ration similar to that I had received at the Gestapo prison but alternately a better serving was given in combination with the type of interrogation. Periodically, I was taken to an interrogation room and queried by a Luftwaffe officer. The questioning varied with one time encountering an interrogator with a friendly soft spoken approach and next time meeting a tough hard line threatening type interrogator. However, at no time was I physically beaten.

After several interrogations they gave up and released me to be transported to a POW camp. My Dulag Luft time was shortened by the apparent conclusion that they were not going to obtain valuable information and also by the fact that there was a big influx of additional prisoners arriving because of some heavy allied losses.

I was curtly advised that I was to be transferred to the major flying officer internment camp at Sagan in eastern Germany known as Stalag Luft III. I was



Stalag Luft III

and motioned for us to proceed out the gate. I was later told that he would restrain from saluting and turn his back to those who had broken down under interrogation.

As I was escorted across to the transient camp, a yell arose from a group of prisoners inside the camp that I was being taken to and who were observing the check out procedure. There standing was my good friend, Jack Porter, whose bunk I had moved into before being shot down. He now had a heavy beard and looked rather haggard but was physically ok. It was a great relief to be with a good friend, regardless of the circumstances.

The next day we were marched back to the railway station and crowded into European (40 & 8) box cars with about 30 to each car. The second evening we were moved in a southeasterly direction into Lower Silesia and eventually to Sagan 100 miles from Berlin. At Sagan we were ushered into a new prison compound known as the West Compound and I was assigned to a former barracks building. The compound eventually held about 2500 prisoners while Stalag Luft III held over 10,000 airmen.

We were evacuated by a forced march in January 1945 and next held at a facility near Nuremberg. I escaped for a few days and after recapture was taken to Moosburg near Munich where my former fellow POW's had been moved.

We were liberated at Moosburg, Germany on April 29, 1945. We were told to remain in the POW compound and await transportation to France.

At midday, my food sharing partner, Major George Carpenter, (former Eagle Squadron Flight Leader) and I were heating hot tea on our "Kriegie Burner" outside our building. A "Kriegie Burner" was a high efficiency forced draft pot burner that we constructed with the tin from the "Klim" powdered milk cans that

we received in Red Cross food parcels. The burners worked well and we could heat a large tin cup with a very small bit of wood or paper fuel.

While we were working, a jeep drove up along side of us and out stepped General Patton. I recognized him and his pistols and jumped to attention but Carp kept cranking away. Patton asked what we were doing and looked closely at my crudely built device. I told him what it was and how it worked. He then noted the leaf on Carps collar and asked if that was his rank. Carp replied "Yep" and kept working away. Patton turned to his aide and said, "We better get these guys out of here before they go completely crazy."

A short time later, a huge gathering of POW's assembled and Patton stood on his Jeep and gave a short speech thanking them for their service and assuring everyone that they would soon be transported to a rehabilitation camp in France. While he was delivering his speech, Carp and I attempted to steal the "K rations" from the jeep and were caught by the driver. When Patton finished, he inquired as to what was the ruckus was about and when told and saw us, he nearly laughed as he said, "Not you two again!" He then got in and they drove away. Such was my encounter with General Patton.

Henry Keene - Boston Station (abstracts from my diary)



Henry Keene

Combat Engineers. After more training we were shipped to Oahu to join up with the 77th Division and undergo additional training, especially for island landings during the invasions. The training was quite comprehensive including jungle training, surveying, use of dynamite and composite "C", map reading, all types of gunnery, bayonet and hand to hand combat, amphibious landings, picking safe places to live, living outdoors, working together under pressure and of course marching.

I was drafted into the U. S. Army on August 31, 1943 at age 18 and took basic training at Fort Devens, Massachusetts. In December of that year I was transferred to Camp Picket, Virginia to join the 132nd



POW Identification

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Late in June of 1944 a group of ships was hastily assembled, loaded for combat and we were on our way, destination unknown. We eventually arrived in Eniwetok and learned that our final destination was to be Guam. Prior to leaving for Guam, we found our group would be enlarged by on a contingent of Marines and we were to land near the town of Agat on the southern beachhead.

Our first invasion, the liberation of Guam, started on July 21, 1944. All hell broke loose – the tracked vehicles made it in successfully while the unbroken reef forced everybody to wade in – 300 to 600 yards. The previous bombardments had softened the area but the lack of roads and abundance of mud made it difficult. The 132nd Engineers worked in the area behind the beach. This area had to be kept clear to facilitate all of the trucks and forces moving along. The island was secured by August 10, 1944 and the 132nd was moved to Mt. Alifan to operate the water supply for the island.



Henry Keene by a bunker

Leaving Guam, we packed up all of our equipment, boarded our ship in the harbor and were on our way to New Caledonia for rest and rehabilitation. With no rest for the weary, we awoke one morning to find that plans had been changed and we were on our way to the Navy base at Manus. The word was that the Leyte invasion was making slow progress and that more troops might be needed. On November 19th we headed for Leyte arriving off Abuyog, on the east side of Leyte, on the 23rd of November. Never the easiest of landings, we were offloaded onto the beaches where we lived while our new trucks and other heavy equipment were assembled. In all of this turmoil, General McArthur came ashore with his famous "I have returned" statement, fulfilling the promise he made to the Philippine people in 1941.

There was only one road from east to west on Leyte – Abuyog to Baybay

and our group was sent to secure a bridge that crossed one of the important rivers. When it rains in that area the storm will usually produce about 10 inches of water. The bridge was washed out and we replaced it with a Bailey bridge the very next day. The deep muddy areas in the road were repaired with our rock crusher going 24 hours a day. On February 5th, Leyte was finally secured.

Orders then came down to prepare for an unknown March 26th landing. On March 22nd we departed Leyte for the Kerama Retto Island Group, located 20 miles off Okinawa. We arrived on March 26th and groups went into action on five of the islands all of which were taken in short order. The islands at Kerama Retto were turned into a naval base which catered to damaged ships. Those too badly hit were kept at the base for spare parts or sunk.

On March 30th the division was ready to attack Okinawa, going ashore on the 1st of April. After the invasion, we spent two weeks preparing for the invasion of Ie Shima. On April 16th, we invaded Ie Shima. This island is just two miles off Okinawa and although only three by six miles in size it was considered very important to the war effort. Two long runways were destined to be the operating base for fighter planes and night fighters over Japan. Photographic planes were also to be sent over the Chinese coastline. The enemy put up a bitter fight for this small island. Among the 239 casualties was the famous war correspondent Ernie Pyle. After the island was won on April 21st, the engineers went to work lengthening the two runways and building a third. The roads were improved and many "hard stands" were built for the planes. These projects were quite difficult and hazardous as the island was attacked by bombers and Kamikaze planes every night and most days.

The atom bomb ended the war and we all heaved a sigh of relief. We had already been given charts and probable dates for our proposed invasion of Japan.

In September, we boarded a new LSM (landing ship medium) since our original LSM had been lost in a typhoon. Our passage through the Inland Sea



Henry Keene washing clothes in a helmet

was quite slow as the sea had been heavily mined. We moved slowly for several days while the "higher ups" decided what to do. Finally, we landed at Matsuyama at 0300 hours. The mayor of the town was on the beach in full dress uniform with two swords, all his medals and shaking like a leaf. He fully expected to be executed but he was calmed down and we all proceeded ashore. We were

all a lot happier when daylight arrived. We moved off the ship to a bombed out airport where we put up our tents and got ready for our next job.

Our new job was to destroy all weapons, guns, planes, army trucks and anything related to the Japanese war effort. The Japanese army was disbanding and we were to make certain that all went well. The Japanese language was a problem but we found a first grade teacher in a nearby school who spoke English. She saved the day. We drove around and mingled among the local people. We made friends and it wasn't very long before we were invited to their houses for lunch and general good feelings prevailed for all. What a change four months had made!

On December 15th my time came to go home. I traveled via train to Nagoya and ship to Los Angeles, arriving home in January. A joyful time after two and one half years of war.

Harry Anderson – Boston Station



Harry Anderson

After being in the ROTC at Yale and graduating December, 1942, we were ordered to Fort Sill, Oklahoma, (U.S.

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Army artillery headquarters) into the Officers Candidate School to qualify for a 2d Lt. commission; summer classes had precluded the required summer camp. When the course concluded in March, I spent another spell at Fort Sill as an Instructor in survey & gunnery. Next I was assigned to the 95th Infantry Division's 920th Field Artillery Battalion in Texas. After maneuvers in Louisiana and winter training in the Arizona-California desert the 95th shipped to England around May 1944. Sixty days or so after D-Day we landed on Utah Beach, Normandy. Allied forces had broken through the German lines and were chasing the fleeing Germans eastward past Paris so rapidly that our forces had run ahead of their supplies, especially fuel, food and maps. Hence, the 95th, like many others divisions, had all their trucks pooled temporarily into the "Red Ball Express" to supply our forward elements such as Patton's Third Army stalled west of Metz and the Moselle River.

Our Division joined Patton's Third Army for the Battle of Metz - the most heavily fortified city in Western Europe. (As a humorous aside, in General Patton's pep talk he warned that the civilians in this part of France had mixed allegiances - some pro French and some pro German - Patton said, "I don't care who you sleep with but don't fraternize.")

The Battle for Metz was the largest double-envelopment in military history at the time. Patton had declared that he wanted to dine in Metz 10 days after it kicked off which he was able to do despite the river being in flood stage and the major forts being surrounded but not subdued.

My usual role was being Assistant S-2 with the principal task of conducting survey positions of our artillery batteries and observation posts plus coordinates of key targets in enemy territory (the latter, of course, via maps). I was often a forward observer conducting fire missions either from the ground or more often a Piper Cub. We sometimes were liaison with the infantry regiment that our battalion supported and on one

occasion I directed gunfire from an anti-tank battalion. Often I would take a stint at the fire direction center plotting and controlling the fire of our artillery.

In the battle of Metz the 920th was in direct support of Task Force Bacon crossing the Moselle and driving south on the enemy's side of the river. Perhaps the hairiest aspect of the operation Brown, sent me back to bring up our artillery batteries. My Jeep was manned by my driver, a gunner for the 50-calibre anti-aircraft machine gun.

The task force of which we were part, were the only friendly troops on the east bank of the River, and there was no way of knowing what enemy troops were remained on our eastern flank as we proceeded north down the river. It was night and there was no sign of friends or foe as I sat with grease gun and a couple of grenades at the ready. (Grease guns were equipped with a short barrel and used by the tankers where space was constricted - the same problem sitting in a Jeep where the barrel of a carbine was too long to be able to swing it rapidly at a target. If there was sniper fire, to return fire meant that the flash revealed one's position whereas a hurled grenade did not.)

The return trip was even more eventful. At one point we were attacked by tanks and infantry point blank - an attack we assisted repulsing primarily by calling for artillery fire.

At the end of the ten days prescribed by Patton, our units had reached the south edge of Metz and units coming downstream from the north had reached the northern edge; hence our liaison officer with the infantry called a cease fire for artillery. The 920th headquarters was established in a building housing a café. Several of the officers, including my direct superior, S-2 Capt. Jones, a West Pointer with outstanding imagination and verve were playing poker.

A number of our battalion, including the sergeant in charge of headquarters, had explored a breached fort and recovered as souvenirs Luger pistols. The sergeant was seated behind Captain

Jones cleaning or fondling a Luger, which he had not detected for lack of due diligence was loaded. It went off, hitting Captain Jones almost point-blank in the back killing him instantly. Imagine the trauma amongst all of us, especially having lost comrades in action

during the ten day battle and now this senseless tragedy. Further imagine being the commanding officer writing to his family that he was killed by friendly fire!

Under the circumstances trying to sleep that night was impossible, so I wrote up the details of the battle winding up the task as dawn broke. At hand were the maps and for each phase of the battle I penciled in the coordinates. (For a complete account of the battle see the Winter 1978 edition of *Military Collector and Historian* for an article by Harry Anderson entitled "The 920th Field Artillery Battalion in Action at Metz, November 1944".)

Following a tour in government in Germany, the 95th was withdrawn from Germany and shipped Stateside for preparation the invasion of Japan that never took place. After being discharged from the Army I joined the 77th Reserve Division (NY) and a decade or so later retired as a Captain. 🇺🇸



YEARBOOKS WANTED!

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

These accounts of members' service give us an appreciation of their sacrifices. We owe them a great debt of gratitude. (The recollections were not readily "volunteered," but required some coercion of our humble members.) These memories, recounted some sixty years hence, make history come alive.

In the next issue, we will continue "Tracing Our History". It will include activities of the CCA during and after the war years. Those who served in the Coastal Picket Patrol or, more fondly, "The Hooligan Navy", are invited to get in touch. This group, including many CCA members, played an exciting and vital role in the coastal defense of the United States. - Jack Towle. Historian 🇺🇸



Ski Gam



On Friday February 3, 2012, 34 enthusiastic CCA skier members and guests, from six stations and one post, assembled in Park City, Utah. The fourth CCA Ski Gam was underway, with plenty of sun-

and informed everyone of multiple events happening in the area during the week. Car Czar Steve James again organized everyone who needed a ride and got them where ever they needed to go.

The opening ski day was at Canyons, ski in/ski out for those staying at the Grand Summit Resort. Local pilots Carol Wade, Jean Rapoport and Scott McCulloch led various groups around the mountains. Followed by an Apres Ski supper in the Club Room.

Skiing at Deer Valley was enjoyed twice and of course the excellent local hosteli-ries had to be visited. The Golden-er Hirsch has become a favorite and their wonderful

fondue and Wiener Schnitzel went down well, especially with a glass or two of fine wine.

The Super Bowl was a "must watch" event. Hot dogs and dove bars were supplied in the Club Room to keep the crowd going. But there was a splinter group – the Downtown Abbey fans! The Commodore generously opened her room for this group, who were transported back to more gracious days of early 20th century along with the horrors of WW1.

We skied Park City on Monday, then Steve and Karyn James took us cruising vicariously on *Threshold*, via slide show, to Croatia, Venice and Slovenia. It takes a great deal of time to put together a slide show and all their work was appreciated.

Rick and Linda Olney organized the day at Alta, another blue sky day, which included a superb lunch on the mountain at the white linen Collins Grill. Followed by a special David Brown wine tasting experience. David took us to the Pacific Northwest with eight carefully selected wines. They were of course bagged and, after his briefing, we had to comment and guess what they were. David noted that we ought to be able to tell the whites from the reds! Much was learnt.



Linda & Rick Olney and CCC Commodore John Watson

Barbara Watson

shine. Keen European skiers, Clyde Cruising Club Commodore John Watson and spouse Fiona joined in for their first ski trip in the US.

With only a 50-70" base of snow this year, the skiing was not the famous Utah powder we always expect and finding good off-piste skiing was a challenge. All of the areas we skied, however, did an excellent job of grooming their snow, so the skiing was remarkably good throughout the week. We skied two days each at Canyons and Deer Valley and one day at Park City and Alta.

The Club Room of the Grand Summit Resort, Canyons, was busy each evening for the nightly briefing and cocktails. Allan Rae managed the ticketing process early on, but was sadly unable to attend this year, so volunteer John Treanor gallantly took over for the on-site ticket duties. Vivian Harquail put together welcome packets



David Brown

Sheila McCurdy



Bobbi Schaus

Barbara Watson

Ross Sherbrooke and John Robinson both appeared with wool socks and plus 2s or were Ross's 4s? Along with photos of Ross skiing in his tweed jacket. An evening with a vintage ski photo and Scottish anchorage quiz before everyone went out for dinner on their own. But golly those wool sweaters are itchy!

Kathleen Sherbrooke went cross country skiing but not as often as she might have without Lucia Santy. So bridge players actually materialized this year, along with a group playing Mah Jongg. So there is something for everyone.



Alta Guide Linda and Fiona enjoy a hot chocolate

Katie Christie

After a final day at Canyons we descended on the SkyLodge on Main St. for drinks and the final dinner. Thank-yous were given out to all who had helped put the Ski Gam together. There was a table plan and the ladies moved between courses, which successfully mixed everyone up. Grateful thanks to the Commodore for again supporting this event.

The 2013 Ski Gam is now in the planning stage, so watch the website for information.

Barbara Watson and
John Robinson



Bermuda Race Update



Bermuda Race Entries Coming in Fast

Entries for the 48th Newport Bermuda Race, which starts on June 15, are running ahead of those for the 2010 race. As of mid-April, 170 boats had entered the registration portal on the race website, www.BermudaRace.com, and 140 applications for entry for the invitational race had been approved. The 2010 race was the third largest ever, with 183 boats. The only bigger fleets were 264 in the 2006 Centennial Race and 198 in 2008.

Among the returning boats is Rives Potts' McCurdy & Rhodes 48 *Carina* (Westbrook, CT), the St. David's Lighthouse Trophy winner in 2010 and also in 1970. *Carina* is now sailing home from Australia under the command of Potts' son and nephew after competing in December's Rolex Sydney-Hobart Yacht Race. Prior to that, she sailed in the Transatlantic Race 2011 from Newport to England and the 2011 Rolex Fastnet Race before sailing to Australia. *Carina* will have made more than 30,000 miles in less than a year by the start of the 2012 Bermuda Race.

Another entry of special interest to CCA members is the classic S&S yawl *Dorade*,

which did her first Bermuda Race under the command of Olin Stephens in 1930. She will sail her first ocean race in many years under a new owner, Matt Brooks.

The race is chaired by CCA member John Osmond, who heads the 40-volunteer Bermuda Race Organizing Committee consisting of members of the CCA and the Royal Bermuda Yacht Club. The two clubs have run the race together since 1926.

The race website, www.BermudaRace.com, carries Newport Bermuda Race rules, news, videos, history, and expert advice. Race news is also posted on the Newport Bermuda Race 2012 Facebook page and on Twitter at @BdaRace.


The official race program was distributed at the CCA Newport Bermuda Race Safety at Sea Seminar, held at Newport on March 17-18 under the chairmanship of Ron Trossbach. Articles in the program



RBYC Commodore Jonathan P. Brewin, CCA Commodore Daniel P. Dyer III and Race Chairman, John Osmond, MD

include a report of the 2012 CCA cruise in Bermuda written by Sheila McCurdy.

Many entries are expected to enter the Onion Patch Series, a three-event series in which boats and crews first compete in the New York Yacht Club Annual Regatta in Newport, then race to Bermuda, and finally participate in the Royal Bermuda Yacht Club Anniversary Regatta. Information is at www.onionpatchseries.com.

John Rousmaniere 

Newport Bermuda Race 2012

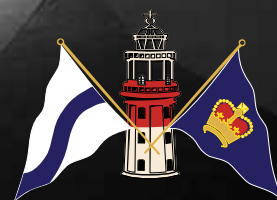
Start: Friday, June 15, 2012

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

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

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

Additional information is available at www.BermudaRace.com




2011 Blue Water Medal


continued from page 1

spent seven years traveling from site to site. After that, Ericson and Matzen sailed to Indonesia, explored the Indian Ocean, and sailed around the Cape of Good Hope (South Africa).

From 1997 to 1999, Matzen and Ericson did two circuits of the South Atlantic, starting in Cape Town (South Africa) and visiting Argentina, The Falkland Islands, and South Georgia before heading back to Cape Town (South Africa) and South America, where they rounded Cape Horn before returning to the Pacific. The couple's last twelve years have been com-

prised of exploring sites in the Southern Ocean, including Tasmania, The Auckland Islands, Antarctica and the Falkland Islands. Recently the two spent 26 months in South Georgia. Currently, Matzen and Ericson are in Brazil and plan to do some work on *Wanderer III*, which has been kept in its original condition with no electronics onboard except a VHF radio and handheld GPS (added in 2007). The vessel has a 16 horsepower diesel engine and the hull, rigging and gear have been self-maintained using traditional methods. 

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

2011 Far Horizons Award

continued from page 1

of the WWII Pacific Ocean sites and help out island schools along the way. They filled *Shibui* to the brim with schoolbooks and supplies and departed from their home in Bainbridge in August 2009. The first stop was Hawaii where, for all intents and purposes, the war in the Pacific began. From Hawaii, the O'Neill's traveled 1000 miles south to the island of Palmyra Atoll (U.S. territory), which was the site of a large WWII airbase protecting the southern flank of the Hawaiian Islands. It is now owned by The Nature Conservancy and used for environmental research.

From there, the couple sailed to the island of Maloleop (Republic of the Marshall Islands), home to a WW-II Japanese airbase, where they visited the school and

delivered school supplies. Continuing westward, the two visited Kwajalein Atoll (Republic of the Marshall Islands), used presently as a U.S. missile tracking station, and continued westward to the Federated States of Micronesia (FSM) where they visited schools on the islands and explored former Japanese military installations. When the O'Neill's visited Lamotrek (Yap State, FSM), an island with a population of approximately 350, Mary Alice worked at the small school while Brian worked as a handyman.


After 10 months of cruising, the two arrived in the Republic of Palau in May 2010. They spent the next seven months exploring the island nation. Peleliu, a state in Palau, was the site of a horrific battle,

known as the Battle of Peleliu. The battle resulted in approximately 20,000 U.S. and Japanese casualties on the beaches and in caves on the island. Now with a population of 400, Peleliu still shows the scars from over 50 years ago with weapons and unexploded ordnance littering the jungle and surrounding ocean.



Chris Otorowski

Brian and Mary Alice O'Neill in the NYYC library charting their next adventure

To avoid the typhoon season, in December the O'Neill's next voyaged west to the Philippines and north to Japan. They explored many of these country's islands, including Okinawa, well known for the Battle of Okinawa in 1945, leading to the end of WWII. Upon leaving Japan, the O'Neill's sailed northeast to Adak, Alaska, the site of a WWII U.S. military base, and across the Bering Sea, stopping in Dutch Harbor, Kodiak Island, Lituya and Glacier Bay. In September 2011, after two years at sea, the O'Neill's arrived back in Bainbridge Island and look forward to future voyages. 



CCA Annual Awards Night at New York Yacht Club



Zia Ahari, Bob Van Blaricom, Wyman Harris and Bill Foss

Photo Credits: Dan Nerney



Tony Will, Steve Taylor and Rick Sanders



Jim Harvie, Ned Rowland and Larry Somers



Anne Glenn, Carol & Paul Connor and Larry Glenn



Diana Russell, David Tunick and Dina Temple-Raston



Lenny Sitar, A.J Evans and Hiro Nakajima



Charlie Willauer, Elizabeth and Frank Bohlen



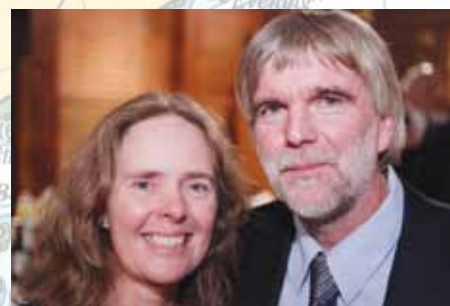
Jeb Embree, Patti Young, Lisa Laing and Larry Somers



Mark and Nancy Krill, Kicki Ericson and Thies Matzen



Dick Pendelton, Peter Zendt and Rudy Millar



Kicki Ericson and Thies Matzen – BWM Winners



Murray Buttner, Jim Bishop and Bob Drew



Rudy Millar, Gary and Janice Jobson



The Model Room at NYYC

CCA Annual Awards Night at New York Yacht Club



RBVC Commodore Jonathan Brewin, Maggie Riker, CCA Commodore Dan Dyer, Mimi Dyer, Peggy Couper, Colin Couper, Jill Kempe and Steve Kempe



Chris Otorowski, Brian and Mary Alice O'Neill, Commodore Sheila McCurdy and Joyce Lhamon



Ross Sherbrooke and Robbie Robinson



Jack and Lindy Commiskey



Commodore Dan Dyer and RBVC Commodore Jonathan Brewin

Photo Credits: Dan Nerney



Leslie Will, Bill Cook and Susie Rowland



John Rousmaniere and Leah Robinson



Mindy Drew, Bob Van Blaricom, Glory Wills and Carol Connor



Maggie Riker, Commodore Sheila McCurdy and Carol Vernon



Change of Watch



The Change of Watch!



Past Commodore Sheila McCurdy accepting heartfelt thanks from Commodore Dan Dyer

Chris Otorowski

Chris Otorowski

Annual Meeting and 2011 Awards Banquet at NYYC

Rod Stephens Trophy

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

Bob Arzbaecher and the crew of *Sociable* are presented the 2011 Rod Stephens Trophy

The 2011 Rod Stephens Trophy for Outstanding Seamanship is well deserved by Bob Arzbaecher (Milwaukee, Wisc.) and the crew of the Beneteau 40.7 *Sociable* for their dramatic rescue of the crew of the Kiwi 35 *WingNuts* during the Chicago Yacht Club's 103rd Race to Mackinac held this past July. The trophy is given "for an act of seamanship which significantly contributes to the safety of a yacht, or one or more individuals at sea" and was awarded by Commodore Daniel P. Dyer, III at the annual Awards Dinner, March 2, 2012, at the New York Yacht Club.

Arzbaecher has been sailing for ten years with the *Sociable* crew, many of whom have competed in the Chicago-Mackinac and other long distance races on Lake Michigan. This year, his crew consisted of 11 sailors: Greg Adams, Cathy Patrick, Chris Miotke, Brian Adams, Matt Reising, Dave Patrick, Brian Nagle, Amy Marshall, Pete Duecker, Adam Flanders

(all Milwaukee, Wisc.) and Matt Younkle (Madison, Wisc.).

The team's life-altering moment took place at 11 p.m. on Sunday, July 17, 2011, when a severe squall tore through the fleet of 361 racing sailboats 30 hours into the 333-mile offshore race. After the storm had passed and the sailors aboard *Sociable* had re-hoisted the mainsail, they heard a whistle in the distance. Shortly afterward, in the black of night, a faint light appeared to port, approximately a quarter to one-half mile away.

Without hesitation, the crew tacked *Sociable* in the direction of the light and turned on flashlights to signal their presence, which was returned with more light flashes. After lowering the main and powering up the engine, the *Sociable* crew headed in the direction of the unknown vessel, and as they approached realized that it was upside down with several people standing on its bottom. Though the squall had passed, the conditions were still rough, with three-to-five foot waves and winds upwards of 20 knots. *Sociable* used its radio to contact the Coast Guard, and as they came within hailing distance of *WingNuts* they counted five crewmembers on the boat and one in the water, clinging to the side.

Sociable deployed a Lifesling and circled *WingNuts*, trying to avoid the mass of lines tangled in the water. The team first managed to retrieve the man overboard, and then continued to circle the overturned boat and retrieve the remaining crewmembers, who took turns jumping into the water and grabbing hold of the Lifesling. In ten minutes, the *WingNuts* crew – minus two who were missing – had been brought aboard, taken below and given blankets. *Sociable* continued looking for the missing crewmembers, but when the Coast Guard arrived with a helicopter and rescue boat, it departed for Charlevoix, Mich., the closest port, and dropped off the *WingNuts* crew at the Coast Guard station, where ambulances awaited.



Sociable following the rescue

"Bob Arzbaecher and his crew of *Sociable* are to be congratulated for their organization and preparedness in executing the rescue of six sailors," said Commodore Dyer. "But the world will continue to mourn the loss of the two crew – Suzanne Makowski Bickel and Mark Morely – who perished that night." 🚩

Commodore's Award



Commodore Dyer, Jean Myer and Awards Chair Bob Drew

To Jean D. Myer for her ten years as Editor of the CCA yearbook, principal among the club's publications. For most of those years, she served as a committee of one, keeping current on literally hundreds upon hundreds of changes, as well as dealing with the printer and binder to ensure that the yearbook was always in member's hands in time for the sailing season. 🚩

Royal Cruising Club Trophy

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



Bob Drew, Edmund Cabot and Commodore Dyer

Edmund B. Cabot, M.D. – For his cruise from Scotland to Iceland on *Cielitavia* the Faeroe Islands. 🚩

Annual Meeting and 2011 Awards Banquet at NYYC

Circumnavigation Award

Nathaniel M. & Betsy Warren-White – East to West 2006-2011 – 30,000 nautical miles.



Commodore Dyer, Bob Drew, Nat and Betsy Warren-White, Bob Darbee.

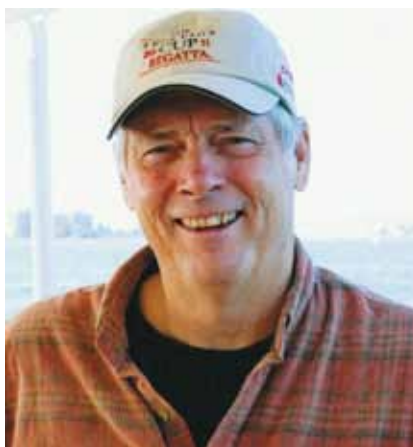


The *Bahati* returns to Freeport on Friday, June 17, 2011 after a five-year circumnavigation of the globe. Nat and Betsy Warren-White left Freeport aboard the 43-foot Montevideo cutter sailboat on October 21, 2006.

Richard S. Nye Trophy

Gary Jobson Honored with the 2011 Richard S. Nye Trophy

Gary Jobson, from Annapolis, was awarded the Richard S. Nye Trophy for sharing with the club his meritorious service, racing, and statesmanship in the affairs of international yachting. The trophy was awarded by Commodore Daniel P. Dyer, III at the annual Awards Dinner on March 2, 2012 at New York Yacht Club in Manhattan.



Jobson, who graduated from SUNY Maritime (Throgs Neck, N.Y.) in 1973 as an Inter-Collegiate Sailing All-American and two-time College Sailor of the Year, started his career as a sailing coach for the U.S. Merchant Marine Academy and the U.S. Naval Academy. Dating back to 1967, Jobson has competed in 5,400 sailboat races, including the 1977 America's Cup, where he served as tactician for Ted Turner aboard the winning 12 Metre Courageous; eight Bermuda Races; six transatlantic races and five Fastnet races. Jobson also has completed 17 cruises with his wife Janice and three daughters Brooke, Ashleigh and Kristi. Currently, Jobson is President of US Sailing, the National Governing Body of Sailing, and acts as Editor at Large of *Sailing World* and *Cruising World* magazines.

With so much background in racing and cruising, Jobson's transition into other areas of the sailing industry was inevitable.

In 2003, while sick with leukemia, Jobson began penning a memoir about the sport of sailing being a determining factor in his recovery. It was later published as *Gary Jobson: An American Sailing Story* and added yet another book to the 17 he has written. And if that would not be enough on anyone's resume, since 1973, Jobson has given 2,400 lectures, and in 2011 he broke his lectures-given-per-year record by completing 124 presentations at yacht clubs and sailing organizations around the country. He also has produced or narrated roughly 800 television shows; has covered the America's Cup eight times; and will count 2012 as his sixth Olympic Games, where in 1988 he won an Emmy for his production of the sailing event coverage for NBC.

Over the years, Jobson has won numerous awards for his generous work in promoting the sport of sailing, including the 1999 Nathaniel G. Herreshoff Trophy, US Sailing's most prestigious award, given for an outstanding contribution to the sport of sailing in the United States. One of his finest achievements has been as National Chairman of the Leukemia Cup and the Leukemia & Lymphoma Society's sailing program, which has raised approximately \$40 million within the sailing communities.

John Parkinson Memorial Trophy for Transoceanic Crossing

Clinton G. Bush, III (2nd) Indian Ocean – East to West

James F. Foley – Transpacific – West to East, Transatlantic – West to East (2 Awards)

Mark A. Hazlett – Transpacific – West to East, Transpacific – East to West (2 Awards)

Donna Hill – Transatlantic – West to East

J. Michael Hill – Transpacific – East to West, Indian Ocean – East to West, Transatlantic – East to West (3 Awards)

Cameron Hinman – Transpacific – West to East

Brian O'Neill – Transpacific – East to West, Transpacific – West to East (2 Awards)

W. Scott Piper, III M.D. – (16th) Transatlantic – East to West

Alfred Sanford – Transatlantic – West to East

Charles H. Vilas Literary Prize



Nancy Krill and Mark Roye accepting the Charles H. Vilas Literary Prize from Commodore Dan Dyer

Awarded to a member who makes an outstanding contribution to *Voyages*. Mark Roye and Nancy Krill – for their article "Ice Dream".

Thies Matzen and Kicki Ericson – Blue Water Recipients

Dear All of You:

Thank you very much for inviting Kicki and me to this exceptional occasion: I must say, for just a wee minute, while we were still in Brazil, we thought of taking the other part of our team – *Wanderer III* – along as well, to New York, under sail... but then we didn't. It would have been the proper thing to do, I know.

Instead – four days ago, the day we left her in Buenos Aires – we celebrated her 60th birthday with friends from Southern Waters. Of course our years with her – 30 for me, 23 for Kicki – are filled with wonderful anecdotes that dig deep into her past.

I want to tell you only one: Just now, in Buenos Aires, half a day after our arrival from Brazil we met an excited Argentine, a diplomat, who said that 30 years back, when he was stationed in Rome, he had inquired to buy *Wanderer III* himself. He had been given an asking price and all that.

Now, this was the first time that I was standing beside a man *who actually could have owned her*. A few days on, he showed us his correspondence



Wanderer III gets ready to anchor near the wreck of the *Bayard*

with Gisel Ahlers, the owner at the time who had taken her around the world as well. Imagine how *Wanderer's* story would have unfolded then, and Kicki's and mine too. Quite differently for sure. And certainly – as this threesome: Kicki, *Wanderer* and I – we would never have made it here.

So there is lots for Kicki and me to celebrate this night. It is a celebration of many people, all of them having helped

to bring us here. I will only name a few:

- Of course there is Gisel Ahlers who wanted *Wanderer III* to remain pelagic, knew that she needed structural care and sold her to me for a price very different from the one I just saw in Buenos Aires.

- There is my Danish boat building master Johannes Heeboell who taught me in a loving way all about building wooden boats, which gave me the skills to look after *Wanderer* into her 60th year.

- It's a celebration of my parents and family – for instilling into me an interest in the sea and for travelling far.

- Of Kicki's family, particularly her mother who raised her daughter in a spirit so she would happily seek a lifestyle of curiosity, even on the smallest boat in port.

- And of many, many friends who have supported us in equally many ways. Especially in New Zealand, where we did our major haul outs. And in the high latitudes of the South, where we have spent much of the last 12 years.

- It is the celebration of the conscientious designer-builder team – Laurent Giles and William King – who put skill to beauty in the creation of our boat.

Wanderer III is a fantastic boat, not because of the Hiscocks, but simply by how she is. Being small, strong and beautiful one can't help but love her.

To be given the Blue Water Medal twice is an amazing achievement for a small wooden boat, especially 56 years apart. It makes me as happy as receiving the prize myself. If you imagine that this boat has, for decades, shaped cruising as we know it: one must contemplate who has been sitting on her settees. A fair number of Blue Water medalists will have drunk coffee, tea or stronger stuff in her cabin. I know that



Thies Matzen, Kicki Ericson and Commodore Dan Dyer

the Hiscocks knew many of the award winners of their day.

And also Kicki and I have met, over the years, with many who have become good friends. I wouldn't be surprised if *Wanderer* is the one boat that has met with most of the sailors to whom you have given your prestigious prize. And this is just another detail in her mosaic of distinction.

What our many miles essentially boil down to is the wisdom of the Arthur Ransome saying engraved in *Wanderer's* companion way. It was chosen by Eric and Susan 60 years ago. It says: "Grab a chance and you won't be sorry for a might have been." To follow it in a simple way is the spirit, which has led Kicki and me to arrive at this point. So, above all – to me – this evening is also a celebration of simplicity and of quite old values:

Small is beautiful, take time, reduce, go humbly and not too fast.

You just can't change *Wanderer's* style and we don't want to – for it fills a wonderful life.

Enough talking. Now I would like to thank you for honouring Kicki and me with your award. I would like to raise a toast to our boat, and for what she stands for. May she lead us to many more voyages on the world's oceans. "Skol" and thank you very much.

–The acceptance speech of Thies Matzen, Winner, 2011 Blue Water Medal, at the Awards Dinner at NYYC, March 2, 2012.

Tragedy at the Farallon Islands

ALAMEDA, California, April 14, 2012—The US Coast Guard and Air National Guard are conducting rescue efforts in the vicinity of the Farallon Islands following the grounding of a sailing vessel with eight people on board.

At approximately 3:00 p.m. Saturday, the Coast Guard Rescue Coordination Center at Coast Guard Island, Alameda, received a 406MHz signal from an Elec-

time, Coast Guard Sector San Francisco received a related mayday call and issued an Urgent Marine Information Broadcast and launched multiple assets including an MH-65 helicopter from Air Station San Francisco, the 87-foot CG Cutter *SOCKEYE*, and an 47-foot Motor Life Boat from Station Golden Gate. Search efforts were aided by two Blackhawk helicopters from the 129th Air National Guard unit at Moffett Field. Upon arriving on scene, three survivors and a fourth deceased individual were recovered. Coast Guard and Air National Guard assets continue to search for the remaining four crew.

Editor's Postscript—

Unfortunately, there were no other survivors. The yacht had come very close to the rocky shore and waves were estimated to be 18 - 20 feet



A sad sight at the San Francisco Yacht Club

Reuters/Sтивен Lam



The Sockeye in San Francisco Bay

Susan Tripp Pollard/Mercury News Staff

tronic Position Indicating Radio Beacon registered to the 38-foot sailing vessel *Low Speed Chase*, which was participating in a race around the Farallon Islands with eight people on board. Around the same

and breaking. Four sailors were swept overboard and when the yacht *Low Speed Chase* turned to save them, another wave swept over the boat putting it on the rocks as seen below.



Low Speed Chase

KGO-TV/ABC7

Safety at Sea Resources:

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

Environment of the Sea Committee Commends Station Participation in Coastal Cleanup!



As reported in the Fall 2011 *GAM*, on September 14, members of the San Francisco Station participated in the International Coastal Cleanup while on the station's annual cruise to Tomales Bay, north of San Francisco. The Environment of the Sea Committee commends their effort and encourages other stations to consider participating in the 2012 Coastal Cleanup or supporting another local project related to ocean stewardship.

Information about the International Coastal Cleanup can be found at:

www.oceanconservancy.org

Go to "Our Work" and then to "Trash Free Seas"

Bill Foss, Chairman, Environment of the Sea Committee



Delores Robinson

John Sanford

A New Electronic "Notice" to Mariners

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

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

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

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

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

IMPORTANT NOTE

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

The website to obtain the BookletChart is:

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



Where to get CCA Burgees

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

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

CCA Burgees –
sailbaglady.com;
or call Bettina

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



Where to get
CCA Clothing

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

A large catalog is mailed to all members yearly.

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

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

In Memoriam



Robert P. Bass, Jr, BOS, 11/2/2011	John W. King, FLA, 3/24/2012
William A. Buell, BOS/BUZ, 11/1/2011	John B. Ritchey, NYS, 4/17/2011
John M. Ferry, BOS/BUZ, 11/24/2011	Robert K. Smyth, FLA, 1/10/2012
Edwin S. Gaynor, NYS, 2/17/2012	John F. Young, ESS, 12/10/2011
R. Anthony Jones, BDA, 3/30/2012	

Voyages will continue to carry full remembrances with photos.

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

The deadline for the Fall issue is October 15, 2012.

Check out the Website: www.cruisingclub.org

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

Welcome New Members

DOUGLAS D. ADKINS

Seattle, WA
 Spouse: Susan
 Station: PNW
 Yacht: Concordia yawl *Coriolis*,
 Bertram 31' Sportfish *Whitecaps*
 Proposer: Douglas Cole



Doug grew up in a sailing family, and has raced Shields, Knarrs and Dragons on Puget Sound and San Francisco Bay. He and Susan were married 41 years ago, and clarified their priorities right from the start – they bought *Coriolis* first, then eventually purchased a house! *Coriolis* remains close to their hearts, and after she suffered a major fire ten years ago, Doug and Susan shipped her east for restoration, cruised in New England, then brought her back to Puget Sound. Doug's exploits include sailing his classic wooden Dragon *Arrow*, with friend Mike Brown, the 70 miles from Seattle to Orcas Island with no motor, as an homage to Doug's dad, who always took his boat back and forth without power. They budgeted several days for the trip and intended to spend time camping, however perfect tides and a 25 knot southerly put them in West Sound in exactly nine hours, making it a very fast trip indeed. The speed resulted in a loose plank, which gave Doug an opportunity to prove his bailing skills! He and his family are frequently spotted sailing around the PNW, in Desolation Sound and on the West Coast of Vancouver Island, as well

as in the waters off New England. Doug has always paid strict attention to yachting etiquette, especially with regard to signal flags, a skill he passed on to his younger daughter, who could identify them all by age 12. Doug is an avid student of maritime history, and has recently released *Dorada: The History of an Ocean Racing Yacht* published by David R. Godine in Boston. Besides the written word, Doug is known as a champion teller of tales, and has enlivened many a long watch, notably on Ernie Godshalk's *Golden Eye* on her 2010/11 voyage to Scotland and the Baltic. Those of us who have enjoyed Doug's company will long remember the tales of Ragnar and Annelise!

Affiliations: Seattle Yacht Club;
 St. Francis Yacht Club; Orcas Island Yacht Club; Ocean Cruising Club

BRADLEY J. BAKER

Seattle, WA
 Spouse: PJ
 Station: PNW
 Yacht: *Capaz* Perry 48' Custom
 Proposer: Thomas O'Brien



Brad's introduction to sailing was at the age of 15 on *Heather*, a Perry 41' which had been donated to the Explorer Scout program. This was such a life-changing experience for him that he joined the Explorer Scouts immediately and less than one year later, he was a member of the crew which won the 1980 Swiftsure race, the first ever win by Boy Scouts. Within a

few years, Brad sailed his first Victoria to Maui race. Over the next 20 years, Brad participated in the Victoria to Maui race another seven times, in various positions from crew to watch captain, earning the Best Navigator award a total of four times. Brad's love of sailing became so strong that he changed careers, and went into the sailmaking business. There he met PJ, who is equally enthusiastic about the sport. They were key players in the winning years of *Rev* the Seattle Thunderbird Fleet world champion boat, and were awarded Outstanding Crew Members of the year in 2006 by the SYC. Brad and PJ purchased *Capaz* in 2008, had a shakedown cruise to Hawaii, then in 2009 they sold their house and headed off with their two sons on a 14-month 12,000 mile journey through the Pacific to Tahiti and back. Brad has been an owner of Swiftsure Yachts for many years, where he enjoys sharing his expertise in sailing and sailmaking.

Affiliation: Seattle Yacht Club

BORIS PAUL BUSHUEFF, JR. (PAUL)

Bourne, MA
 Spouse: Andrea
 Yacht: 41' Aage Nielsen yawl *Hussar*
 Station: Boston
 Proposer: Finley H. Perry, Jr.



Paul has been sailing since boyhood, with many of his early experiences taking place on and around the Cape Cod Canal. This often took the form of a journey with a friend from Gray Gables to Onset to buy bait, on board a 14' skiff with a temperamental 3 hp motor. Paul always managed to restart the engine as they drifted in the choppy waters. He has demonstrated

that same “let’s fix it” attitude as an adult when repairing a loose leeward shroud on a Hinckley 34’ in the Cabot Strait, and at night in the mid-Atlantic on the 45.9’ wooden sloop *Elskov* in 2000 on its crossing from Maine to England when a binnacle light went out. Paul has owned and maintained his classic wooden boat *Hussar* since 1983, covering the waters of the East Coast to Nova Scotia and Newfoundland numerous times. He was Watch Captain again on *Elskov* in 2003 on her sail in the northern Norwegian archipelago of Svalbard, the highest latitude one can visit on a boat. Paul recently helped to create and launch the Bourne Community Boating program, which brings sailing to “the kid two blocks back.” Besides Bermuda races and cruises in the Caribbean, Paul has also found time to obtain his USCG 100 ton license, with Sailing, Towing and Radar endorsements, and drove escort tug boats on the Cape Cod Canal and approaches for over two years.

RAYMOND J. CULLUM

Marion, MA
Spouse: Wendy
Yacht: 44’ Sloop *Frolic*, by McMullen and Wing, NZ
Station: Boston
Proposer: Ronald Chevrier



Ray grew up in St. Michael’s, MD, where he and his father built his first boat, an 8’ pram. He learned to sail in the local sailing program, sailing in Flying Scot local and regional regattas through high school. He received his basic seamanship and navigational grounding on a 100-year old skipjack called the *Martha B* which won many regattas in the Chesapeake Bay area. Ray also cruised often from the Sasfras River to Virginia and believes he

knows every anchorage along the way. After college, his racing career continued out of various clubs on the east coast, at the same time as he delivered boats to ports as far apart as Nova Scotia and the Bahamas. Besides being an active participant in the Marion to Bermuda race, Ray was a member of the Race Committee for six years prior to the 2011 Race, and was elected to the Marion Bermuda Race Board of Trustees in 2011. Ray is also President of the Board of Directors for a non-profit boating program for at-risk children out of New Bedford. Ray and Wendy have been sailing together for many years, logging approximately 1,000 miles each year, many of them on their previous *Frolic*, a 1979 Cherubini Ketch. Sadly she was lost in Hurricane Irene in August 2011. However they have since found their new *Frolic*, which was custom built by her original owner for world cruising. This fits in well with their long-term goal to head across to the Mediterranean via the northern route.

Affiliations: Beverly Yacht Club, Commodore 2011-2013

GEORGE ANTHONY DAVIS (TONY)

South Orleans, MA
Spouse: Robin
Yacht: Lyle Hess 29’ cutter *SYRINX*
Station: Boston
Proposer: George Lewis



Tony doesn’t remember his first sail with his father Harry Davis (BOS), since he was tucked in on board in a bassinette while Harry took sailing instruction in New England waters. Their sailing lives continued to intertwine as Tony grew old enough to tow their becalmed sailboat home, and then crewed on the family’s annual trips from Maine to the Bahamas. At age 19, Tony acted as Watch Captain on the Davis family voyage aboard *Nabob* a 45’ Spauld-

ing Dunbar shoal draft wooden ketch, as they sailed from the Bahamas to Ireland. The following year he was promoted to skipper while the boat was in England and France, and Harry had returned on business to the U.S. At that time, the adventurous family decided to become the first Americans to sail up the Gambia River in Senegal, West Africa, a feat they accomplished, with the then-President of Senegal on board for a portion of the trip. The trip ended somewhat abruptly when they ran aground not far from the waterfall which had been their goal. Unfortunately the propane refrigerator chose that moment to break down, and as they didn’t have the heart to butcher the live chickens the locals brought them, Tony was sent off on a mission on a motorbike with a local kid to find a spare part. Mission successfully accomplished with many adventures, and the family made the trip back to the U.S. without spilling any chicken blood. Some years later the family sailed from Maine to Tahiti via the Panama Canal, and in 2011 they sailed south via the inside of the barrier reef from San Pedro, Belize. As an adult, Tony has captained his own boat, often single-handed, on the east coast for over 25 years. He is a boat builder of some repute, having refitted the interior of the schooner *Spirit of Massachusetts*. He has built over 200 boats since 1990 as owner of the Areys Pond Boatyard in Orleans, MA.

ROBERT E. DENATALE

Bayville, NY
Spouse: Pamela
Yacht: 46’ Bucklers Hard Ketch *L’Avenir*
Station: NY
Proposer: Peter A. Darbee



Bob’s father was an active member of the Brooklyn Power Squadron, which gave

Bob an early appreciation of life on the water. However, at the age of 16 he purchased his first sailboat, an 18' Long Island One Design, and has never looked back. Bob has owned many boats since then, notably his first cruising boat, a Tartan 27' which he acquired in 1976. He has since then plied the waters of the east coast in his own boats and deliveries, taking time to obtain his USCG 100 ton Masters License, and the USPS Advanced Piloting Certificate. He also enjoyed family-centered summer cruises, during one of which he memorably taught several young children how to dig for clams with their toes. This resulted in a great dinner of linguine and clams. In 2000, Bob purchased *L'Avenir*, which he had refitted in Newport, RI, after which he and his two sons sailed her round trip to Bermuda, spending some time cruising the Onion Patch. Bob has passed his love of sailing on to his sons and grandchildren, and was delighted to captain/navigate his son's Little Harbour 51' from Long Island in 2010 to cruise in the Abacos, returning in 2011. Bob is a long time member of Seawanhaka Corinthian YC, where he has been active in many areas, including Chairmanship of the Boatyard Committee, the Membership Committee and the Cruising Class Committee.

Affiliations: Seawanhaka Corinthian YC, currently Vice Commodore

MARK ELLMAN

New York, NY
Spouse: Nancy Lieberman
Yacht: Custom Morris 45 Sloop *Next Boat*
Station: New York
Proposer: Hiroshi Nakajima



Mark has been sailing for over 40 years, and in that time has covered a considerable

expanse of water both as a cruiser and a racer, often in one of his own beautifully-appointed custom Morris *Next Boat* series. He enjoys sailing single-handed and has cruised the east coast to Maine and Nova Scotia. He also has chartered in the BVIs, Grenadines and along the Turkish coast. Mark has double-handed many significant races with CCA members, in particular the Newport-Bermuda race on three occasions. In one of his previous *Next Boat*'s, a Morris 36', Mark and John Correa won their class in 1996, despite the fact that neither of them had ever raced double-handed before. Mark chaired the Race Committee at Beach Point Yacht Club, NY from 2004 – 2008, at the same time as holding the position of Commodore of the Club from 2005-2007. For the past few years, he has Chaired the Club's junior sailing program and has run the Beach Point Junior Overnight. He also has volunteered as a coach for the STC's junior safety at sea program. Those who have been fortunate enough to sail with Mark are united in their praise not only of his confidence-inspiring seamanship skills, but also his dedication to cruising and racing in the true Corinthian spirit.

Affiliations: New York Yacht Club; Beach Point Yacht Club, Mamaroneck, NY

GEORGE M. EMMERTHAL

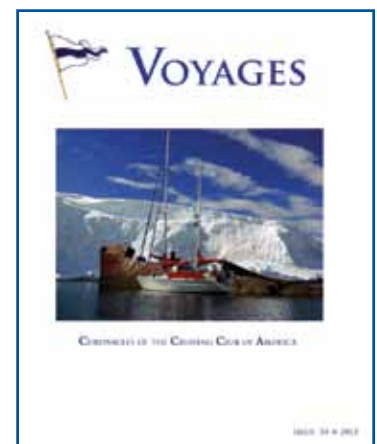
Green Cove Springs, FL
Spouse: Julie
Yacht: Bristol 38.8' *Seaquel*
Station: Chesapeake
Sponsor: George E. Marvin



George grew up sailing in small boats along the Connecticut shoreline, as a member of the Shore and Country Club, Norwalk. He graduated from Brown with a degree in Physics and entered the

IT world, but always managed to keep a healthy balance between establishing his career and his pursuit of sailing. In 1987 he purchased an Ericson 29 which was the ideal choice for George and his wife Julie to cover the waters of the Chesapeake Bay on weekends and summer vacations. In 1989, they upgraded to a "go-anywhere" boat, the Hans Christian 38' *Interlude*, on which they completed a 3 year 7 month 34,000 mile circumnavigation east to west via the Panama Canal and the Red Sea. Their longest passage of 25 days took them from Isla del Coco, west of Panama, to French Polynesia. After their return, George and Julie resumed sailing on the Chesapeake again for a few years, however in 1999 they acquired *Seaquel*, and began their life aboard, cruising full-time. Since then they have wintered frequently in the Bahamas and Caribbean, and summered in New England and the Canadian Maritimes. In the course of their voyages they have met many CCA members, who are unanimous in their praise of George's navigational skills and his maintenance of *Seaquel*'s gear in top shape. George also takes the time to advise on rope, canvas or electronics issues, and has even gone so far as to demonstrate how to catch lobsters for dinner in free dives.

Affiliations: OCC; Seven Seas Cruising Association (Commodore since 1992); Chesapeake Sailing Club



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

PETER T. FRANCIS

Marion, MA

Spouse: Jennifer

Yacht: Two Stiletto 23' catamarans and
a 27' World Cat power catamaran

Station: Boston

Sponsor: Ted Brainard



Peter's sailing life began auspiciously when he took part in his first ocean race on Buzzards Bay at age 7. By age 12 he would skipper his family's Cape Cod 30' with friends of his own age around the Bay as far as Cuttyhunk and Nantucket. By 14, he had done Newport to Bermuda and Annapolis to Newport races, and at 16 he completed his first transatlantic crossing and Admirals Cup on *Palawan* with Tom Watson. Two years later, he raced to Spain with Warren Brown on *War Baby*, then delivered Bob Direktor's *Salty Goose* from Long Island to Cowes the next year. Peter's own first sizeable boat was a 50' Aage Nielsen *Nunaga* (ex *Tioga*), in which he and some friends set off in 1974 after college, from Marion through the Caribbean to the Galapagos, Tahiti, Hawaii and Alaska, ending in Seattle. Peter's wife-to-be Jennifer joined the boat on the leg through SE Alaska, and they have sailed together ever since. In 1977, they purchased a 45' S&S design sloop in France, renaming her *Nunaga*, sailing her from France through the Greek Islands and back to Malta, where they carried out a 3-year rebuild themselves from a bare hull. Once she was complete, Peter and Jen began a world tour, visiting 38 countries between 1980 and 1985, sailing 55,000 miles, with stops in Tierra del Fuego, Southern New

Zealand and Spitzbergen. Subsequently, Peter found time to obtain his USCG Captain's license, his MBA from Stanford, and act as Chairman, President and CEO of an international multi-business. While raising their two children, they sailed on a variety of watercraft, focusing on catamarans in the last 10 years. In early 2008 they purchased *Saphira*, a Chris White designed performance cruising catamaran, which they brought from the Great Lakes to Newport, RI for a refit. The following year the family headed off from Marion for a year of cruising. They went first to Nova Scotia, then south to Bermuda, the Virgin Islands, Colombia and Central America, returning home via Belize, the Yucatan and the Bahamas. Since selling *Saphira* in December 2010, they purchased 3 smaller boats on which Peter is testing alternative rigs, with the goal of designing a cruising rig that is easier to handle short-handed.

TERRILL MORGAN GLOEGE

Los Angeles, CA

Spouse: Joann

Station: SOC

Proposer: Peter C. Pallette



Terry was an early participant in the Newport Harbor YC Junior Program, where the proficiency he attained stood him in good stead, as he became a noted college sailor at the US Coast Guard

Academy and was subsequently inducted into the Academy and Intercollegiate Sailing Halls of Fame. Following graduation Terry became Commanding Officer of a US Coast Guard Cutter in New Jersey and then served for a year as Commanding Officer at a Coast Guard station in Japan. He then left the Coast Guard to attend Stanford Graduate School of Business. His love of sailing, combined with the skills he honed at the Academy, especially in celestial navigation, led to Terry being a frequently sought-after crew member and navigator for many blue water races in both the Atlantic and Pacific. He still actively races his Harbor 20 *Second Wind* in Newport Harbor and was selected to race in U.S. Sailing's "Championship of Champions" series.

"A ROSE AMONG THE THORNS"

Dear GAM:

Marina and I were in San Francisco recently for several weeks visiting family and friends.

While there, my old friend Bob Van Blaricom invited us to go to the San Francisco Station's wildly popular annual Crab Feed. This year it was held at The San Pablo Yacht Club in Oakland. To get there we joined Bob and Jane at the San Francisco Yacht Club for a pleasant sail across the bay aboard **Sunshine Daydream**. The event was attended by a record crowd and the Dungeness Crab was superb.



Pete Passano, Roy Jennings, Tee Jennings,
Roger Swanson

The next day we visited Roy and Tee Jennings at their West Marin home in Inverness. The gathering turned out to be a mini historic event as it brought together four winners of the Blue Water Medal: Roy and Tee Jennings (1989), Roger Swanson (no date) and Peter Passano (2007).

Best Regards, Peter Passano

Since his retirement, Terry and his family have been enthusiastically cruising the West Coast waters from Alaska to Mexico. He racked up 15,000 miles on his 60' Pilothouse Cruiser *Nonpareil* in the 10 years he owned her, before recently selling her to two Newport Harbor CCA members. He looks forward to many future cruising adventures with CCA.

Affiliations: Newport Harbor Yacht Club.

KENNARD G. GREGORY (KG)

Essex, CT

Spouse: Brenda

Yacht: Sabre 36' *Encore*

Station: ESS

Proposer: Paul Connor



KG grew up in Connecticut, spending most of his childhood summers messing about in boats in Maine. After college, and a stint in the US marines, KG entered the world of yacht brokering in Connecticut. KG's lifelong goal was to have his own marina, which he eventually achieved in 1988, purchasing Bullcock Cove Marina in Riverside, RI. He ran the yard successfully for 25 years before retiring in 2010 and recently moving to Essex, CT. Running the yard didn't leave him much spare time, however KG has always returned as often as possible to his favorite cruising grounds in Maine with his family and friends. He has raced in nearly every Eastern CT Sailing Association race, either on his own boat or as

crew for others, and for the past 15 summers he has cruised and raced on NYYC Commodore Townsend's yachts. Besides his happy attitude, KG's expertise on boats has made him an excellent shipmate, power or sail, as he has the ability to diagnose and fix anything. KG has raced and delivered boats from Newport to Bermuda and the Caribbean, with the most recent voyage being from Newport to Tortola in November 2011. Due to the fierce weather they encountered, they were hove to 3 nights out of 4 before arriving in Bermuda, slightly the worse for wear. However with KG's ever optimistic outlook, he noted that other boats which came in behind them were in much worse shape, and he can't wait to get out and do it again! Meantime he and Brenda have Caribbean cruising plans in mind.

Military Service: US Marine Corps
1964-1970

ALAN HICKEY

Yarmouth, ME

Spouse: Maggie Salter

Yacht: Stevens Custom 52' *Sweet Dreams*

Station: Boston/GMP

Proposer: David L. Elliott



Al grew up in Falmouth, Maine, where he enjoyed being out on the waters of Casco Bay in a PennYan 16 outboard. He started sailing in his early thirties. At that time he began to cruise the coast of Maine every summer in his first sailboat, a Pearson 26', which he acquired in 1984. In 1988 he moved up to an Ericson 35', and sailed the coast of Maine, New Brunswick and Nova Scotia for 20 summers. As retirement from his dental practice was beckoning, Al, with his wife, new member Maggie Salter, purchased a Stevens Custom 53 in Fort Lauderdale,

Florida in 2008. Crossing the Gulf Stream on their first day out, they sailed *Sweet Dreams* to the Bahamas, and then offshore to Newport, RI, and home to Maine. Al retired in May, 2009, and they sailed around Nova Scotia to Baddeck in the summer. In November, 2009, they sailed from Newport to Tortola, BVI and spent the winter in the Eastern Caribbean. They returned to Maine for the summer and back to the Caribbean for the next two seasons. They joined the OCC in 2011 and took part in the Newfoundland cruise that year. As of March 2012 they are in the Virgin Island area, planning to return to Maine in June.

KEVIN R. HORSFIELD

Warwick, Bermuda

Spouse: Dorte

Yacht: International One Design #18

Dalliance

Station: Bermuda

Proposer: Warren Brown



Kevin has been actively committed to sailing, racing and cruising, both local and international, for most of his life. He has been watch captain on a transatlantic race, and has undertaken many double handed passages to and from Bermuda. Kevin has participated in numerous Bermuda races, frequently on the 12 metre *War Baby*, including in 1989 when she won the Marion-Bermuda race in record-setting time. In 1990, Kevin was aboard *War Baby* on the Newport to Bermuda race, when a crewmate was washed overboard on a black night. Luckily the boat's searchlight found him, and Kevin, who had trained as a lifeguard, dove in to rescue him, with a

tether attached to his life vest. Unfortunately the tether became so tangled that he had to release it, but he was able to get to his crewmate and swim back with him to the boat where the other crew members hauled them to safety. This amazing feat resulted in *War Baby* being awarded the Hanson medal in 1990, only the second time that honor had been awarded. Kevin has also cruised on *War Baby* in Norwegian and New England waters, and was a member of a 3-man crew on *Morgan's Cloud* on her voyage from Newfoundland to Greenland in 1995. He has actively raced *Dalliance* for over 20 years and has taken part in almost every Bermuda Invitational Race Week for 25 years. Kevin and his family have enjoyed extensive cruises on charters in the Baltic, and have plans to do much more cruising in future.

Affiliations: Royal Bermuda Yacht Club

SOMERS W. KEMPE

Warwick, Bermuda
Spouse: Megan
Yacht: 26' Fortier *Inna* &
Viper 640 Smokin
Station: Bermuda
Proposer: Peter S. Shrubbs



Most of Somers' sponsors have watched him grow up sailing all manner of boats around Bermuda, eventually becoming a senior sailing instructor at the Royal Bermuda Yacht Club. They confirm that he has infinite patience, and a great ability to tutor and guide a crew, irrespective of their level of experience, in all aspects of sailing, whether it be inshore or at out at sea in difficult conditions. He is also actively

involved in the IOD class, and campaigns his own Viper 640. Anyone who has witnessed Bermuda Fitted Dinghy racing, in which it is almost obligatory to cross the finish line with a smaller number of crew than at the start, will appreciate the skills acquired by Somers. He has skippered the Royal Bermuda Yacht Club's dinghy *Con-test III*, and won the overall season seven out of the last ten seasons. He first raced in the Marion-Bermuda race at age 17 onboard with his father, Stephen Kempe (BDA). As watch captain on a recent Marion-Bermuda race, Somers' handling of catastrophic sail failure was admirable, when he demonstrated acute responsibility for the safety of his fellow sailors, and the boat, with decisiveness and tenacity. Somers, his wife Megan, and their young son, are often seen out together on the waters around Bermuda. His commitment to the sport of sailing is such that Somers has risen to the rank of Vice Commodore of the RBYC at the age of 36.

Affiliation: Royal Bermuda Yacht Club, Vice Commodore

JOHN KENNEL

Bainbridge Island, WA
Spouse: Melinda
Yacht: CR 480 DS Sloop *Amulet*
Station: PNW
Proposer: Lawrence Bailey



John literally began sailing at birth, as he spend the first few years of his life aboard the *Gracie S*, a 101 foot San Francisco pilot schooner which his father, Capt. E. E. Kennell, owned and operated as a summer camp. Capt. Kennell took Seattle youths on 10-week cruises, spending the summers in Alaska. The *Gracie S* was later sold to

the actor Sterling Hayden, who renamed it *Wanderer* and wrote a bestselling book by the same name about his onboard exploits. John is now retired from his trade of furniture building, having challenged himself to build a 34' Colin Archer double ender *Harbinger* in the 70's, which he sailed to Alaska and around Vancouver Island in the 80's. John commissioned *Amulet*, a 48' sloop, which was built and delivered in Henan, Sweden in 2005. He and his wife and daughter then spent 3 years cruising in the Mediterranean, finally returning across the Atlantic in 2008. The family went on to spend a year in the Caribbean, and 6 months sailing along the coasts of Colombia, Panama and Costa Rica, arriving back in Washington in late 2009. Since their return, John and Melinda have been cruising the inland waters of Washington and British Columbia aboard *Amulet*, which is handily docked at the end of their garden on Bainbridge Island.

Affiliation: Seattle Yacht Club (life member)

DREW H. LYMAN

Thomaston, ME
Spouse: Mackenzie
Yacht: Cal 40' *Towhee*
Station: BOS/GMP
Proposer: Scott Kuhner



In 1987, when Drew was 10 years old, he and his brothers set off with their parents on their Lyman Morse 49' *Che-wink* on a 3 year circumnavigation. This took the family from Maine to Australia, across the Indian Ocean, returning home via South Africa. While Drew completed his education at UVM, he took every opportunity to keep on sailing with his parents, Cabot and Heidi Lyman, espe-

cially in the Caribbean. In 2001 he was watch captain on a return from the Bahamas to Maine. He rejoined his parents in 2003 as watch captain on *Chewink* as they travelled from the Marquesas to Tahiti, and again in their voyage around New Zealand in 2004. That same year, Drew delivered a Moody 50' down the California coast while working in a boatyard there, and he has since skippered many boats on the east and west coasts. In addition to his practical expertise in all things nautical, Drew's sunny disposition and love of sailing make him an ideal shipmate. In 2005, Drew returned to the east coast to work for the family company, Lyman Morse, where he is now a Manager. In 2006, he purchased his own Cal 40' *Towhee* and spent two years refurbishing her. He has enjoyed cruising the coast of Maine on her ever since, so much so that after their wedding in 2010, Drew and Mackenzie set off on *Towhee* to cruise Penobscot Bay on their honeymoon. Needless to say, their baby daughter, Emery, has already been out cruising.

MICHAEL MOORE

Marion, MA

Spouse: Hannah

Yacht: Kanter 55' *Rosita*

Station: Boston/Buzzards Bay

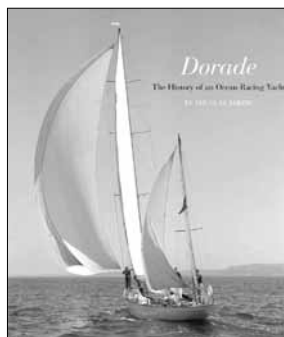
Proposer: Sam Vineyard



Michael grew up in England, where by age 15 he was camp-cruising his family's one design around the Norfolk Broads with a dog as crew. He graduated from Cambridge with a degree in Veterinary Medicine, and went on to obtain his PhD from MIT/WHOI in Biological Oceanography. Michael has since had the good fortune to combine his love of sailing with his work as scientist and researcher at

Woods Hole. While still in his late teens, Michael completed his first distance voyages, from the UK to Spain, then from the UK to Finland. In 1979 he was first mate on a Wauquiez 33' on its journey from France to Antigua and Grand Turk, with a number of sojourns in the reefs of Silver Bank studying humpback whales. He was then a deck hand on a 144' barquentine from Puerto Rico to Boston. Michael and his wife Hannah live in the only residence on Ram Island in Sippican Harbour, where Hannah grew up and where they have raised their four sons. As a matter of necessity, given their location, the entire family is proficient in a wide variety of water craft. Michael's skills also include ice breaking with a classic lobster work boat, as well as air boat operator. In 2000, the family set sail from Marion to Ireland and the Outer Hebrides, returning by way of Cape Verde, Venezuela, St. Martin, Bermuda, Newfoundland and Labrador. Michael's current research includes Atlantic Right whales and their preservation. In addition to working on dead whales on beaches from Argentina to the Magdalenes, he has covered many miles between Labrador and South Georgia, tracking, researching and learning. Despite their busy schedule, Michael and Hannah and their sons have been active racers in the Buzzards Bay area, and very involved in all aspects of the waterfront regattas, one design promotion and race management. Their most recent passage was to the south shore of Newfoundland in 2011. CCA Cruising Guides have been fortunate recipients of diverse past contributions from the Moore family.

New Book!



"Dorade, The History of an Ocean Racing Yacht" by Doug Adkins.

MICHAEL MORADZADEH

Belvedere, CA

Spouse: Noelle

Yacht: Passport 40 "*Cayenne*"

Station: San Francisco

Proposer: Jim Antrim



Michael enjoyed sailing in his college days at Stanford, and had the good fortune to retire at a relatively early age from his career as an attorney. The world of sailing then became the lucky beneficiary of Michael's boundless energy and enthusiasm. He has sailed frequently in the Pacific Cup, and served on the Board for several years, rising to the post of Commodore for the 2010 race. During his 2-year term he has personally revamped the web site for the race, produced and delivered a regular newsletter, and served as emcee at numerous seminars and events, as well as attending to fund-raising, creation of trophies and merchandising. Participants in the race over the past few years have had the pleasure of hearing Michael's voice booming out over the SSB from *Cayenne*, both morning and evening, combining professional efficiency with a terrific sense of humour. His deep knowledge of seamanship and respect for safety at sea has led to Michael being an inspector to entrants to the Cup on several occasions. He has also been a driving force behind implementing improvements in boat tracking technologies which enable families to keep track of loved ones out on the ocean. Michael has found time to be Commo-

dore in 2007 and a principal organizer of the Corinthian Yacht Club of San Francisco's race series and related seminars. In addition to all these activities, Michael and Noelle are well-known for their pre-Easter "LambStravaganza" which they hold annually on Angel Island. This has become a highly popular event for sailors from all over the bay area.

Affiliations: Pacific Yacht Club; Corinthian Yacht Club; St Francis Yacht Club

CREE PARTRIDGE

Lafayette, CA

Spouse: Julie

Yacht: Antrim 40' sloop

California Condor

Station: San Francisco

Proposer: Robert L. Hanelt



Cree has been involved with boats all his life, sailing them, racing them, and, very importantly, building them. In his early twenties he was watch captain on a Transpac race, and also cruised round trip from Los Angeles to Hawaii and Fiji. Cree has enjoyed the Los Angeles to Mazatlan race on several occasions, and completed a transatlantic crossing from Quebec to St. Malo, France. Following marriage and fatherhood, Cree took Julie and their young children to the San Juan Islands every summer from 1982 until 1999, making Friday Harbor the home port for their Bertram sportfisher. From there they explored the Pacific Northwest up to Vancouver and the coast of British Columbia. Then on January 1, 2000, the start of the new millennium, Cree and Julie bought the Berkeley Marine

Center in Berkeley, CA. The yard on the east side of the bay had been somewhat neglected, but with Cree and Julie's tireless work and dedication, it has become a popular spot for CCA members to bring their boats. Cree is noted for his invariably cheerful disposition, and generous advice on all aspects of sails, electronics and mechanics. His love of boatbuilding has led him back into that field, completing 4 well-known Antrim designs in the past 5 years, as well as a 26' whaling style rowboat for a local women's rowing club. He most recently sailed as watch captain on the Antrim 49' *Rapid Transit* in the 2011 Transpac, voyaging from San Francisco to Los Angeles and on to Honolulu.

ALEC C. RAPAPORT

Stamford, CT

Spouse: Jan Murray

Yacht: Eastbay 43 Flybridge Cruiser

Charlotte

Station: NY

Proposer: Jonathan Goldweitz



Alec grew up in a sailing family and in 1975, at age 4, he was already sailing in the family's 8' dinghy. He advanced to the Junior Sailing Program at Pine Orchard YC, CT, where he competed successfully in all the junior events. Alec was on his first Bermuda trip at age 11, and by age 15 had delivered boats for his father, Barton Rapaport (NY), and his uncle, with his friends as crew. Alec took the initiative to study and become proficient in celestial navigation, leading to his post as Watch Captain and Assistant Celestial Navigator on his father's Bristol 41.1' in the Marion to Bermuda race at age 17. His navigational skills, as well as the knowledge he picked up in his work at local boatyards during his student years, both stood him

in good stead in many subsequent races and deliveries on the east coast between Halifax and Bermuda. In addition to racing, Alec joined the family during annual cruises to Maine and Nova Scotia, as well as skippering cruises with friends racing. Alec has been very active in the Stamford Yacht Club, serving as Vineyard Race Chairman in 2004/2005, co-chair in 2008 and as Regatta Chairman in 2009 and 2010. He and Jan also ran the Viper North American Championships out of Stamford in 2009, after working on the 2008 Viper Atlantic Coast Championship. They delivered their latest boat, *Charlotte* from Georgia to Connecticut in the summer of 2011, with plans in the pipeline for longer term cruising.

Affiliation: Stamford Yacht Club; Pine Orchard Yacht Club

MAGGIE SALTER

Yarmouth, ME

Spouse: Alan Hickey

Yacht: Stevens Custom 52' *Sweet Dreams*

Station: BOS/GMP

Proposer: David L. Elliott



Maggie is a lifelong sailor, who learned to sail in various camps and learned to race at Vineyard Sailing Camp in Martha's Vineyard. She was a sailing instructor there and in Marblehead, as well as at the Offshore Sailing School, City Island, NY during her college years. While she attended graduate school for her doctorate in psychology in Chicago, she raced on Solings at Chicago Yacht Club. On return to the east, she spent two summers as an

assistant watch officer in 30 foot pulling boats at the Hurricane Island Outward Bound School. After earning a Coast Guard Captain's license, she was a Watch Officer for a further two years. Maggie met her husband, new member Al Hickey, on a chairlift in Sunday River in 1994; their courtship continued on his Ericson 35 on the coast of Maine. Since their marriage, they have continued to enjoy skiing and sailing, venturing through the reversing falls in New Brunswick and sailing in Nova Scotia. Anticipating the purchase of a larger and more complicated boat, Maggie took the one-year marine systems diploma course at the Landing School in Arundel, Maine, graduating in 2007. She followed that up with a year working at a local shipyard, and, according to friends, she can now fix anything on a boat! They purchased *Sweet Dreams* in 2008 in Fort Lauderdale and sailed her to the Bahamas and back to Newport. That summer and the next, they sailed to Nova Scotia, then in November 2009, they sailed *Sweet Dreams* to Bermuda, Tortola and Antigua before working their way back to Maine. After a 2011 voyage to Newfoundland and St Pierre, they have returned to the Caribbean for the winter and are currently in the Virgin Island area, heading for the Bahamas.

ANDREW H. SINNICKSON (DREW)

Galesville, MD

Spouse: Sarah

Yacht: Grand Banks 46' *Weetamoe*

Station: Chesapeake

Proposer: Dan Rugg



In the early 1900's, Drew's great-grandfather, Senator Henry F. Lippitt (R-Rhode Island), commissioned and

rated several Herreshoff cutter designs out of NYYC, including *Wasp*, *Tobasco*, *Winsome* and the schooner *Quissetta*. Continuing his family's long sailing heritage, Drew, who grew up in Richmond, VA, began racing under his father's tutelage at the age of 8 years at the Fishing Bay Yacht Club, Deltaville, VA. At age 15, Drew was helmsman aboard a 40' S&S yawl on his first significant offshore trip from Deltaville to Kennebunkport. Since then he has covered many thousands of nm on both the east and west coasts, and has competed in numerous Newport, Annapolis and Marion to Bermuda races, as well as Chesapeake Bay racing events, taking many awards. Both inshore and offshore, Drew has earned an outstanding reputation as helmsman and shipmate, demonstrating these attributes as owner, skipper, watch captain or crew. In 1983, Drew began his 25 year career with the Department of Defense at the USNA in Annapolis. In addition to overseeing the seaworthiness of the USNA offshore fleet, he served as a coach for Midshipman offshore summer training cruises, conducted midshipman seminars, and served as Watch Captain in 1998 on USNA Hood 62' *American Promise* completing a Trans-Atlantic passage from Gosport, UK to Annapolis. Drew's seamanship always garnered the support and trust of the midshipmen, and he took great pride in watching them become fine Naval and Marine Officers. Having recently retired from USNA, Drew and his wife, Sarah, and their 2 labs, now enjoy cruising the Chesapeake Bay, Florida, and New England waters on "*Weetamoe*", affectionately named after an 87' 1902 Gardner Design experimental Tobin bronze hull cutter owned by Senator Lippitt.

Affiliations: Annapolis Yacht Club, Storm Trysail Club, Fishing Bay Yacht Club, West River Sailing Club

Offshore Communications Resources:

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

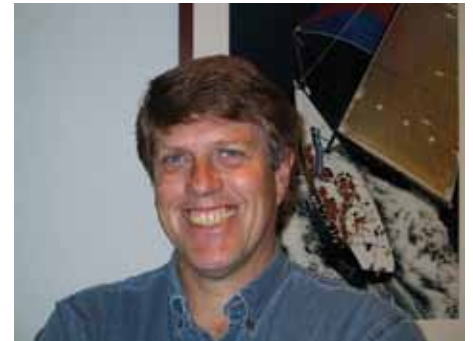
JAMES R. TEETERS

Middletown, RI

Spouse: Karen

Station: Boston

Proposer: Dan Dyer



Jim has spent his life on and around yachts, beginning with racing Jet 14s at the Monmouth Boat Club. His career as a naval architect led him to Sparkman & Stephens in 1981, then to Langan Design in 1998, with the late Bill Langan. Jim provided much of the data and calculations that define the handicap rules which are used for the Newport to Bermuda race. He has also scored, and shadow-scored, the race on several occasions. It is thanks to Jim's work that the CCA and the US Sailing Offshore Office have been able to effectively handicap a wide variety of yachts equitably under many different conditions. Jim has been actively involved in all aspects of IMS, AmeriCap and ORR, the latter having become the rule of choice for the Newport-Bermuda race, as well as the Chicago-Mackinac and the Transpac. Jim works tirelessly towards refining the system to focus on the safety of offshore racers and cruisers. He deserves an enormous amount of credit for making the Newport-Bermuda race one of the best and most respected ocean races in the world. As a sailor, he has a wealth of experience in both cruising and racing, and the innate skill to simplify and solve what seem to be insurmountable problems, whether they be rigging-related or VPP algorithms. Jim has been Associate Offshore Director of US Sailing since 2005. 🚩



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Deadline for Fall 2012 Issue is October 15

Calendar of Events

- | | |
|-------------|--|
| 2012 | May 3-5, Opening Day of Yachting Season and Parade, Seattle, PNW
May 7-14, PNW Club Cruise
June 15, Gam at Castle Hill, Newport Bermuda Race
June 15, Newport Bermuda Race
July 23-August 3, CCA 90th Anniversary Club Cruise, Bras d'Or Lakes, BDO
October 26-28, Fall Members Meeting, Essex, CT, ESS |
| 2013 | January 17-26, Phuket, Thailand Club Cruise, SAF
February 8-15, Utah Ski Gam, Park City
March 1, Annual Meeting and Awards Dinner, NYYC
August 6-15, Maine Club Cruise, GMP
October, Fall Members Meeting, San Diego, SOC |
| 2014 | March 7, Annual Meeting and Awards Dinner, NYYC
March 15-16, Safety at Sea Seminar, Newport
June, Newport Bermuda Race
September, Desolation Sound Club Cruise, PNW
October, Fall Members Meeting, Toronto, GLS |

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

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

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

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

