

Record Turnout for Dirigo: A Maine Cruise to Remember!

It was a cruise to remember! Our opening reception in Rockland was blessed with a cool and sunny afternoon. The gazebo above Trident Marine was decorated in fine style and the side curtains were able to stay rolled up out of the way. Commodore Dyer had requested no speeches or presentations so all were able to circulate among the three bars, with three rum kegs, and the long tables of hors d'oeuvres without pause. Guests were provided with Maine wooden nickels with which to buy their beverages with very little wait. The following day offered members the opportunity to tour nearby the Lyman Morse boat yard or to learn MOB techniques from Bermuda Race safety officer, Ron Trossbach.

The Maine Maritime Academy ("MMA") at Castine was but a short day's sail to the north-east, though two days were allowed for the transit. Many of the fleet anchored in Smith Cove, while the *Victory Chimes* found a berth at the town dock, just a few hundred feet from our cocktail reception in the boathouse on the waterfront. To avoid the monotony of the fine weather of the first days of the cruise, and to wash everyone's decks, the heavens opened up, and in a torrential downpour, two and half inches of rain fell. The MMA launches saved the day as they quickly ferried our members from their boats to the floating dock at the Academy. The Academy again came to our rescue when it was time to move from the waterfront to dinner and transported us the quarter mile to their elegant dining facility for a Down East lobster bake, with all the fixings.



Chris Otorowski

Anchorage in Castine Harbor

MMA continued their hostly efforts the following day in bright sunshine when they allowed members to enjoy breakfast and lunch on their mess deck, took four groups through their new state of the art navigation simulators and gave a dry land course on the use of survival suits and lift rafts. The evening saw us returning to the waterfront for another round of cocktails and an excellent barbeque of grilled chicken and pulled pork. Port Captain Peg Brandon was pleased to see so many members. Currently on sabbatical from MMA, Peg is now interim President of Sea Education Association in Woods Hole.

Two days of the sort of fine weather people come to Maine to find made the short sail up to Southwest Harbor a treat for all, some stopping for a look at Brooklin Boat Yard projects. The newly realigned Hinckley Yacht Company made us most welcome. Our Port Captain, Rob Beebe of the Great Lakes Station, worked with Will Ratcliff at the yard to arrange for moorings for most of our eighty boats, and Phil Bennett offered tours of the Hinckley's state of the art facility in nearby Trenton. Will's yard crew cleaned out the large and venerable Main Line Building and decorated it with sails for our dinner. A splendid evening cocktail party on the waterfront looking out at Cadillac Mountain was followed by an excellent dinner assembled by a local caterer. Commodore Dyer broke his vow of silence just long enough to thank many of the key people who had worked so hard to put the various parts of the cruise together. He presented the cruise chairs

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Star of India

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From the Commodore



Dear Fellow CCA Members,

It is a pleasure to welcome the 19 new members of the Cruising Club of America who are highlighted in this issue. Our Station membership committees along with Chairman Bill Cook have recruited an impressive class of experienced offshore sailors. Bill's leadership has resulted in the youngest class elected in decades. All Stations are well represented in this incoming class with the exception of the Great Lakes Station, which has shown significant growth in the recent past, and our FLA Station, which seems to thrive on BOS, ESS, and NYS members who seek a warmer climate. Please get to know these new members and integrate them into your Station and management. Specifically be sure to invite them on your cruises and events.

Now is the time to organize your yacht and crew for the 2014 Newport Bermuda Race. The 2012 Race featured 33 CCA yachts. We would like to see a greater presence of CCA yachts and crews in the upcoming June Race. Please visit the outstanding new Newport Bermuda website www.bermudarace.com managed by Rush Hambleton. The Newport Bermuda Race has always showcased the seaworthy racer/cruiser yacht designs owned by our members. Yachts designed by Sparkman and Stephens, Langan, McCurdy,

Frers, and Hood are well represented in the St. David's Lighthouse, Cruiser, and Double-Handed Divisions and have a strong history of finishing well. The 2014 Race will see the introduction of a performance screen that will assign high-performance, lightweight yachts to the professional, Gibbs Hill Lighthouse Division, and allow more traditional well prepared and well sailed yachts to fairly compete for the coveted St. David's Lighthouse Trophy.

Race Chairman Fred Deichmann has announced several initiatives to make the race easier to enter and more appealing to prospective entrants. The courtesy pre-race inspection procedure has been rewritten for ease of use while maintaining the rigorous standards of recent Newport Bermuda Races. Many of the required documents will only be required to be on board the yacht; they will not be required to be submitted. Most entry requirements will be electronic.

To encourage participation, several new awards will be presented. There will be an award for the best finish of a yacht with four crew members in the Cruiser Division, which rules allow power-driven winches and furlers along with autopilots. Regional prizes will also be awarded for teams of yachts from five regions: Canada, the Great Lakes, Pacific Coast, Deep South, and the Chesapeake. Joint trophies will be continued for the best combined finish in the Marion-Bermuda, Marblehead-Halifax, and the Annapolis-Newport.

Our member, Ralph Naranjo, will serve as moderator for the biannual Newport Bermuda Safety at Sea Seminar in Newport on the weekend of March 15-16. This seminar is for all sailors who cruise offshore and not just for the Newport Bermuda Race. All of us can profit from attending and also exploring the latest in safety and offshore gear.

Fleet Captain Paul Hamilton announces that the CCA Online Store is now operated by Team One Newport. Enter the store via the CCA members' site, click on Store on Members Resources. There are dozens of clothing items for sailing or casual wear from simple tee-shirts to technical offshore gear, all with the CCA burgee. All items can be personalized with boat or individual name. This is also your source for the Cruising Club of America neckties and additional yearbooks. There is an international committee in consultation regarding the design of a CCA butterfly bow tie; please contact Jeff Wisch or Ron Trossbach with sartorial requests. We will soon be adding CCA branded Tervis glassware, coffee mugs, and other items.

In the spring issue of the CCA GAM, it was reported that the Club would be considering changing the By-Laws of our Club to focus attention on the very important environment of the sea. Though it appeared there was no need to change the By-Laws, the vital and wide ranging topic of marine pollution and over-fishing has risen to the forefront of our members. Bill Foss and his committee, Environment of the Sea, are planning a major initiative to allow our Club and individual members to consider how to address the plundering of one of our greatest resources, which is also of prime importance for our cruising and racing.

Mimi and I enjoyed meeting so many of you at the extraordinary San Diego Fall Meeting. We look forward to the March 7 Awards and Annual Meeting in New York.

Dan Dyer



The CCA GAM

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Coming Up...Cruises and Meetings



Wirth M. Munroe Race

December 6, 2013

By the time this GAM reaches your mailbox, the results will be in for the 2013 edition of the Wirth M. Munroe Race.

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

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



The 57th Annual Wirth M. Munroe Yacht Race from Fort Lauderdale to Palm Beach will be held Friday, December 6, 2013. The race begins at the Lauderdale Yacht Club in Fort Lauderdale and ends just outside of the Lake Worth inlet in Palm Beach, Florida. After the race, participants are invited back to the Sailfish Club for the awards ceremony. A second race, Sailfish IRC Regatta (IRC boats 7th & Sunday, December 8th.

For details, and race results please go to www.sailfishclub.com



Utah Ski Gam

February 21-28, 2014



The Ski gam will again be centered at Park City Mountain Resort and is fully subscribed! We have some new faces as well as many of the veterans. Registration on the afternoon of Friday 21, followed by heavy hors d'oeuvres, so no panic to shop, if you arrive late. We will ski at Park City, Deer Valley, Canyons, maybe Sundance, Snow Basin, Alta or Snowbird, too. Evening



Utah Powder!

cocktails in the Club Room every evening to view any Warren Miller movies of our skiers and discuss the following day's plans. Two dinners out, one up town and, of course, the wonderful Golden Hirsch Fondue lunch at Deer Valley. Maybe some cross country skiing, snow-shoeing, bridge, Mah Jongg? So, more to follow. We will accept deposits for the wait list if there are cancellations. Check out the website.

Barbara Watson and John Robinson
Co-Chairs



Annual Meeting and Awards Dinner NYYC

March 7, 2014

The Annual Meeting and Awards Banquet will be held at the New York Yacht Club on Friday, March 7, and is a very special day that includes committee meetings and the opportunity to honor those so deserving in our sport.



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

Safety At Sea Seminar

March 15-16, 2014, Newport, RI

Programs for Saturday, March 15, 2014

- For those seeking a US-Sailing Safety at Sea (SAS) certification for Bermuda Race eligibility, an all-day Saturday seminar is available. It will include exhibitor space for many organizations that provide products designed to assist sailors in venturing offshore. As such, while we hope it meets the needs of Newport-Bermuda racers, it also offers cruisers an opportunity to expand their knowledge. Contents of the seminar are dictated by the ISAF Offshore Special Regulations and include as a minimum such topics as: care and maintenance of safety equipment; storm sails; damage control and repair, heavy weather

– crew routines, boat handling, drogues; man overboard prevention and recovery; giving assistance to other craft; hypothermia; search and rescue organization and methods; weather forecasting; life rafts and life jackets; communications. Speakers have been selected by moderator Ralph Naranjo to provide a maximum amount of information in this day-long session. The certificate earned is issued through US Sailing and is valid for five years.

- For those who have attended two SAS seminars in the last ten years, a ISAF "refresher" certification is offered, a combining a morning of Safety at Sea theoretical sessions and an afternoon of practical training. This ISAF certificate is valid for five years.



Programs for Sunday, March 16, 2014

- **Race Preparation Seminar:** A Sunday race preparation seminar will be offered for those interested in the race. More details to follow.

- **Medical Seminar:** Dr. Jeffrey S. Wisch, Medical Chair, and Dr. Barbara Masser, Emergency Medicine Physician, will be providing in depth discussions regarding the responsibilities of the medical officer as well as the prevention and treatment of medical emergencies/illnesses in the offshore setting. Examples of real cases will be presented for discussion and problem solving. There will also be a review of medical lessons learned from the 2012 race.

- **Hands on Training:** In pool sessions will include righting and boarding a life-raft after capsize and other invaluable

skills for the offshore sailor. *Combining these practical sessions with Saturday's theoretical training results in an ISAF certificate good for five years.*

Check out the Bermuda Race website for complete details and registration. 🚩

Desolation Sound Cruise

September 2-10, 2014

Desolation Sound lies approximately 100 miles to the Northwest of beautiful and cosmopolitan Vancouver, British Columbia and, despite its name, its isolation, beauty, breathtaking vistas and startlingly warm waters place it on nearly every bucket list of lifetime yachting destinations. And for that reason the Cruising Club of America National Cruise will be held there in September 2014. The cruise is now fully subscribed.

British Columbia's Vancouver Island protects the Salish Sea and Queen Charlotte Strait from the ravages of the North Pacific. At the mid-point of its eastern shore, currents from the north and the south pile against one another, down Johnston Strait and up the Strait of Georgia. Fueled by the sea's nutrients and buffeted by the surging tides, this intersection of channels and islands, lofty mountains and depths to 2,000 feet presents enormous runs of fish, acres of oysters and the famously ill-named natural treasure Desolation Sound.

Commanded by their respective governments with exploring and charting North America's western coast, the Spanish Captains Dionisio Galiano and Ceyetano Valdes and British officers Captain George Vancouver and Lieutenant William Broughton converged in the crook of the great island. In the grey of early summer in 1792 Capt. George Vancouver lay at anchor in a heavy squall and wrote that the place presented "as gloomy and dismal an aspect as nature could exhibit, had she not been a little aided by vegetation: which though dull and uninteresting, screened from our sight the dreary rocks and precipices that compose these desolate shores." The towers of the knife-like mountains added to the darkness and so wrote Vancouver, "Our residence here was truly forlorn."

He could take comfort from neither the peaks nor the depths. There was no appar-

ent bottom for anchoring and in those days there was surely no electronic “eye” to fathom the almost unfathomable deeps within a few feet of shore. From Vancouver’s perspective there was “no pleasant room in the inn” despite the miles of shoreline and numerous inlets.

Information regarding registration, suggestions for chartering and thoughts for background reading will be forthcoming for those who have registered. At this point, the cruise is sold out and any inquiries should be directed to Brian and Mary Alice O’Neill (sushibui@awest.net). Check for updates on the website.

*Brian and Mary Alice O’Neill
Cruise Chairs*

Toronto Fall Meeting

October 16-18, 2014



The Great Lakes Station will host the 2014 CCA Fall Meeting in Toronto. There will be much to do and see in this cosmopolitan city and the GLS looks forward to having you attend and enjoy the hospitality of the Royal Canadian Yacht Club. Details will be posted on the website.

Cruise in Caribbean

March 20-28 2015



The 2015 CCA Cruise in the Caribbean will take place between March 20 and March 28, 2015 in St. Martin and Anguilla. CCA members and guests will be able to charter from Moorings or Sunsail out of Oyster Pond. The entire cruise is being conceived as a leisurely and laid-back affair. The itinerary will include an

opening party on St. Martin Friday March 20 at Capt. Oliver’s overlooking Oyster Pond and the marina. The fleet will then enjoy a few days to explore the island’s many wonders before rendezvousing at Road Bay in Anquilla that Monday for a casual and private beach party and lobster barbecue.

The next few days are yours to enjoy at your leisure; whether you choose to explore one of the spectacular marine parks, the famous restaurants at Grand Caise, or just finding a nice spot to hang out in a quiet anchorage. The final event will be a wrap-up soiree in Marigot Bay on Friday March 27 back in St. Martin.

In addition to these official CCA dates/events, the cruise has been scheduled to fit neatly between the St. Martin Heineken Cup Regatta a few days before, and the nearby St. Barth’s Bucket regatta a few days after – so if you’re looking for an extended charter, or are cruising on your own yacht, you can find plenty to do before, during and after the official cruise.

A group discount is still being worked out with the Moorings/Sunsail as of this writing, but members interesting in chartering a yacht should contact Barbara Daetwyler (barb.daetwyler@moorings.com, 888-703-3173, or 727-530-5424 ext. 13308) as soon as possible. She can handle both Moorings and Sunsail bookings, and they have a travel desk that can help arrange flights as well.

Participation will be limited to 125 persons. We will be sending out information shortly on how you can make a deposit to hold your place. Check out the CCA website for full registration details or contact Ron and Marty Weiss (rocinante46@gmail.com) with further questions.

*Ron and Marty Weiss,
Cruise Chairs*

2015 Ionian Islands Cruise



Now is not too early to begin making your plans to join us in the Ionian Islands of Greece in September 2015. Over 250

people on 50 boats have already indicated initial interest in the cruise by logging into our online survey. (<http://tinyurl.com/CCAIonianSurvey>.)



The cruise will kick off September 12, 2015 in Corfu town on the island of Corfu. For twelve days we will sail the mostly protected waters along the west coast of Greece. The islands of Lefkada, Ithaca, and Cephalonia shield the “inland sea” from the Mediterranean swell while allowing an excellent sailing wind to flow across the clear waters to the many islands of this coast. We will rendezvous among these islands at small villages with lively tavernas along the waterfront. A CCA contingent in these tavernas will guarantee a party not to be missed. The final event will take place near Lefkas at the north end of Lefkada on September 25, 2015. There will be opportunities on either end of the



cruise to tour other parts of Greece where the foundations of our western civilization were built.

Consider your options now and be established on our early notification list. It is tentatively planned to limit the confirmed cruise participants to 250 people and 50 boats. Confirmations and deposits will be solicited in a few months for what is likely to become an over-subscribed cruise.

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Bermuda

Perhaps it is because you can only sail around Bermuda just so many times before developing wanderlust that a number of our Station's members headed out this summer for distant shores.

Rear Commodore Stephen Kempe fired up *Seaweed* in the Chesapeake in May and steamed North (or was it East) to Maine for the CCA Maine Cruise. After an enjoyable time on the Cruise he, together with his son-in-law Craig Davis, returned *Seaweed* to the relative warmth of the Chesapeake at the end of October. Stephen said that he had never viewed coastal Maine from the ocean and, apart from a couple of foggy mornings, the experience was terrific.



Nick and Susan Weare with Mags Crane
at Iassus

Les Crane reports that they launched *Monterey* in Marmaris, Turkey, in May and sailed her up to Istanbul. From there they made a day trip up the Bosphorus dodging freighters along the way for a short sail in the Black Sea. They then slowly worked their way south spending a week in the Sea of Marmara before re-entering the Aegean.

In Cesme, Nick and Susan Weare off of *Magic* joined up with Les and Mags Crane on *Monterey* for a wander down to the Bodrum Peninsula. In Didim they met up with Steve and Karen James on *Threshold*. Les noted that the highlights of their cruise were Istanbul, Poyraz, Bozcaada, Foca, Cesme, Turbuku, Gumusluk, and a side trip over land to Cappadocia. In order to avoid the extreme heat they had experienced last year in Marmaris, Les said they left *Monterey* mid July in

Didim where she will winter alongside *Threshold*. He remarked that the Aegean was considerably more pleasant than the Turkish Mediterranean with temperatures in Bodrum regularly five to seven degrees cooler than 50 miles away in Marmaris. Les said that May 2014 should see them back aboard heading into the Greek Aegean Islands and probably settling back to Didim. In September they plan to join *Threshold* for a final site visit in advance of the CCA 2015 Ionian Islands Cruise.



The Bosphorus Expressway

Meanwhile, after spending the summer on the U.S. northeast coast, Derek Ratteray and *Alida* are again on the move transiting through Bermuda to the British Virgin Islands where, as time permits, they will spend the winter cruising.

Jim Burnett-Herkes, Historian

Boston

The Station began its usual Memorial Day weekend gam in the carpenter shop of South Wharf in Padanaram. Dave Nolan, owner of the former site of the



Tristan Mouligne

Concordia Company, was a gracious host for the gathering and the shelter from the wind and rain swirling around outside was most welcome. The weather did not stop Larry Hall and James Phye, co-chairs of the Sailing Committee, from putting on a cordial gathering featuring a great sufficiency of soul warming waters and Larry's *Gunsmoke* clamrolls.

The following day Jim Phye's *Aristea*, Bill Cook's *Resolution* and Larry Hall's *Gunsmoke* made their way to Oak Bluffs which, at that time of year, had plenty of room on the moorings inside the harbor. This was a far different scene than that which prevails during the frantic activity on the Vineyard during the summer. We had good walks ashore around the historic campgrounds and gathered for dinner at "Nancy's", where we could all fit at a good sized table. A few gathered at



Max Taylor, Commodore Dan Dyer, Mimi Dyer and Secretary Stephen Taylor
at the Portland Yacht Club



News from Stations & Posts



Boston continued

Hadley's the next morning for an onboard breakfast and proceeded home from there.

The first Thursday of October saw a fine gathering of Boston Station past and present officers and six of our newest members. The Indian Summer weather allowed us to enjoy cocktails on the stone terrace to the south side of the venerable Henderson House in Weston, MA as we welcomed new members to the Station.

At 1900 Rear Commodore Howland summoned us all to dinner and our Membership Chair, Charlie Willauer began the introductions. One of the first was Max Taylor, son of the Club's Secretary, Steve Taylor. He was pleased to see that one of his early mentors in the Club, Past Commodore Jim Harvie, was in attendance. Next up was Tristan Mouligne, son of CCA member Patrick Mouligne. Tristan is an accomplished ocean racer and told a tale of a frightening knockdown he sustained on a recent double-handed race to Bermuda in a planning hull. Both Tristan and Patrick are serious downhill skiers so sailing at speed comes naturally to them.

Of a pair of new members, Brenden and Pamela Kelly, only Pamela was able to attend. This gave her the opportunity to recount a cruise early in their relationship where rough head seas and an unclean fuel tank lead to numerous filter changes that finally exhausted their supply just a few miles short of Cape Cod. She concluded by saying that Brenden had found



CCA Secretary Steve Taylor with a photo of his son and new CCA member, Max, taken in Max's early but formative years.

Garry Schneider


her to be an ok sailor but hoped she would bring more filters on any future trips. Dick Tracy is a personable new member with both a long sailing history and a most memorable name. Tom Puett and Edward Van Keuren attended with their proposers, Chip Johns and David Frazier.

This annual event offers a welcoming to new members as proposers recount the sailing that prompted recommendation, and the new members offer perspective. A favorite of many, it encourages new members to find others so they can return to the Henderson House.

The Fall Gam took place on Columbus Day weekend, when a more substantial fleet, most of whom had a sleigh ride down to Cuttyhunk on a stout Northeast breeze (the Phyfes and their guests showed their mettle by beating up from Newport) gathered in the lee of the First Aid shed on the waterfront to enjoy the Buzzards Bay Post Rum Keg and Gunsmoke Clamrolls (recently renamed by Captain Hall as the CCA Clamrolls) in a lovely evening light. Ernie Godshalk played taps at the setting of the sun and the group

repaired not too long after that to their vessels for dinner.

On Sunday the fleet faced a bit of a slog to weather as the northeast wind didn't let up until cocktail hour at the Beverly Yacht Club, 20 miles to the northeast of Cuttyhunk. Tim Surgenor and Larry Hall, Commodore of the Beverly Yacht Club treated us extremely well, as usual. Former RC Bill Cook presented former RC Nancy McKelvey with a tool kit for her new Morris double ender. Buzzards Bay had once again provided great sailing and snug harbors for our Station gamers.

Garry Schneider, Historian 

Bras d'Or

Our station members were sad to see Ted and Liz Brainard (*Curlew*) sell their summer home on Big Gooseberry Island, Mahone Bay and return to Marion, MA. For over 20 years Ted and Liz sailed our local waters and made many friends with the Bras d'Or Station members. They were very much missed this summer and our Station wishes them the very best.

Our Spring raft up in June was well attended and thanks to Sam Rogers a number of members were safely escorted from shore on Sam's runabout. The raft up was highlighted with a tour of *Bagheera*, a 52' steel Arctic expedition vessel built by its owner and invited guest Erik DeJong.

David Archibald and Mary Filbee on *Gypsy Mare* returned from their Intra-coastal adventures the first week of July



Max Taylor

Garry Schneider



Al Bishop

Spring Raft Up

Bras d'Or continued

and their excellent account of the journey can be read on their blog site: <http://gypsy-marestales.wordpress.com/2013/07/> Reg Gooday on *Akubra* and Hans Himmelman on *Delawana* competed in the Marblehead – Halifax race in July with very respectable times. Peter and Barb Watts on *Katadin* made the passage to Maine to join the CCA Maine Summer Cruise and enjoyed the company of old friends (from the CCA 90th Anniversary Summer Cruise in the Bras d'Or Lakes) and new acquaintances. On *Katadin's* return to Nova Scotia, while rafted up along Al and Deb Bishop on *First Light IV* off Carter's Beach near Port Mouton, they met Don and Dorothy Wadlow on *Joyant* and had a great gam of their recent passage to Cape Chidley in Labrador.

Congratulations go out to our fellow member Hans Himmelman on an excellent weekend of sailing in August resulting in his winning the Maritime Bluenose Championship. His crew was the top team of 18 competing boats. Not bad for one of the top cruising sailors in the CCA. Good work Hans.

Rick and Bonnie Salsman aboard *Aisling I* are in the Med and hosted Hans Himmelman and Dani Sue late last spring. At the time of our fall raft up they emailed: "This morning we are on the water at 6:00 a.m. local Italian time, on a short passage 68 miles from Licata, Sicily to the island of Gozo, which is part of Malta. We will cross the Sicilian Channel

which can be quite busy. Its a beautiful morning with not a cloud in the sky however the wind is only light and variable so we have both the mainsail and the iron genny working today. Wish we were there or you were here. Have a wee dram for us and we will do a similar toast to you when we make landfall." Currently Rick and Bonnie are in Siracusa, Sicily and also have an excellent blog site: <http://www.sailblogs.com/member/aisling/> Fred and Nancy Vogeli on *Frisco* continue to explore the Med as well.

Jim Evans sent in a summary of his summer sailing activities: "I sailed with David James (you may recall him as Nellie Lamb's crew on the 90th Anniversary Cruise last year) on David's *Colette* in Europe last summer. Leaving from West Mersea on England's East Coast they sailed to Den Helder in the Netherlands, then via Norderney to Helgoland. Helgoland, or Heligoland, has a fascinating history. Originally a British possession, the tiny islands were traded with Germany for Zanzibar in 1897. Subsequently, Helgoland became an important German naval base and was bombed flat in WWII. As if that weren't enough, Britain retained it as a bombing practice site until the 1950's when it was returned to Germany. Now it is a duty-free holiday haven; above the town the landscape is well-cratered, but the cliffs are a spectacular seabird nesting refuge. In the harbour, the very cheap liquor



Iain Tulloch

Deep Cove

ensures a constant stream of visiting yachts, and rafting ten or twelve deep on the wall is the norm. From Helgoland, *Collette's* course was via the Nord-Ostsee Kanal, built by Kaiser Wilhelm for his battleships, to Kiel. This is a yachting centre on a par with Cowes or Newport, although the city is new and mostly uninteresting. The next three weeks were spent wandering around Denmark, as far as Copenhagen, and back via Danish islands to the German Schlei and Flensburger fjords.

The Danish islands were a delight: rural and unspoilt, with beautiful small towns and villages but crowded harbours where, nevertheless, there was always room for one more, packed in with the greatest good humour. Notable were the many metre-style boats, beautifully kept and bright-finished, often engineless and skillfully sailed with a family crew.

The German fjords were quite unlike one's concept of a fjord from the Norwegian archetype; these fjords are drowned river valleys in flat or rolling country like the Norfolk Broads or the Saint John River. With good winds and flat water they give wonderful sailing, and there are many interesting stops ashore. All this area of Schleswig-Holstein was fought over for centuries by the Danes and Germans, but before that it was the home of the Angles, the co-founders of the Anglo-Saxons of England.

The trip home, as is so often the way, coincided with the end of the wonderful hot weather the crew had enjoyed. Once



Syd Dumaresq

Iain Tulloch rowing Dennis Linton and huskies ashore



Bras d'Or continued

out of the Elbe an attempt was made to sail south west outside the Frisian Islands, but foul winds forced a stop at Borkum, where the old yacht harbour proved to have no water and after dredging around for a while, *Colette* ended up tied to the remains of a jetty that seemed to be a WWII relic, far from the German efficiency she had enjoyed up to then. Continuing foul winds and gales forced a further detour, inland via Delfzijl through the canals to Harlingen and thence across the Waddenzee to Den Helder once more. At last a slightly more favourable wind arrived (albeit a Force 6, nearly on the nose, but things improved later). After a night dodging ships, fishing boats, oil rigs and wind turbines (the North Sea is astonishingly congested to those used to our wide Canadian waters) *Colette* returned safely to her mooring, where the skipper and crew immediately jumped ship. The pace of life in the UK was also something of a shock to Jim after his relaxed life on Prince Edward Island!"



Fall Raft Up

Our Fall raft up was a huge success with nine vessels in Deep Cove, Mahone Bay with visits from our Rear Commodore Sandy MacMillan and Dennis Linton from shore. Iain Tulloch, Mary Filbee and Al Bishop with Iain's two huskies in tow hiked to higher ground to get a photo of the boats nestled in Deep Cove. Iain later is seen rowing Dennis and his huskies back to shore.

Late in September Judy Robertson (*Semper Vivens*) with fellow station mem-

bers hosted an informative and interesting evening at the Royal Nova Scotia Yacht Squadron with Trevor Robertson who was awarded the CCA Blue Water Medal in 2009.

Gretchen McCurdy, Kit McCurdy, Sandy MacMillan and Phil Wash attended the CCA fall meeting in San Diego.

Al Bishop, Historian 

Buzzards Bay

Members of the Buzzards Bay Post did over the summer just what they were supposed to do. They went cruising. Some nearby and some not at all nearby.

The first to leave of the latter group was Gian Luca Fiori. He reports that *Vivaldi* left Marion on June 15 headed to the Azores with a crew which included fellow CCA members Chip Johns and Pike Noyes, together with other friends Bob Buffum and Sue Dorshimer. It took 11 days to reach Flores, nine days on the same tack for 1800 miles. At Horta, they had

a change of crew and his wife Angela and two sons, Diego and Pablo, joined for a cruise around the Azores along with an OCC rally that had around 25 boats. They visited Flores, Faial, Sao Jorge, Pico,

Terceira and San Miguel, all within two weeks. The second leg was a father and son theme, so Bob Buffum and Todd, Stefano Pacini and Bernardo and Gian Luca with his kids sailed to Portugal. It took seven days, of which they motored for five on a glassy ocean to reach Cascais where the Buffums disembarked and the rest of the crew continued to Lagos, where *Vivaldi* was left for several weeks. The third leg was just done in September, when he sailed with his brother Miguel and

Miguel's wife Maria to Madeira and then to Lanzarote. Gorgeous reaching in 15-20 knots of wind for the 700 miles. *Vivaldi* is now at rest until December when he will take her back to the Caribbean. Gian remarks that: "Up to now, my summary points are 1) every island has been a great place to visit in regard of scenery, people and food; 2) we have been lucky or used the weather windows properly because up to now, the weather has been just perfect. I would say that the no-wind leg was pretty good since I had a lot of people on board with little experience offshore; and 3) the marinas and facilities have been very good at every stop."

Next to leave for distant parts was Bob Morris on *Apogee*. This is Bob's report about his trip: "*Apogee* departed Woods Hole on 21 June with Skip Garfield and Bob Dwyer as crew. We left Great Point, Nantucket to starboard and crossed Georges Bank in sparkling weather with well marked shoals breaking on either side. After a couple of nights of typically clammy weather we got into East of the Gulf Stream into warm water. Except for the warm jackets we donned those first few nights, we never needed foul weather gear in the whole crossing. Wind was moderate to light at times as we stayed right along 40 N and we were happy to find that after 33 intermittent hours of motor-sailing and charging batteries we had consumed a total of TWELVE gallons of diesel.

Our planned stop in Flores was nixed by a prediction of south easterlies which would have made the anchorage there uncomfortable if not untenable and given us a beat to Horta. So we decided to reach on. We spent a couple of weeks hanging out in the Islands where, thanks to Skip's long association with the New Bedford Whaling Museum, we were entertained in grand style. Bob and Skip returned home from Horta and new crew came in, including my daughter, Ashley, to help get *Apogee* to Portugal.

The warm light weather continued and we were seven days to Lisbon where, again we enjoyed the fine food, kind Portuguese people and good sightseeing. Son Ben arrived in early August with Nate Merrill and together we took *Apogee* to

Syd Dumaresq



Buzzards Bay continued

Lagos where Nate's fiancée Eleanor Lawson met us; and then they threw me off my own boat!

Actually they had a short vacation ahead of them with large scoped out alternative plans so I jumped at the opportunity to move aboard a fifty-ish foot steel boat that just arrived next door. The fact that they flew a blue duster as both husband and wife were retired British Navy was a guarantee of many good yarns. The reception was warm, especially by Oscar and Rhea their two Jack Russell terriers. Apparently I had taken over their cabin!

The young folks spent two-three weeks visiting Rabat and Essouira in Morocco and left *Apogee* in Puerto Mogan. So *Apogee* sailed about 4000nm in warm water this summer with most of our family as crew. Skip Garfield and Frank Cassidy will join me late November when we will head to the Cape Verdes and across to Grenada. Promises to be a seven thousand mile year."

In addition to these intrepid transatlantic journeys, we had at least two boats go to Newfoundland and beyond. I had the pleasure of being on one of them, joining Sandy Weld in Pocasset on June 22 and heading for Corner Brook on *Windigo* with a target arrival date of July 6. By happy coincidence, we overlapped at the Royal Nova Scotia Yacht Squadron with Truman Casner who was taking *Astral* home to Padanaram from the Bras d'Or lakes with a family crew. I had co-owned *Astral* with Truman for five years in the mid 1970s and it is always a treat for me to see that Truman has preserved so many of her original, and to me, classy characteristics.

We left the RNYS late in the morning and soon encountered strong head winds and increasing seas that, despite *Windigo's* considerable size, slowed her down to a crawl. Sandy decided to duck in to shore to wait it out, and we made our way up into Yankee Cove. Most of the cove is now filled with aquaculture nets, but there is some space near the entrance suitable for anchoring. Or so we thought. Turned out that *Windigo's* working anchor, a 120 pound CQR, kept dragging. In the end, we

deployed a Fortress anchor which Sandy had in pieces in a sail locker, and which while light in weight had very large flukes. It held on the first try. We guessed that the bottom was soft silt – perhaps from fish waste – and that the CQR couldn't penetrate to sturdier stuff. Sandy has anchored there many times before using the working anchor and had no trouble. After that interlude, it was smooth and enjoyable sailing for us up through the Bras d'Or lakes and eventually across to Newfoundland, and we made it to Corner Brook a day ahead of schedule.

The accompanying photograph shows *Windigo* in Neil's Harbor, Nova Scotia, which is just to the North of Ingonish and

lutely wild and unspoiled. From there we continued on to St Anthony, at the Northern tip of Newfoundland, to exchange crew – dropping Lee Campbell and Bob Macleod and picking up Mark and Janet Standley. We then retraced our route back along the Quebec shore before returning to Newfoundland. Jim and Lea Watson helped us get from there to Halifax, and then Tim Surgenor and Dave Pratt helped us home to Pocasset, including a super 40 hour reach across from Nova Scotia to Cape Cod."

Anasazi was the other boat from our fleet which I know about and which went to Newfoundland. Gary Schwarzman reports her summer as follows: "*Anasazi*



Nick Grace

Windigo – Neil's Harbor, Nova Scotia

was our jumping off point for Newfoundland. Happily, the threatening black cloud in the background ended up dissipating rather than developing further.

After I departed at Corner Brook, Sandy reports *Windigo's* summer as follows: "From Corner Brook we went straight across to Harrington Harbor on the Quebec shore, then poked along that shore, passing through the Petit Rigolet, which is a wonderful channel behind islands of rock and fir. It is deep enough for large vessels, calm as can be, and abso-

enjoyed an excellent summer cruise to Nova Scotia and beyond, ending in Lewisporte, Newfoundland, where she is ashore for the winter. Crew included both daughters and their families for separate legs, so the age range aboard was 6 to 68. With generally good weather and fair winds we mostly harbor-hopped, exploring country that has been well traveled by many CCA members, but was totally new and exciting to this skipper. *Anasazi's* most northerly port was Battle Harbour, Labrador, which left a few weeks – not nearly enough – for

Buzzards Bay continued

Newfoundland's northwestern peninsula and northern coast, which they inexplicably call the "northeast coast." There all the attractions arrived right on cue: dozens of whales, innumerable dolphins, one bear, one caribou, and one huge iceberg. I am eagerly anticipating returning to Newfoundland for spring launch and further cruising."

Bill Cook on *Resolution* went up the other side of Nova Scotia, returning to the Minas Basin with Tim and Sue B. O'Keeffe and John Winder. After that *Resolution* sailed west to join the CCA Maine cruise with Nancy McKelvy and Kin and Meredith Howland on board. There were 15 other boats from our Station which made it to the Cruise with at least 20 members of the Station on board.

More recently, we have had our first monthly off season lunch, with 23 attendees at the Beverly Yacht Club on October 25. The chowder served was so good that Bill Hickman had two servings. Not cups, bowls.

Nick Grace, Historian 

Chesapeake

"In the beginning all was darkness, and the earth and the sea were without form. Howling winds, unimpeded, drove endless layers of slate-colored clouds obscuring all light from sun, moon and stars. Over black waters rolled enormous waves cresting to great heights before crashing on an unseen shore. What seemed to be eons passed as soil from rain-soaked hills rushed in torrents through sodden marshes and thence to the sea from whence it came. And on the fourth day appeared a strange silvery disc in the sky, separating day from night. Birds could be seen and beasts in the field. On the fifth day, this disc appeared once more, this time as a golden circle on the eastern horizon, diminishing the winds and calming the seas, rising high, bringing light and warmth and joy to all who beheld it. And the people rejoiced, giving thanks."

That was pretty much the story of the Chesapeake Station's Fall Cruise, October



Angus Phillips and Anne Smith love fresh oysters on the half shell

Fred Hallett

10-15, 2013, and the roiling remnants of Tropical Storm Karen stalled right over the Choptank River, blocked for days by a big "H" over Massachusetts.

The first event was at Higgins Yacht Yard in St. Michaels, Maryland. Donna and Alex Schlegel, with crew Alan and Vivian Harquail, braved the storm to sail *Oscar* across the bay from Galesville, but most of the sixty people who attended the Great Oyster Feast arrived by car. Inside the huge boat shed the weather was perfect, with Rear Commodore Tad duPont's immaculate Hunter Green Cal 40 *Nicole* forming a backdrop for both the oyster shuckers and guitarist Kenny Haddaway, who was joined by Chip Shutt on the harmonica to provide jolly music.

Friday, October 11, saw the fleet assemble at La Trappe Creek, with a party raft forming on Fleet Captain Bob Mathew's *Blue Moon*. Saturday there was a mass movement up the Choptank River to the Cambridge Yacht Club in a charming colonial town founded by English settlers in 1684.

Blue Moon ferried many of the cruisers to the University of Maryland Center for Environmental Science's oyster culture facility at Horn Point for an excellent few hours examining their oyster recov-

ery programs. Several of the young scientists spoke of the new electronic data recording tools now available and the new insights they have provided on marine ecosystems.

Horn Point Lab occupies a choice waterfront site on the grounds of "The Moors," a hunting lodge and farm built by our Rear Commodore's grandfather, Senator Coleman duPont. Tad remembers roaming the property as a young boy, and especially visiting the private airplane hangar and the carved Merino sheep heads on the gate posts at the main entrance. The old home on the property at the time was built by Charles Goldsborough about 1750 on one of Lord Baltimore's land grants "patented" by John Horne in 1659. During a short break between rainstorms, in a spacious open pavilion near the waterfront, we enjoyed an excellent box lunch while Tad reminisced about summers long ago. Dinner that evening at CYC featured crab cakes and rockfish with a great view of the storm raging over the river.

Sunday, October 13, dawned gray and windy. At buoy "25" north of Cambridge Yacht Club, the competitors in the Sonny Gibbons-Neff Trophy Race gathered for a 1030 "cruising canvas only" reaching start which had many thinking about reefing immediately. Some did, while others carried on, not reducing sail until the last windward leg. Teddy Clucas and his crew aboard *Manxman* held it all together for a win.

Most of the boats spent Sunday night at anchor in snug Baby Owl Cove on the north side of Leadenham Creek, a nice place to be in a northerly blow. As is usually the case, a mini-raft of dinghies



Rear Commodore Tad duPont briefs Fall Cruisers at Cambridge Yacht Club

Fred Hallett

Chesapeake continued

clustered just aft of the biggest boats for a bit of socializing.

On Monday, the sun came up! As skies turned blue, spirits rose, geese circled the anchorage after a scattered volley of not-so-distant shotgun blasts, and after



Fred Hallett

Phil Parish, joint winner with the late Peter Gibbons-Neff, accepts the **Reindeer** trophy

breakfast, anchor chains began to clatter as members looked forward to a pleasant trip eastward to Tred Avon Yacht Club. More than a few roamed the TAYC piers and the streets of Oxford that afternoon, delighted with the more normal autumn weather and not minding stepping over the few remaining mud puddles.

At five o'clock, 28 members gathered a TAYC for the Station's Annual Meeting, re-electing Rear Commodore Tad duPont, Fleet Captain Bob Mathews and Secretary-Treasurer Wally Stone. Wally reviewed the state of the Station's finances and then announced that a rental agreement had been concluded with TAYC for a new CCA trophy case in the clubhouse where the Station's Trophies will remain on display.

The R/C discussed plans for a new trophy – a sextant mounted on a wooden base (being built by Bob Mathews) – to commemorate all Chesapeake Station members who had completed two or more Newport-Bermuda races in their own boats since the Station was founded in 1948. Station historian Fred Hallett will chair a committee to collect and verify a list of those who currently qualify. Dr. Jim

Thompson offered to donate his sextant and a silver bowl for a "keeper" trophy. The meeting then adjourned to the picturesque main floor dining room.

In what has become one of the fine traditions of Chesapeake Station's yearly cycle, members and guests, some by boat and others by car, gather at TAYC (our "virtual clubhouse") to celebrate another great year of racing and cruising. After an excellent dinner, Tad presented the awards. Teddy Clucas being en route to Italy, the Sonny Gibbons-Neff Trophy was accepted on his behalf by Dr. Jonathan Goldweitz. Chip Shutt received the Henry Trophy and Wally Stone was awarded the Commodore's Trophy for his service to the Station.

The *Reindeer* trophy was awarded jointly to Phil Parish and the late Peter Gibbons-Neff who was represented by family members, large and small. Kudos to each of them and applause all around.

Frederick Hallett,
Historian 

P.S. Our Rear Commodore has instigated the practice of a "safety moment" at each of our meetings. Station member Ron Trossbach has provided new information and demonstrated new safety equipment several times and others have recounted lessons learned, some the hard way, about the need for constant vigilance and up-to-date equipment. Keep in mind the observation of the fictional John Jorlocks: "Yachting is the sport of kings, the essence of war with all the glory and only twenty-five per cent of the danger."

Essex

The Essex station and its members have been very active since our last report. We started our Spring Regatta on the weekend of May 31 in West Harbor, Fishers Island, with a raft-up of *Joyant* with Tom and Dorothy Wadlow, *Lily* with Paul and Carol Connor and Jeb and Dianne Embree, and *Margarita* with Pieter and Joanne deZwart. In a normal year we would have had more boats, but our spring was unusually cold and wet. Fenders went over the sides at 17:00, and the Station keg was tapped. Frank Bohlen came over from the mainland for cocktails and Gus Kinsolving joined us from his home on Fishers. On Saturday, June 1, the 'fleet' moved to Mystic Seaport. Frank Bohlen organized a tour of the *Charles W. Morgan*. Thirty-three members attended and were treated to an 'up close and personal' view of the Morgan's hull. They admired the hours of fine workmanship that has restored it to the "ready for sea" condition. The tour was led by



Ernie Messner

Past Commodore Bob Drew's **Shamrock** taken from *Valour* in Tenants Harbor, Maine

Quintin Snediker, Director of the Seaport's shipyard, and Dana Hewson, Vice President for Watercraft. The exemplary exterior joinery and quality of the Morgan's hull caused some to comment that "it is too bad that she has to be painted!" After the tour, members headed back to the three boats, *Lily*, *Quest* (Dennis Pow-



News from Stations & Posts



Essex continued

ers) and *Margarita* which were docked at the Seaport's north pier, for libations, hors d'oeuvres, pizza and numerous sea stories.

Tom and Dorothy wrote that they cruised north this summer from Mystic. They landed for a half day visit at Sable Island, and *Joyant* was the first ever yacht to visit the newly created Sable Island National Park Reserve. They then checked into Canada at Cornerbrook and proceeded to Labrador. It was the coldest spring in the last ten years and they were stopped by pack ice briefly on the way north. They reached

Labrador's northeastern-most point, Cape Chidley, on June 18, but again experienced the unusually cold weather when on July 17 they were anchored in Seaplane Cove, which froze during the night. They were able to power through the ice without a problem, but were surprised that ice would form in mid-summer. Northern Labrador's bleak snow streaked mountains provide amazing scenery and the hiking on the tundra in the treeless shore was easy, with great views. They logged 4,100 miles on the round trip from Mystic. (see their full article in *Voyages*).

Dennis Powers on *Quest* took 2nd place in Class Alpha on the Spring Off-Soundings on Block Island Sound.

His family crew included his son Chris, and his brother Joel with his son Trevor.

Ten members and eight boats from the Essex Station participated in the Maine Cruise. On their way from Rockland to



Ernie Messner

Valour at Christmas Cove, Maine

Belfast, *Quest* encountered *Archangel*, a Hylas 70' sloop which had run up on Goose Rocks. She snapped her carbon spar, but reportedly on the next high tide was able to reach Wayfarer in Camden under her own power (see photo page 28).

Our Fall cruise on Columbus Day weekend was a well-attended event, with initially eight boats and 53 members and guests for the on-land event at the Niantic Bay Yacht Club. As luck would have it, we caught the end of a Nor'easter, so the boats were contacted, and it was suggested that they hold off coming to NYBC as it can be rather lumpy at the docks and moorings there when the wind is strong from the northeast. *Valor*, with Ernie and

Jan Messer, was there, having arrived earlier in the week, but *Lindy*, with Sue and Dave Dickerson, which is usually berthed there, had been delivered on Thursday to Pilots Point's North Yard in preparation for the Duck Island Thundermug Regatta. The Friday dinner at NBYC was a success nonetheless. On Saturday, the wind from

the east continued to build, making the trip to Dering Harbor less than appealing. However, six determined souls – Sean Saslo and Janet Reisman on *Intrepid*, with their guests Mark and Peg Lynch, and Su and Dave Dickerson on *Lindy* (after completing the Thundermug), rafted up in a peaceful Dering Harbor for Dark and Stormies, a fantastic turkey dinner, cooked by Sean, and just a few sea stories.

Our third Thursday of the month lunches have been very popular within our station. We often have many other station members join us and we encourage your participation. The lunch is held at Brewer's Pilots Point Marina in Westbrook, CT. Contact Bob Green at robertagreen321@me.com for details and to make a reservation. The price is appealing.

Jeb Embree, Historian

Florida

The Florida Station contains in its ranks some of the oldest members in the Cruising Club, yet it also is way up there in members sailing in the four corners of the globe. But first it's time to let you know what's going on closer to home.

Eighteen CCA members and spouses braved the cool 63 degree weather to attend the Florida Station's South Florida March luncheon at the Biscayne Bay Yacht Club. The group from Ft. Lauderdale and further north were Skip & Helen Allen, Peter & Nancy Grimm, Steve and Karyn James, David & Nancy Vietor, from Palm Beach and Pam Wall. Clint Bush presented a short Safety Moment to the group about EPIRBs and personal locator beacons. It never hurts us to hear these safety-at-sea tips again. The Miami folks present were Jack Towle, Tom Otto, Sennett Duttonhofer and Charlie and Mimi Munroe. Harry and Malinda Keith drove up from Marathon in the Florida Keys to join us before heading to the airport. A beautiful breezy day with lots of sunshine. Life is Good.

Sixteen met in late April when Buck Gillette organized lunch at Lauderdale YC. Attended by Skip and Helen Allen, Peter Bowker, Milt and Judy Baker, Scott



Dorothy and Tom Wadlow

Ice in Labrador

Florida continued

and Mary Flanders, Peter and Nancy Grimm, Pam Wall, Barbara Watson and ICC guests Ronnie and Hazel Barr. Clint Bush gave another a safety moment.

Steve James reminds us all that the Wirth Munro Race will be run on Decem-

protected anchorage off the Duttonhofer's dock. On Saturday, there will be a dinner at Biscayne Bay Yacht Club in Coconut Grove. This promises to be a really fun weekend and we encourage all station members to attend. Guests from other stations are also most welcome. Announce-

ments on the details of this weekend will be forthcoming. Should anyone have any questions, you could E-mail or call Bill Munroe.

And now, for what's been going on, who's been doing it and where: Florida Station members attending the Maine Cruise this summer were: Jim

and Sue Chambers, who did a yeoman's job of organizing and helping to manage the cruise with the Schneiders, GMP. Also in attendance were Jack and Glory Wills, Deb and Bob English, Harvey and Judy White, Fred and Darlene Hosack, and Past Commodore Truman Casner and his wife Cinnie plus their family. There were just under 80 boats and about 300 in total attendance. This was a Herculean job and all went smoothly thanks to the organizers. Once again, the Florida Station was well represented.

Orient Express, Joel Taliaferro and his crew had a very tough time of it in the annual Regatta del Sol al Sol starting in St. Petersburg, but never finishing. On the 400 mile leg to the Isla Mujeres they were enjoying spectacular boat speed with the spinnaker up. Joel wrote that he was standing in the companionway briefing the watch change when the bimini came crashing down on top of him. Unfor-

tunately, that wasn't all that came down, as the helmsman of that moment called out, that they had just lost the backstay. They all saw the mast, boom and sails slowly fell over the starboard side of the boat. Fortunately, the entire crew was in foul weather gear and had on their PFDs. They sprang into action and cut away all the halyards and other lines, plus they cut all the wire rigging in very short order. After checking the boat for other damage they headed for Key West, some 160 nms distant, under power. Going into heavy Gulfstream swells and crashing waves made the going very tough and their SOG was only 4.5k as opposed to our her normal 7k. Thirty hours later they arrived in Key West, exhausted and ready to kiss the ground. Considering all that happened, they never would have made it had it not been for an astute and experienced crew, safety equipment and a well prepared boat.

Milt and Judy Baker, aboard their Nordhavn 47, *Bluewater*, joined three other Nordhavn trawlers in Lunenburg, Nova Scotia, in July and the four yachts cruised loosely in company, to the Bras d'Or Lakes where they cocooned for most of the summer. At Milt's urging, there was no fixed agenda, no fleet captain, and no daily radio schedule--just a bunch of friends hanging out at Baddeck and other venues nearby. Towards the end of the summer *Bluewater* headed north to Newfoundland for a short visit, and the Bakers returned to the more benign summer weather and idyllic fog-free cruising on the Lakes. At this writing Milt and Judy are a day out of Fort Lauderdale where *Bluewater* will winter until spring.

Tom Kenney writes, he sailed, actually motored, his boat from Turkey to Spain. She's now on the hard in Aguadulce, Spain. He plans on leaving in early January for the Canaries and thence on to the Atlantic crossing with Jim Evans, BDO, and David James from the UK.

Steve James states that no he would not call this a great summer. As a matter of fact it had been one of the most difficult in a long time. They have not sailed, even once. They have been in a boat yard in western Turkey doing a refit/repaint. This



Joel Taliaferro's *Orient Express*, in Key West, after being dismantled in the St. Petersburg to Isla Mujeres Race

Chris Keimig

ber 6, 2013. The East Coast Stuart lunches will start again in November while the West coast lunches at SPYC began in September. The annual meeting will be held in Coconut Grove at the Biscayne Bay Yacht Club in combination with the Mid-Winter Rendezvous on the weekend of January 10-11. There will be a fabulous and authentic Cuban pig roast on Friday evening at the home of Sennett Duttonhofer on Key Biscayne. For those wishing to come by boat, there is a very good and



Lee Brown, Mary Piper, Scott Piper and Mike Brown in Fatu Hiva, Marquesas

Pat Montgomery

Florida continued

project ran well into October though it was scheduled to be finished much sooner. He spared everyone the details until he can sort out the gruesome and dwell on the humorous.

Scott Flanders wrote that the first portion of M/Y *Egret's* 2013 cruise was a repeat of the 2012 trek to from Fort Lauderdale to CCA's Anniversary Cruise in Bras d'Or Lakes, Cape Breton Island, Nova Scotia. However this year, *Egret* kept heading farther east; traveling up the west coast of Newfoundland, Labrador, crossing to SW Greenland and on to Reykjavik, Iceland. Currently *Egret* is wintering in Isafjordur, Iceland. They met CCA member John Harries, BDO in Lunenburg, Nova Scotia, and received sage advice about traveling through the ice between Labrador and Greenland. As usual, they waited for great weather and motored through the calms. They had no spray on the pilothouse glass from Newfoundland to Iceland. It was wonderful.

This was *Egret's* first time in big ice. They loved it and like all newbies to the ice, couldn't quit taking photographs. Wouldn't a 2015, CCA summer cruise from Halifax, Nova Scotia to SW Greenland via Battle Harbour, Labrador be fun, suggests Scott?

Jim Long writes that he and Betsy will spend this cruising season in the Roatan/Guatemala area and if they like it they will head up the Rio Dulce during the 2014 hurricane season and spend one more year cruising that area next winter. If they don't like that part of the Caribbean they will head home this winter. Since they have about one more year of construction to work their way through in NC. They miss the water but after six years in the Caribbean the mountains have provided a nice change in scenery.

Braun and Tina Jones produced a great *Ocean Pearl* blog. They have been working on a plan to cross an ocean. After they tragically lost their previous boat *Grey Pearl* to a fire in Phuket, Thailand, they did their fair share of soul searching. After extensive sea trials with the new boat, *Ocean Pearl*, from Annapolis to New England, Florida and the Bahamas and some blue water refitting, they decided to do some north latitude cruising; so off to Ireland via Canada, which is somewhat unconventional route. Their nine day cruise from St. John's, Newfoundland to Crookhaven, Ireland was a dream come true. They departed in good weather and cruised through "ice alley" and made the 1,700nm trip in eight days. A few weeks after celebrating their crossing



Scott and Mary Flanders host Braun Jones on board *Egret* in Nantucket as they all headed north

Tina Jones

it was time to leave their initial landfall at West Cork and make way for Dublin. After Dublin, they headed for Scotland and thence on down to the Thames and on to London. The summer of 2013 was fast coming to a close and it was time to bid Ireland and Scotland farewell.

Other notes of interest: Bruce Kessler writes, that he is happy to report that he has no sea stories but he had a very nice uneventful summer cruising Maine. The Delaware Maritime Hall of Fame is inducting five people who have given uniquely and generously their skill, energy, heart, and time in building Delaware's maritime heritage. The Class of 2013, which includes Paul Ives, will join 30 others who have been honored beginning with the first class in 2007. The Meritorious Service Award goes to Capt. Jacob Nicholas Jones, a national naval hero who fought in the War of 1812. The Overfalls Maritime Museum Foundation oversees the annual inductee selection process and sponsors the banquet and induction

Capt. Paul Ives of Lewes was a licensed pilot for the Delaware River and Bay and Chesapeake and Delaware canal. He noticed the lack of ship-to-ship communications. His combination of skills placed him at a critical juncture in maritime safety and communications. He worked tirelessly for the pilots and ports on the Delaware River for early implementation of communication between vessels using VHF single-channel radios. The radio system ensures that all ships and pilots are in constant communication, improv-



Braun Jones

UK Coast guard rescue diver and paramedic David about to board *Ocean Pearl* on a training mission.



Florida continued

ing safety and reducing collisions. Paul has received numerous commendations for his work, including being named the Ports of Philadelphia Man of the Year in



Jack Towle contemplating the navigation for this trawler on Grande Miquelon

Bill Munroe

sailing and finally dropping the main to motor directly into it. Our friends on an identical boat, departed at the same time, did not put up a bit of sail but pushed both throttles down to 2400 rpm, set the autopilot on rhumb line

and slammed into it. They beat us to the mooring by 2½ hours! Mike, running that boat, lives aboard his Lagoon 42. He knew that these cruising cats only go to weather under both engines. French Polynesia is a magical place, the people were beautiful and warm, the islands and water are beyond gorgeous and they found the catamaran to


be very comfortable both at sea and at anchor."

Scott Piper's *Pipe Dream IX* reached the Marquesas after a 3,000 nm crossing from the Galápagos Islands. In Hiva Oa,

with their good friend Pat Montgomery, the significant other of new CCA member Ken Hege FLA, who joined them in American Samoa. They made a stop in Wallis. The plan was to go to Vanuatu. However, en route they ran into some near gale weather. Ordinarily it would be no problem but their sails began to come apart. The two girls were terrific making repairs and both even went up the mast. However, the mainsail finally shredded and the jib was torn. They could have gone the 400 miles to Vanuatu with storm sails, but with only the three of them, Scott decided to bail out and head 200 miles to the South to Fiji. It was a tough 30 hrs in heavy seas. They lost some deck gear including their dinghy's outboard engine. But in Fiji, they had a grand reception from the natives of Yasawa. On the main island they found the Vuda Point Marina, a good marina with excellent yacht facilities. Scott did not want to continue on around with just the mainsail being repaired, but obtaining a new one would take some time, putting them close to typhoon season. So, for a change of plan, Mary and Scott will take the boat to New Zealand for the season and continue *Pipe Dream's* 5th circumnavigation next year.

Costa Concordia: One of the greatest salvaging operations in the world, which many of us watched with fascination, was performed by a consortium of salvage companies; one of which was Titan Marine. The founder and driving force of this worldwide salvage company was our FLA member, David Parrot, who passed away far too young in 2010. David was an accomplished yachtsman with a CV far too lengthy to insert in this article. For those of us who knew David and Titan Marine's many worldwide projects, it's sad that he

wasn't around for the Costa Concordia parbuckling project.

Jim Gour, Historian 

1992. His efforts directly led to the adoption of the single-channel system now in use. The radios have saved countless lives that might otherwise have been lost due to collisions on the river and bay.

Ron Schaper writes from the South Pacific: "The winds were strong, in the mid to upper twenty knot range, ESE, combined with a SW swell of 12 to 15 feet...which made for some great trial conditions for someone like himself testing the waters for a possible catamaran in his future. They actually had a group of 14 friends who chartered two of these cats and they sailed together, great for taking photos of each other in active sea conditions and to compare different methods of sailing them. For example, sailing the twenty some odd miles from Bora Bora to Taha'a, directly to windward, we tucked a reef in the main and sailed about 55-60 degrees off the wind, then tacked, then tried to get more weatherly by rolling up the jib and motor



Scott and Mary Flanders *Egret* hiding from the ice, Red Bay Labrador

Scott Flanders

they were met by Mike and Lee Brown PNW. They had a wonderful four weeks cruising French Polynesia. The crew was reduced to Scott and Mary Piper along



Great Lakes

The Great Lakes – “The largest group of fresh water lakes on earth.” Combine the shorelines and the resulting length is equal to almost half of the earth’s equator. Impressive! Having recently returned from sailing in the Solent, we informed



Shooting the Rapids Long Cove – Andy and Barbara English, Andy and Jo Jones

our British hosts Lake Ontario alone has a length of almost 200 miles. In awe of such vast land-locked bodies of water, they noted our wondrous Great Lakes must be comparable to inland seas of Europe.

Here is the summer report from North America’s “inland seas” – The Great Lakes Station: The GLS was well represented on the CCA Maine Cruise. Arthur and Barbara English were joined by Andy and Jo Jones on board the English’s *Temagami*, a Sabre 42. Arthur and Andy had sailed *Temagami* from Chester, Nova Scotia where she had wintered following the Bras d’Or Cruise of 2012. Bob and Sally Medland, along with Mike and Donna Hill, chartered *Zora*, a 39-foot Mariner out of Camden. Rob Beebe and his wife Kate hosted a GLS member’s cocktail reception in Long Cove followed by a sumptuous dinner of cracked lobster aboard their classic Hinckley *Acorn*. Rob also acted as the Harbour Master for the cruise in Southwest Harbor. Among numerous highlights of the Maine cruise, were ‘running the rapids’ in Long Cove when Rob lead a flotilla of three dinghies to charge a narrow spillway of powerful

ebbing tide to join a colony of seals lollygagging on rocky outcrops on an inland bay. Somewhat more tragic, following a short but powerful electrical storm, we witnessed a log cabin on Buck Island disintegrate in a blaze of flames after having been struck by lightning.

Jeannie and Jim Foley left the Canary Islands aboard *Onora* in late January to arrive in the Cape Verde Islands in time for Carnival. Although expecting street masks and costumes to offer the main excitement, the marina created an unexpected furor when a power surge destroyed most of the boat’s electronics. Following a few days stay at remote, Brava Island, the GLS couple crossed to Fernando de Noronha in

Brazil before proceeding down the coast to Santos. On April 6, they cast off their lines for what turned into a difficult 21 day crossing to Cape Town when high winds prevented them from stopping at Tristan de Cuna. However, once arrived in Cape Town, a rendezvous with Skip Novak resulted in obtaining an invaluable list of vendor contacts.

Following Jeannie and Jim’s August return to hometown Chicago, the Foley’s received word from South African customs that their boat *Onora*, had been seized due to the owners having left the country without her. A quick resolve was to make a deposit of money which is expected to be returned upon leaving South Africa for Australia in December.

In October 2012, Skip Novak and crew onboard *Pelagic Australis*, supported an ice coring project on South Georgia Island lead by

Prof. P. Mayewski, a leader in the field of climate change from the University of Maine. To accommodate two inch diameter extracted sample cores, Skip needed to install an additional, temporary freezer aboard *Pelagic Australis*. Skip reports that similar to other sub-arctic locations, South Georgia’s glaciers are receding and disappearing. This fact makes the island an important testing ground for long term climate change.

In February, 2013, Skip gathered a team of eight to climb Mt. Français the highest peak on the Antarctic Peninsula, (9,055ft – 2,760 m) part of Anvers Island. After eight days of glacier camping and skiing, they successfully descended before the arrival of a horrid weather system that kept them tent-bound for two days. While skiing back down to the coast in a white-out, they were dependent on the reliability of a portable GPS!

At present, following a refit in Cape Town of new engine, drive train and other necessary updates, *Pelagic Australis* is sitting in Stanley. However, she and crew will soon leave for South Georgia where they will tackle another Shackleton Traverse including other mountain objectives. The original *Pelagic* has been engaged by the BBC Natural History Unit in Bristol to film the life cycle of the Gentoo penguin at the British base at Port Lockroy on the Antarctic Peninsula. Of interest to CCA members who have visited the port, is following the renovation of the British Antarctic Survey to an historic monument, it has now taken on the importance of a visitor’s center complete with a UK post



Pelagic Australis

Skip Novak

Great Lakes continued

office and gift shop. Skip describes how the Gentoos look quite striking marching



Kate Beebe

Cocktail Reception Long Cove: Sally Medland, Donna Hill, Rob Beebe, Mike Hill, Bob Medland, Aruthur English, Andy & Jo Jones, Barbara English

about beneath the Union Jack as well as commandeering the veranda at the Port Lockroy base. *Pelagic* will be stationed there from mid-November until the Gentoos fledge in early March.

In July, Rob and Kitty Lansing aboard *Seaquill* joined Thacher and Lloyd Brown of the Chesapeake Station aboard *Seaquill* to cruise Maine east of fabled Schoodic Point. Cruising in company with Rusty and Betsy Kellogg of the Boston Station aboard *Blue Magic*, Robert reports they experienced some of the best weather they have known in four decades while cruising those waters. They made stops at The Mud Hole, Jonesport, Split Harbor, Mistake Harbor and other anchorages along this unspoiled, rockbound coast.


A special day was spent ashore Roque Island, one of the most iconic of hundreds of beautiful Maine coastal isles including a mile-long white sand beach. Held in continuous ownership by one family since 1806, it is managed largely as conservation preserve. Robert reports they experienced "...delightful, delicious days, now part of our fondest memories of well-found boats, old friends, cruising ever-beautiful coastlines."

Mike and Donna Hill enjoyed a fall visit to the UK to reunite with friends from the 2006 Blue Water Rally. Sailing

in the Solent, revisiting The Needles and lunch at the Royal Yacht Squadron were highlights of their visit. In June Mike and Donna joined friends Ray and Gill Graham aboard their Beneteau 40, *Kerveza*, located on the Central Coast of British Columbia 52°N 128 W°. Landing in Bella Bella they spent a week exploring the inland passageway. Scenery on this vast Canadian coast is breathtaking. Those who plan to attend the Desolation Sound Cruise in 2014 are in for a real treat.

Planning for the 2014 fall meeting in Toronto is well underway. Mark the dates in your calendar

October 16th -19th and enjoy a weekend in Canada's largest and most cosmopolitan city.

Donna Hill, Historian 

Gulf of Maine

The coasts of Maine and New Hampshire are fine cruising grounds and the ranks of the Gulf of Maine Post have grown to more than one hundred members. Peter Stoops has enjoyed a busy two years at Post Captain and will be handing over the square burgee to his able Secretary, Steve Tofield at our December Gam in Damariscotta. Maggie Salter, who is presently moving her boat to the Carib-



Leslie and Garry Schneider

GAM at Chez Stoops

bean for the Winter, will come aboard as the new Post Secretary.

The GMP has had a very busy and successful year which was highlighted by the Maine Cruise which had a record attendance and was enjoyed by all. In addition we had two excellent gams and a joint meeting with the Boston Station at the Portland Yacht Club.

JUNE GAM AT CHEZ STOOPS

The June Gam at Chez Stoops was lots of fun and a grand way to launch the sailing season. The weather cooperated and we were able to take advantage of the elegant outside deck where we enjoyed cocktails (sans Rum Barrel!!) and hors d'oeuvres while chatting about past and future cruises. The animated conversations continued throughout the pot luck feast and into the night.

GMP GAM AT MAPLE JUICE COVE

The Gam at Cabot and Heidi Lyman's house the day before the Club Cruise began in Rockland was attended by about 90 people. The weather was perfect, the wood fired pizza delicious and the Rum Keg was cycled a few times. Everyone was in great spirits and both new and old friends shared a wonderful evening. The gam may have set a record for numbers: an estimated 35 boats were in the Maple Juice Cove anchorage, and probably 100 people made their way onshore for the "customized" pizzas (and kegs of beer to wash them down).

Many thanks to Cabot and Heidi for allowing such an armada of boats into their anchorage, and such an army of folks onto their beautiful property. And thanks to Garry and Leslie Schneider who included the event in the 2013 Club Cruise, and who did so much work to pull that huge event off.

GMP GAM AT OVENS MOUTH

Following the end of the Club Cruise at Roque Island, Charlie and Gale Willauer hosted the GMP Gam at their wonderful new house at Ovens Mouth. This event was in stark contrast to the last



Gulf of Maine continued

one held at the same time there in 2010, when we were besieged by hurricane winds, and ankle-deep mud. This time around it was perfect Maine summer weather, including a handy NW breeze the day before which blew in a half-dozen attendees by water.

It was not a huge crowd – about 24 – but the gam was easy-going (see: “rum keg”), delicious (see: “fish chowder”), and the venue perfect (see: “rolling field down to spectacular anchorage”), so everyone who attended was amply rewarded for their efforts.

In attendance were: hosts Gale and Charlie Willauer, Post Captain Peter Stoops and Kate Wilkinson, Club Historian Garry and Leslie Schneider, Carter and Peg Bacon and guest, John and Tania Chandler, Brad and Ann Willauer, Peter and Carol Willauer, Barney and Caroline Baker, Past Commodore Jim and Ruth Harvie, Jim and Sue Chambers, Nick and Kathy Newman.

COMBINED BASH WITH BOSTON STATION

The Boston Station/Gulf of Maine combined bash at the Portland Yacht Club was lots of fun and well attended. All seemed to agree that more cross cultural events between our neighbors to the South and the GOMP were something to be continued and expanded upon. The Rum Keg was enjoyed (again) and conversation was quite animated throughout the evening. The food was excellent and we were treated to an after dinner presentation of a well planned and executed voyage. New

CCA member Max Taylor (while apparently being a lifelong member at the same time) showed some great “slides” and spoke eloquently and informatively about an East to West North-Atlantic crossing from Iceland to Buzzards Bay.

SAIL ON THE BOWDOIN

Monday, September 23, was a Fall day with a strong promise of Winter. At 1600 ten well wrapped members and guests of the Gulf of Maine Post joined Captain Eric Jergenson and his young crew of cadets for an exciting two hours aboard the schooner *Bowdoin*. This was the fifth or sixth time we have been invited aboard and the first time we had the chance to experience the power and drive the schooner has when the wind really blows.

Once out of the protection of the Castine Harbor, a strong Northwest wind blew straight down from Belfast, a fetch of some ten miles. The streaks of foam on the grey surface told of steady winds above 25 knots. Gusts were higher. Despite a three foot steep chop, the ship heeled no more than fifteen degrees, perhaps helped by the single reef for which Captain Jergenson had called before we left the dock, and spray was minimal. The first hour we worked to windward. It was only when we swung to a beam reach that the *Bowdoin* began to show the turn of speed that allowed her to sail to the Arctic Circle and return in a single summer. As she gained speed, the motion steadied and the wake, still smooth, showed foam. All aboard could feel the acceleration. A check of the instruments showed we were doing better than eight knots. All of this on a 90 year old wooden ship built with multiple layers of planking and internal bracing to stand the stress of the northern ice.

On our return to Castine, Captain Jergenson skillfully managed to back the schooner into her slip behind the *State of Maine*. For those of us with experience in full keel cruising boats that appear to back pretty

much in random directions, it was impressive to see Eric’s skill as he backed and filled. Once secured, we headed off to a newly built bar and restaurant to treat the



Leslie and Garry Schneider

Ovens Mouth

crew to supper. We were: Bob and Joan Roy and neighbor Tom Yoder, Peter Haddock, Harriet Tobin and Jim Whalen with guests Charlie and Jean Johnson, and Garry and Leslie Schneider. Having been forewarned of our arrival, the cook had platters of hot chicken wings and fries set out for us. While we did justice to these and waited for supper, Captain Jergenson told us of the upcoming major refit of the *Bowdoin*’s deck. The existing deck of white pine is to be stripped along with the top two courses of hull planking. This should give good access to the tops of the ribs in case there is any worked needed there.

As most of you know, the Gulf of Maine Post has developed a close relationship with the Maine Maritime Academy and her schooner *Bowdoin*, Maine’s official state vessel, over a number of years. This summer MMA kindly did a marvelous job of hosting the Club’s Summer Cruise consisting of 80 CCA boats and 280 of our members and guests for two days. We were very pleased to be able to tap a bit of the reserve left from the cruise and present the *Bowdoin*’s Captain with a Club check of two thousand dollars to assist with the upcoming refit. To sign up for the *Bowdoin* 2021 newsletter, which will provide updates of the ships work and plans for the future, email Captain Eric at Bowdoin@mma.edu.



Leslie and Garry Schneider

Maple Juice Cove

Gulf of Maine continued

**YANKEE MARINA BOATYARD
TOUR AND GALVANIC CORROSION
LECTURE, OCTOBER 26**

For this gam, we managed to combine two very interesting events: a tour of Yankee Marina, in Yarmouth, and a talk by Roger Hellyar-Brook.



Leslie and Garry Schneider


Aboard the Bowdoin

Yankee's GM (Curt Mildrum) and service manager (Adam White started off the morning with a tour of the Yankee facilities, including their vast indoor heated work spaces, including the carpentry, paint, fiberglass, and mechanical areas. We set up shop for lunch and our lecture in one of their heated storage buildings.

As always, Roger Hellyar-Brook provided a fascinating, and practical, explanation of galvanic corrosion. It is clear that Roger's depth of knowledge – both scientific and anecdotal – is amazingly complete, yet he brought it to us in a way that was easy to understand, and laced with humor. Suffice it to say that the 20 people listening to him came away with a clear understanding of how galvanic corrosion works, and what can be done to minimize it. And, just to be thorough, he walked us around the shed to show us very clear examples of corrosion on a number of boats.

All in all, an excellent event, and we owe thanks to the hosts at Yankee, to Roger, and to Maggie Salter and Al Hickey for pulling it together. Present at the gam was: Post Historian Garry and Leslie Schneider, Bruce MacNeil, Buell Heminway, Merle Hallett, Post Captain Peter Stoops, Al Hickey, Peter and Liza Chandler, Buck and Mimi Gillette, Marshal Green, Post Secretary Steve Tofield,

Charlie Whittier, Scott Teas, David Elliott and Frank Alexander.

Garry Schneider, Historian 

New York

Rear Commodore Hiro Nakajima, Owen Smith, and Bill Ewing were among NYS members who participated in the Power Squadron's "Flare Off" at West Beach, Stamford, Connecticut, on June 3. The weather was a bit overcast, but the flares were bright. A safety briefing was



Bill Ewing

Owen Smith at the "Flare Off"



Bill Ewing

David Brown and Jim Binch



Hiro Nakajima

The Brooklin Boat Yard with tours by Steve White



Bill Ewing

Dick York, Larry and Anne Glenn

given first and then participants fired the flares; an excellent way to get familiar with flares in a non-emergency setting.

The North American Station and the CCA Annual Lobster Bake was held on

June 8, 2013. It was a very pleasant afternoon at David Tunick's house on Shipan Point in Stamford. In attendance were Rear Commodore Hiro and Yuko Nakajima, Larry and Ann Glenn, Dick and Leslie

York, Scott and Kitty Kuhner, Jim and Suzie Binch, Nigel and Judy MacEwan, Shiela McCurdy and David Brown, Bill and Sue Ewing along with a host of others from the CCA and the NAS. The Rum Barrel was present, the lobsters were delicious and the company friendly and always entertaining. Great thanks to David Tunick for hosting this great annual event.



Hiro Nakajima

Hiro and Yuko joined Bill and Nancy Jorch (NYS) and Jim and Margy Robfogel (CHE) on the Jorch's Frolic for dinner in Rockland



News from Stations & Posts



New York continued

NYS Rear Commodore, Hiro Nakajima and his Swan 43 *Hiro Maru* participated in the CCA Cruise to Maine. Hiro took some wonderful pictures of his dawn landfall at Rockland.

The Station's annual meeting was on Thursday, November 7, at the Larchmont Yacht Club. The speaker was Dallas Murphy, author and sailor. His most recent book is *To the Denmark Strait*.

William Ewing, *Historian*

Pacific Northwest

While PNW members have made significant cruises over the years, and many have circumnavigated, it seems several of our Canadian members have a particular interest in nonstop solo circumnavigation voyages. In 2002, Tony Gooch made a 177-day east about circumnavigation in his 42-foot cutter *Taonui*, and subsequently received the Blue Water Medal. In 2006, another Victoria, B.C. based sailor and PNW member Glenn Wakefield, attempted a solo "west about" (read *upwind*) circumnavigation, but abandoned his attempt, and his vessel, about 600 miles short of rounding Cape Horn, when weather, compounded by a series of on

daily reports can be read at his website: glennwakefieldaroundtheworld.com.

Other long range PNW cruisers this year include Kaspar and Trish Schibli in



Part of the PNW fleet at anchor, Sechart Inlet

Norway, Rod and Jill Hearn in the Caribbean, John Kennel to Mexico, Dave and Mary Utley along the US East Coast and Don and Sherry Stabbert from Hawaii to Seattle.

Our Station Spring Cruise took us to the San Juan Islands and the Fall Cruise visited the rarely visited Sechart Inlet in British Columbia, both ably organized by Fleet Captain Tom White. Each of our station cruises generally attract from 25 to 30 boats.

The speaker at our annual November dinner meeting was Fred Bieker and his son Paul. Paul, a naval architect, has been involved in all four of the Oracle America's Cup campaigns and gave us a fascinating behind the scenes look at this year's event. Our new officers are John Robinson, Rear Commodore; Sue Corenman, Membership Chair; Doug Cole, Secretary/Treasurer; Tom White, Fleet Captain/Cruise Chair; and Doug Adkins, Historian.

The PNW Station is delighted to be hosting the Fall CCA Cruise September 2-10, 2014 and sharing our nearby cruising grounds with fellow CCA members. Desolation Sound is famed as one of the *must see* cruising destinations, but more people hear of it than actually get to experience cruising in these pristine waters. Captain George Vancouver, the British explorer, is responsible for giving Desolation Sound its unflattering name. We think you will find Desolation Sound to be magical and provide a lifetime of magnificent memories.

The PNW station holds its monthly meetings at the Seattle Yacht Club on the second Monday of each month and we're always eager for out of town CCA guests.

Doug Cole, *Historian*

San Francisco

This summer San Francisco seemed as if it was the center of the sailing world with the America's Cup Races at our doorstep. Thanks to the TV technology created by our CCA San Francisco member, Stan Honey, the event captured the interest of the world. The local boat, *Oracle USA* overcame an 8-1 deficit and captured eight straight races to triumph 9-8. (Maybe next time we will have more than one American aboard the winning yacht.) Many of our members watched the races from their yachts on the Bay but the best view was provided by the TV coverage at the local yacht clubs and in one's home.

Our station has been honored by several important visitors this year. Vice Commodore Tad Lhamon joined us at our April



New "Chowder Police" Jean Coard being duly sworn in (with hand on the Blue Book) by Cruise Chairman Tom White and former "Chowder Police" Jackie Minor

board failures, got the better of him. Glenn is a bit stubborn, and in late August, he set out again in *Westwind II*, an S&S 42-foot sloop. As of this writing in early November, day 59 saw him off the mid-New Zealand coast and getting prepared for a second attempt in the Southern Ocean. His



The CCA picnic crew at Tomales Bay. R/C Zia Ahari in center.

News from Stations & Posts

San Francisco continued

lunch. At that same meeting Sally Honey made a presentation regarding Safety at Sea and discussed the recent wreck of the racing yacht *Uncontrollable Urge* on the lee shore of San Clemente Island. Jim Antrim and Cree Partridge gave us a report on the proposed around the world race that would start from San Francisco in the Fall of 2015. The untimely death of our mate Rick Wood was noted with respect.

Member Alex Mehran was our guest speaker at our May lunch at the Marin Yacht Club. Alex related his experiences as a single handed sailor in the 2012 Transpacific Yacht Race when he set a new record for a single handed sailor of eight days and twelve hours despite multiple headsail wraps. Member Jim Cornelius was our guest speaker in June and entranced us with his description of cruising on the Canal du Midi where a helmet is handy for low bridges, a bucket may be needed to bail out the rain water and the thousands of plane trees bordering the canal can be hypnotizing.

The summer months found our members off cruising. At our September meeting we learned that Steve Mason was again up in the Pacific Northwest as Wyman Harris, Dick Enersen and Bruce Munro. Bruce also was on the CCA Cruise in Maine as was Stafford Keegin who was joined by Jim Antrim, Todd Hedin and Liz Baylis. Peter Noonan also joined the Maine cruise on his Swan 58 *Defiance*. Bill Foss has wrapped up his Mediterranean cruising and is shipping *Detente* to Florida for sale. Doug Finley mentioned

that he had spent some time on the River Shannon and its environs in Ireland. Bob Vespa regaled us with his tales of woe in trying to sail his yacht *Scorpio* to Hawaii. Tom Hall gave a talk about encountering a low electric power line while cruising in the Chesapeake. Our visitors included several members of the Royal Ulster Yacht Club, including the Vice Commodore, Dr. Stanton Adair and his wife. They were in San Francisco to present the Sir Thomas Lipton Trophy to the New Zealand team as the challenging yacht in the America's Cup regatta.

At our October meeting, Terry Klaus was nominated for Rear Commodore and Bob Hanelt was asked to assume the post of Secretary-Treasurer. The site of our meeting was in a huge tent in Sausalito where the 130 foot long brigantine, *Matthew Turner*, is under construction under the direction of member Alan Olson. The 87 foot long keel served as the backdrop for our lunch. The *Turner* will be an educational tall ship and is expected to be launched in two years.

Our November meeting saw the election of the new officers and the welcoming of Jeanne Socrates, CCA's honoree for the 2013 Blue Water Medal. Mrs. Socrates has recently sailed around the world singlehanded, non-stop, unassisted at age 70. This was her second circumnavigation. She previously also sailed singlehanded from the UK to Victoria, BC. Our speaker for the meeting was Tom Wylie who told us about the development of

the *Derek M. Baylis*, an innovative 65' research sailing vessel designed by Mr. Wylie.

Our three station cruises this year has been well organized by Chairman Chris Parkman and his able assistants. Bob Van Blaricom headed up the May cruise to Half Moon Bay. Seven yachts attended. June found us heading to the Delta and Solano Yacht Club. Chris Parkman assisted

by Joan McCune provided filet mignon and chicken breasts for the BBQ which concluded with a mouthwatering cheesecake. Mark Lindlow volunteered to BBQ



Jeanne Socrates,
2013 CCA Blue Water Medal Winner

John Sanford



Rear Commodore Zia Ahari's flagship *Athesa*

Anne Finley



The CCA Coastal Cleanup Crew at Tomales Bay

Anne Finley

the meats. In all 24 members and guests attended and six yachts made the voyage. While the weather was threatening, the Tomales cruise in September found sunshine in the afternoon for the BBQ. Four yachts braved the bar at the entrance to Tomales and provided the backbone for the coastal cleanup crew who collected six bags of debris.

Coming up is our Christmas party on December 11 at the San Francisco Yacht Club and New Years Eve cruise to Clipper Cove. Thanks to the inspired leadership of Rear Commodore Zia Ahari and Secretary Treasurer Stafford Keegin and the various committee chairs we have had a successful year and ended with 93 members despite the loss Charlie Bacigalupi, Hank Strauss, Roger Swanson and Rick

News from Stations & Posts

San Francisco continued

Wood who have taken their final voyage. We also said farewell to Berto Nevin who joined CCA in San Francisco and later transferred to Maine and to Blue Water Medal winner Nancy Griffith who was known to many members of our station.

John E. Sanford, Historian

Southern California

The highlight of our SOC Station this year was the charter of the 170' three-masted schooner, America's largest sailing windjammer, *Victory Chimes*. Forty of us boarded this wonderful 113 year-old beauty so we could participate in the CCA Maine Cruise. Member Jim Morgan and wife Jill



A good old-fashioned Maine Lobster dinner!

did a magnificent job of organizing and directing our group for the schooner sail.

We participated in two Gams: the opening reception in Rockland, Maine prior to our departure and the one in Castine where we had a fabulous lobster dinner at the Maine Maritime Academy. We sailed as far north as Bass Harbor but turned south in anticipation of an oncoming blow. While we had exceptional fair weather for



Victory Chimes under sail

most of the trip, we did get caught in a flat-out squall in Castine. Fortunately we were tied safely to the dock when it hit. Next morning it was bright and sunny.

Aboard *Victory Chimes* we hoisted the huge gaff-rigged sails, obeyed the skipper and of course spliced the main brace with our station's rum keg that we just happened to bring cross country for this special event. A great time was had by all. Other members of our station joined CCA-made friends on their boats and also participated in the cruise.

Our August luncheon and our September Summer Party at Newport Harbor Yacht Club drew nice attendance with 30 members attending the luncheon, and over 50 members and family attending the Summer Party. Most of our members of the Southern California Station have at one time or other participated in the Transpacific Yacht Club's race to Hawaii. Because of our members' interest in the race, the program at both the luncheon and the Summer Party dealt with different aspects of this year's Transpac Race. At the luncheon, CCA member Willard Bell told of the work and preparation in getting his wooden 1962 Lapworth 50 ready to race to Hawaii, and of his efforts to gather his brother, and their immediate family members to put together an all Bell family to compete in the race. He also told of the on the water battle with another older woodie, *Dorade*, who was the ultimate overall winner of this year's race. The Summer Party program featured a talk by the commodore of TPYC and a showing of a 15 minute video of highlights of the race.

All the while the above Station activities were taking place, our Fall Meeting planning committee, lead by chairman Jack Cahill, was putting



Pulling up sail on the Victory Chimes

Dick Lawrence

the final touches on our preparations to host CCA's National Fall Meeting in San Diego. Our Station was excited to host this event, and we caught up with friends from past meetings and cruises and showed off what Southern California has to offer. The San Diego Yacht Club and the Maritime Museum of San Diego will were the primary venues of our meetings and activities, and we are very grateful of their support and assistance.

Richard Lawrence, Historian

Tod White, "Keeper of the Keg" SOC Station Picnic



Lisa Laing

It really was a BBQ picnic with burgers, hot dogs, fries, baked beans, cookies, et al; a fitting end to our summer cruises and more formal yacht club meetings. It was well attended by new and old members, their spouses, kids, grandkids and friends. It was our fourth get-together of this type and again very successful. Held at the Newport Harbor YC in the late afternoon, we were later entertained by member Willard Bell who recently refitted and sailed his late father's Westward, the second oldest yacht in this year's Transpac to a very respectable finish.

Cruising on the *Impala*

When I first arrived in the Mediterranean in June 2011, I left *Impala* with Emiliano Parenti at his excellent boatyard in Fumicino (Rome), C.N.Technomar. Being inexperienced, I asked him for advice as to where to sail. Emiliano said, "Alfie, go to Greece." When I questioned him further, he just repeated himself!

Three months of Greek cruising later, *Impala* is in the Cyclades and I can assure you Emiliano was right. This is

the best sailing, best islands and the nicest people I have ever experienced.

After wintering (2013) in Kastela, Croatia, *Impala* sailed again through the Dalmatian islands with Liz and Jeff Verney (CCA, BOS?) aboard to Cavtat, the last port in Croatia going south. There the Verneys left *Impala* and Peter Stovell (CCA,NYS) came aboard for the

for the sail past Albania to Corfu the beginning of Greece.

We made our way from Ionia through the Corinth Canal to Iydra, across the Saronic Gulf to Kithnos, then north along the south and east coast of Evvoia to the Northern Sporades. From the Sporades we sailed to the three Khalkidhiki peninsulas, to Samothraki in the northeast corner of the Aegean and south along the east edge of the Aegean to Leros




Alfie Sanford

Sailing near Paros, Cyclades, Greece

where *Impala* spent the summer in the custody of Agmar Marine. All these areas are a little off the beaten track and what tourism they have, is local Greek.

This fall we have continued our cruise through the central Cyclades which are a little more sophisticated and international than the northern islands. But at this time of year, mid September, the weather is good and the harbors uncrowded. It is truly a delightful cruise and would take a book to well describe.

Alfie Sanford 



Alfie Sanford

Sunset in cove on Poliagos, near Milos, Cyclades, Greece




Chart Loaning Service

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

The charts are to be loaned out, to be taken on board and used. They are to be returned as soon as practical, made ready for use again by someone else. Should they be damaged during use, so be it. The collection will expand and be updated with contributions by users who fill in the gaps. Charts are available on a first come basis.

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

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

Sandy Weld, Chair 



CCA CLUB STORE

NEW SUPPLIER



Martha Parker

Founder Martha Parker began Team One Newport in 1985. Her vision was to start a company that focused exclusively on clothing for sailors and also to find and develop clothing that fit women sailors. Martha grew up sailing in the JYRA of Long Island Sound and has an extensive sailing resume including an Olympic Campaign in the Yingling, two World Titles and multiple North American Championships. As an active participant in the racing scene, she gets to test the gear, as well as talk to sailors and receive feedback about the positive and negative attributes of the products that are on the market today. Team One Newport has been the leading outfitter for the world's best sailors, racers, teams, and businesses for almost 30 years.

Team One Newport is our new supplier. They offer a very wide variety of casual and technical clothing, sailing gear, and safety equipment. The holidays are fast approaching and you should find some great gift ideas on the website. Go to the CCA Store on our website and click on the **Team One Newport** link to check it out. The link can also be reached through the following URL:

<http://www.team1newport.com/Cruising-Club-of-America/departments/663/>

If you have any questions, please contact the Fleet Captain, Paul Hamilton, pjhamilton6@gmail.com

Tracing Our History IX – 1948 to 1949

On January 8, 1948 the New York Yacht Club again hosted the annual meeting of the Cruising Club of America, with Commodore Thorvald Ross reelected. The secretary reported membership of 502.

After a seven year hiatus because of the war, it was exciting to have the Blue Water Medal awarded to Ernesto Uriburu, First Secretary of the Argentine Embassy in Washington and later a CCA member. Uriburu's boat, *Gaucha*, was a fifty-foot Colin-Archer type double-ender. Uriburu had been very involved in the design of her short rig and overall construction, emphasizing long distance offshore sailing and ease of sail handling. In July 1946 he departed Buenos Aires heading north to Montevideo and Rio. *Gaucha* then sailed twenty-seven days to the African coast via Gibraltar and on to the Canaries. After a heavy crossing of the Mediterranean, he reached Alexandria, Egypt on New Year's Day. Continuing through the Suez Canal, he bypassed the Seychelles, his intended destination. Heeding Kipling's advice, "When going east of the Suez, the best is like the worst" Uriburu returned to the Canal and to Gibraltar. (Cruising in these waters in the late forties must have been a remarkable cultural experience.) Returning to Cold Spring Harbor for the Columbus Day CCA gam, he followed Morrison's example of retracing Columbus' route via the Canaries and San Salvador.

As it was a Bermuda Race year, a large fleet of CCA boats gathered for the Memorial Day gam at Lloyds Harbor. Other racers celebrated in Block Island and Newport. On July 19, a fleet of thirty-six boats was on the line, ready for the Onion Patch. A strong northeast breeze made for a tough haul across the Gulf Stream. CCA member Walt Wheeler's converted Twelve Meter, *Cotton Blossom III*, and others that crossed the Gulf Stream and went west of the rhumb line were able to carry a reach into the

island. Those staying east, except for *Baruna*, did not fare as well. *Baruna* was well ahead of the fleet when the weather picked up and was able to maintain her course, finishing around the south side of the island to become the overall and Class A winner for a repeat performance. The twenty-six year old schooner *Nina*, owned by member DeCoursey Fales, took a third in its class and was awarded the Finley Trophy.

Sadly, *Nina* was lost without a trace this past summer. 70-foot *Nina* left New Zealand in late May, bound for the

designed by William Starling Burgess and built in 1928 for Paul Hammond. That July, she immediately shocked the yachting world by winning a race from New York to Santander, Spain. A month later, *Nina* won the Fastnet Race off the coast of England and its competitive credentials were established. *Nina's* tragic sinking marked the end of a long, eventful life that took her from Cape Cod to New York City, to Bermuda and back many times, across the Atlantic to Europe, to Florida and finally, to the South Pacific.

Following *Baruna's* win, the Race Committee received considerable criticism of the rules that allowed a yacht to reach the finish line from either direction. The committee decided to change the rules and, henceforth, Kitchen Shoals Buoy was to be left to starboard. Although the rule stuck, most members felt it should be immaterial from which direction a contestant reached the finish line.

Former Blue Water Medal winner Harry Pidgeon, his wife, and another woman began Pidgeon's third circumnavigation in 1947. Pidgeon left California for Honolulu, heading for the Torres Straights. Encountering heavy weather and breaking the boom, he arrived in Hog Harbor, Island of Santo, New Hebrides, after a sixty-seven day passage. The night of their

arrival, a hurricane swept the exposed anchorage, dragging *Islander* ashore and causing damage beyond repair. The storm carried *Islander* so far inland that when the weather abated and the seas receded, the crew was able to scramble onto dry land. The second crew member had been onboard to gain experience on off shore passages with the intent of being the first woman to complete a solo circumnavigation. After this harrowing adventure, no further mention is made of this desire. Undaunted, Pidgeon began making plans for another passage, but died before he could realize the dream. In the words of John Parkinson, "Certainly we may call him a worthy successor to Joshua Slocum."



Baruna

west coast of Australia. The last known communication from her was on June 4. Patrick McGeehan wrote in the *New York Times* on July 7, 2013, "John Rousmaniere remembers the last time he saw *Nina* in top form. It was 1962, and it was dazzling its way to Bermuda, leaving a bunch of younger and sleeker challengers in its wake... 'It was really dramatic to race against *Nina*... It's a tragedy that she's been lost'." It is said that, Olin Stephens, one of the most successful designers of racing yachts in history, once remarked that "*Nina* was the only yacht that looked great from any angle". Try as he might, Mr. Stephens told him, he had never been able to match *Nina* in the 'looks department'. *Nina* was

New York Yacht Club

HISTORY OF THE CCA

By November 1947, the Club established a presence on the west coast with the formation of the San Francisco Station with Post Captain Charles Langlais, Secretary James Michael and charter members Leon de Fremery and Lester Stone. The St. Francis Yacht Club served as its headquarters. The newly



Mystic Seaport Museum

Carleton Mitchell

formed Chesapeake Station began having numerous events, attracting members from distant stations to enjoy the extended spring and fall sailing seasons. Tragedy struck the station early when Rear Commodore Earl Smith's newly launched motorsailer, *Pennesseewassee*, was underway on the Sound. While in the midst of trying to rectify exhaust problems, the Commodore suffered a heart attack and fell overboard. We're told that, sadly, Mrs. Smith was at work in the galley and *Pennesseewassee* continued on for some time before she realized her husband was missing.

Carleton Mitchell became the station's next Rear Commodore. The fall cruise organized by Mitchell drew a fleet of nineteen. It culminated with a sail to Mitchell's home on Whitehall Creek, with a cocktail party and crab dinner on his wharf. According to the record "...nobody fell off said wharf".

Carleton Mitchell was another legendary member of the Cruising Club of America. The following obituary, written in July 2007 by Richard Goldstein of the *New York Times*, encapsulates his interesting life.

Carleton Mitchell, who won the prestigious Newport Bermuda Race a record three consecutive times, and chronicled the joys and challenges of sailing in his books, magazine articles and photographs, died Monday at his home in Key Biscayne, Fla. He was 96.

His death was announced by John Rousmaniere, a family friend and a writer on sailing.

In the early Depression years, Mr. Mitchell was working at Macy's in Manhattan, a dropout from Miami University of Ohio who was collecting rejection slips for Western novels. He had sailed as a youngster on Lake Pontchartrain, and he vowed to pursue his dream to be a sailor. With a \$500 stake from his mother, he got a job as a stevedore in Miami. He later worked as a photographer in the Bahamas, taught combat photography in the Navy during World War II, then turned to sailing and writing.

Mr. Mitchell sailed through the Caribbean in 1946, and, at a time when it was only lightly visited, wrote of his experiences in "Islands to Windward" (1948). After competing in a trans-Atlantic race, he wrote on ocean racing in "Passage East" (1953). C. B. Palmer wrote in The New York Times Book Review that Mr. Mitchell's photographs in that book were "among the most moving ever made of that beautiful object, a vessel under sail." Mr. Mitchell reveled in the approach to life that sailing provided. "No 20th-century man can really escape, but a boat gives a man the opportunity to get away from the turmoil and into direct contact with nature," he told Gay Talese of The New York Times in 1958, after he won the Miami-to-Nassau yacht race. "Somehow

the detached life on the sea gives me the ability to think. It's a life of action, yet contemplation."

Mr. Mitchell was best known as a competitor for his victories in 1956, '58 and '60 in the 635-mile race from Newport to Bermuda, winning in his 38-foot yawl Finisterre. "His innovation, with the assistance of yacht designers, was to be able to make a wide boat competitive in racing as well as roomy for cruising; that was the real insight," said Mr. Rousmaniere, the author of "A Berth to Bermuda" (2006), a history of the Newport Bermuda Race.

Between the 1950s and 1970s, one of the most popular and successful boat models was known as the Finisterre-type yawl, Mr. Rousmaniere said. Mr. Mitchell's 1960 victory in the Newport Bermuda Race was his last major competition...

In "Passage East," Mr. Mitchell wrote about the mind-set of ocean racers: "Here we are, nine men, driving a fragile complex of wood, metal and cloth through driving rain and building sea, a thousand miles from the nearest harbor; no one to see or admire or applaud; no one to help if our temerity ends in disaster. We are driven by our own compulsions, each personal and secret, so nebulous we probably could not express them to our mates if we tried. But in our own way, we are about as dedicated as it is possible for men to be."

Closing out the year, Boston Station Historian Schuyler Dillon, Jr. wrote, "We rolled past the head of Manchester Harbor on Sunday, December 12. Through the snow that was drifting down and building up to about six inches, we saw the *Roarin' Besie*, with smoke coming out of her galley stack. Guests were aboard for roast beef dinner. Otherwise the harbor was deserted. And it was time. The water was getting crinkly around the edges." So ended the year.

The 1949 yearbook included the Cruising Club calendar of activities, listing eleven cruises and rendezvous from May 13th



New York Yacht Club

Finisterre

HISTORY OF THE CCA

to October 8th. This would be a busy year for cruising and socializing. It also contained ten pages headed "Bibliography of Books, etc., Giving 'Local Knowledge' Useful or Interesting for Cruising Yachtsmen", thus beginning our valuable cruising information for sailors. The references included charts, coast pilots, sailing directions, and cruising guides with each station contributing information peculiar to its area.

Page 211 of the yearbook was entitled "Shopping Directory", listing stores where Club regalia could be purchased:

Flags – Annin & Company, 85 Fifth Ave., New York

Neckties – Brooks Brothers, 346 Madison Ave., New York

Jewelry – Frederick G. Henry & Co., 170 Broadway, New York.

Members were obviously shopping on the sunny side of the street. No mention is made of the color and design of the ties, but perhaps a search of the Brooks Brother's archives could solve the mystery once and for all.

The Club's constitution was changed at the Fall Meeting in November 1948, allowing the Annual Meeting to be held in October or November rather than January. By electing the officers a few months earlier, they would be able to get a head start on the year's work. Therefore, the November 1948 meeting became the Annual Meeting for the 1949 election of officers. No Blue Water Medal was awarded. Roderick Stephens, Jr. was elected Commodore, a name familiar to all. Less than forty years of age and the youngest commodore to have held the office, Rod was to oversee a club that had grown to 516 members. After the dinner, Alf Loomis showed movies of the St. Petersburg-Havana, Bermuda, and Chicago-Mackinac races. (Sadly, the St. Petersburg-Havana Race

has been on abandoned, while the politicians resolve their differences. Many look forward to the resumption of those glorious days.)

Summarizing Rod Stevens' accomplishments is beyond the scope of this article. John Parkinson lists twenty-eight major ocean races in which Stephens participated from 1928 to 1958. In 1933, Rod became an associate designer at Sparkman Stephens Design, the firm founded in 1929 by his brother, Olin, and Drake Sparkman. Rod eventually became president of S&S overseeing the design and construction of more than 2,000 S&S boats. In 1933 he was awarded the Blue Water Medal for his eight thousand mile cruise on *Dorada* (described in an earlier edition of "Tracing Our History").

Sailing on board the J-class boat *Ranger* in the 1937 successful defense of the America's Cup, Rod was also onboard for the efforts in 1958 and 1964 with the S&S designed defenders *Columbia* and *Courageous*. After the war, Rod was awarded the country's highest civilian honor, The Medal of Freedom for his

known by the troops that were shuttled ashore in Europe and the Pacific during the war.



GMC DUKW

The designation of **DUKW** is not a military acronym; rather, the name comes from the model naming terminology used by GMC:

- "D" indicated a vehicle designed in 1942,
- "U" meant "utility",
- "K" indicated driven front wheels,
- "W" indicated two powered rear axles.

In his honor the Cruising Club of America established the Rod Stephens Trophy for Outstanding Seamanship. It is awarded annually for "An act of seamanship which significantly contributes to the safety of a yacht, or one or more individuals at sea." (Most of these achievements are hair raising and worth reviewing, with many lessons to be learned.)

Other members were also accumulating multiple offshore passages. Alfred Loomis held the record with thirteen. (Especially impressive as the Bermuda Race was only reinstituted in 1926 and the intervening war years precluded active ocean racing.) Another great Bermuda Race skipper was John Alden who raced to Bermuda twelve times and brought home significant silver on six occasions, five of those times on one of his beloved and infamous *Malabars*.

A familiar name from the Boston Station is that of John W. Hallowell, CCA member, ocean racer, headmaster of Western Reserve Academy and an overseer of Harvard University. Hallowell made ten Bermuda Races and one Transatlantic Race to Plymouth between 1928 and 1956. His ocean racing was placed on hold during the war years while he served as a Naval Air Combat Intelligence Officer on the carriers *Princeton* and *Shangri La*, serving most of his time under Vice Admiral McCain. John was in almost every battle from Tarawa to Oki-



New York Yacht Club

contributions during World War II. He is especially known for his design of the DUKW or "duck" as it was commonly

HISTORY OF THE CCA

nawa, receiving the Legion of Merit and nine battle stars. His most harrowing experience was when the heavy cruiser, *Pittsburgh*, was in a typhoon and lost her bow.

John's brothers Roger and William were also CCA members of note. Roger had several Bermuda Races to his credit, extensive coastal cruising and Transatlantic races on *Highland Light* from Newport to Plymouth and a 1933 passage with Alexander Forbes from Cape Cod to Naples on *Ramah*. Called to the war, Roger joined the ranks of other CCA members serving on PT boats – Bob Lesson, Silly Taylor and Stan Livingston, to mention a few. Hallowell saw duty in Squadron Seven covering Australia, Thursday Island, and New Guinea where he received the Silver Star for “barge action off the coast of New Guinea which, as you know was great sport and like hunting big game at night.” He went on to receive a second Silver Star for sinking a Japanese Destroyer Escort at Ormoc Bay. Brother Bill left school and succumbed to the call of



New York Yacht Club

the sea, sailing aboard the four masted schooner *Herbert L Reading* from Boston to Baltimore with a load of fertilizer and thence to Tampa with 2,000 tons of bricks. Recognizing the benefits of a gentleman's life at sea, he moved on to the Bermuda circuit, first racing on board *Black Goose* and *Astarte* and in 1936, navigating *Nam Sang*.

Commodore Stephens enjoyed good participation at the Annual Club Cruise. Sixty-one yachts gathered on July 17th in Hadley's Harbor. Alexander Forbes' yacht, *Stormsvala* was anchored and a large raft, including Commodore Stephens' 45 foot sloop, *Mustang*, gathered 'round. "This raft proved an excellent oasis for thirsty mariners" and according to the historian's report, "you could almost walk across the harbor from deck to deck dryshod." More yachts joined and the cruise continued on to Manchester and eventually Pulpit Harbor, Maine.

Good weather blessed the cruise and Commodore Stephens commented, "The success of the cruise attested to the soundness of the basic plan whereby several reasonably spaced rendezvous took the place of an attempted daily movement en masse". (Lessons learned from the past are still applicable.)

The Cruising Club Measurement Rule was completely revised in 1949. After ten years the committee felt changes were necessary in adjusting sail measurements and rig design. The new rule was to be published in the 1950 yearbook, "...it contains a lot more words than the old rule but it is felt that a lot more yachtsmen will be able to understand it without taking a course at MIT." Further in the Historian's report, mention was made of the first election of a grandson of an early member. Colin Ratsey, grandson of deceased member George Ramsey and son of past Commodore Earnest Ramsey became a member. "There are already 41 members who were sons of present or past members. Our club is by way of becoming a family tradition in a lot of families."

The material for this article was obtained from John Parkinson's, 'Nowhere is too Far', CCA yearbooks, Mystic Seaport Museum, New York Times Archives and Wikipedia. In the next issue I'll attempt to highlight the 1950s. If you have information you'd like to share on the early years of the decade, please contact me.

Jack Towle, Historian



Mustang and Commodore Rod Stephens

Mystic Seaport



Bermuda Race 2014



Richard C. Holliday
Participation Chair
2014 Newport Bermuda Race
Participation@BermudaRace.com

The Bermuda Race Organizing Committee is entering “prime time” with less than two months until the Application for Entry window opens on January 13, 2014. More than a year of active preparation is paying dividends as the Race’s new and improved website (BermudaRace.com) is channeling interest and questions to Participation, Inspection and Technical Committees.

As reported in the Spring GAM, this 49th “Thrash to the Onion Patch” offers a number of new prizes. To encourage greater participation awards will be given for the best corrected time for boats entered from five regions; Chesapeake Bay, the U.S. “Deep South”, the Pacific Coast, the Great Lakes and Canada. Also, there are combined results prizes to boats which compete in one of the three “odd year” 2013 races, Annapolis to Newport, Mar-



Rhonda Halfman

The return home for Selkie

crew members in the race’s Cruiser Division. A Four-Handed Cruiser Prize will be awarded for the first time.

In addition to new prizes, the Organizing Committee has worked long and hard to simplify and improve the Notice of Race (NoR), the Race safety requirements and the inspection procedures. Skippers who’ve struggled with some of the more difficult aspects of the multi-step Application for Entry process will be pleased to see improvement in 2014.

Noting that the “odd year” races in the northeast all had reduced participation this year the NBR Participation Committee is hoping that new prizes and increased promotion activity will bring new entries which, of course, are required to offset inevitable attrition in this very special, iconic race. All CCA members are encouraged to help find and facilitate new skippers to join the large fleet of returning skippers and crews for whom NBR has become a biennial “must do”.

The Ambassador program for mentoring first-time skippers is active. Interested skippers should contact Mike McBee (mhmcbee@msn.com).

Richard Holliday, Participation Chair, Bermuda Race



RBYC basin

ion to Bermuda, Marblehead to Halifax and the 2014 Newport Bermuda Race (NBR).

In recognition of a popular trend in sailing, the 2014 Race is introducing a new prize for the top boat sailing with just four



Sam Carter

High on St. David’s Lighthouse



Chris Otorowski

Royal Bermuda Yacht Club



Bermuda Race 2014



Dan Nerrey

Rocket J. Squirrel



Rhonda Halfman

Elbow Beach



Castle Hill Gam



Rhonda Halfman

Scooters!



Rhonda Halfman

Past Commodore Ross Sherbrooke



Sean Carter

All smiles heading to Bermuda

REMEMBER TO PAY YOUR DUES ONLINE!

SAFETY MOMENT

Keep an eye out for damage to your life raft case. If you see damage, open the case and remove the life raft before deployment, should you be in the unfortunate circumstance to have to abandon ship to the life raft.

In a recent Florida race to Mexico a yacht was dismasted. After cleaning up the rig, the yacht had a slow but safe passage back ashore. Upon their return, the skipper noticed that the case for the life raft had been damaged, so he opened the case to inspect the inside. He found shards of fiberglass pointing down to the life raft from the top of the case. Had they deployed the life raft in the traditional way, the life raft would most likely have been damaged.

Do a visual check of the life raft case before deployment!

Anne Glenn, Safety at Sea Committee Chair



Bermuda Race 2014



Nasty Medicine



John & Ellyn Osmond



Isla



The crowd at Castle Hill at the start

Images from 2012 Bermuda Race



Prize table with trophies



*Navy yachts do well:
Swift, winner of Class 2;
Defiance, second place, Class 3;
Invictus, third place, Class 8*



*Nancy & Rives Potts, winner of the St.
David's Lighthouse Trophy*



*Pam Rorke Levy & Matt Brooks, owners of
Dorade, winner of Businessman's Trophy*



Dorade at RBYC docks



*E. Llwyd Ecclestone and
Commodore Dan Dyer*

*Photos this page
by Barry Pickthall,
PPL Images*



Winning yacht Carina and crew



Aurelius



Classy Life Ring!

Record Turnout for Dirigo: A Maine Cruise to Remember! *continued from page 1*

with a most handsome crystal bowl engraved with the Club burgee and the dates of the cruise.

The following morning brought a bit of haze (Maine euphemism for what the rest of the world calls “fog”) to the harbor and not many boats cast off much before mid afternoon. As it turned out, the haze was probably thicker in the harbor than it was outside and at no time during the two days before the next event was it impossible to see the bow of one’s own boat (another Maine euphemism). Radar and AIS proved their worth.

Our closing event was a Down East picnic of fish chowder, lobster and crab rolls with a dessert of blueberry cake on the long, long beach at Roque Island. The bit of Maine haze on the preceding day may have discouraged those members who had not recently practiced with their radar, but twenty seven boats and some eighty stalwart members were able to enjoy a blue bird day. The northwesterly wind knocked down any swell at the beach and kept us cooled down despite the brilliant sun. Not quite ready to head West, Port Captain Larry Hall invited all hands to join him on his handsome fishing boat, *Gunsmoke*, for sundowners. We killed off the rum keg, ate up the last of the lobster rolls, and toasted the conclusion

of the cruise. The chairs fired off the last of the evening colors, with three rounds, just in case anyone was not listening.

The Boston Station and its Gulf of Maine Post would like to thank Commodore Dyer for allowing us to host the Club’s 2013 Summer Cruise. When Commodore Dyer asked us to help in his plans to bring a few friends to Maine, we little envisioned how many friends he had. Post Captain Peter Stoops and Secretary Steve Tofield joined the cruise chairs to assemble the opening venue and made plans for a GMP gam preceding at Cabot Lyman’s home on Maple Juice Cove. *Voyages* editors par excellence, Doug and Dale Bruce, took our writing of the cruise guide and reworked it into a very handsomely bound book of some 60 pages enhanced with photos and chartlets. It is largely due to their efforts to

bring the guide to the Club’s website months before the actual cruise that we saw such a great turnout. We had eighty-two boats and over three hundred people paying cruise fees. Jim Morgan of the Southern California station rounded up 42 of his closest friends and arranged to charter the only three masted schooner in the Maine fleet, the 170’ *Victory Chimes*.

Garry Schneider, Boston Station Historian 🚩



Merchant and Marine Flag of Maine

All photos by Chris Otorowski except as otherwise credited. A key to photos is on page 37.



Record Turnout for Dirigo: A Maine Cruise to Remember! continued



Record Turnout for Dirigo: A Maine Cruise to Remember! continued



Record Turnout for Dirigo: A Maine Cruise to Remember! continued



Updated Safety at Sea Web Pages

The CCA website is chock full of interesting and informative articles about virtually all aspects of Safety at Sea. Your Safety at Sea Committee, under the chairpersonship of Anne Glenn, has been revitalized and very active over the past year. Part of the philosophy of the Committee is to encourage all members to provide appropriate submissions on Safety at Sea topics for possible inclusion into the website. The Safety at Sea portion of the website is open to all and not simply closed to CCA members, for the purpose of furthering Safety at Sea for all mariners. Access is directly from the public homepage – CruisingClub.org then click on Seamanship/Safety at Sea

There are over 60 articles, with 45 written by CCA members and are organized

by the reader's interest: General, Coastal Cruising and Offshore, with categories for CCA Safety Moments, In-depth Information and Further Training. There are, more articles coming each month and the new articles are flagged so you can find and review them easily. Importantly, our articles include experiences from our members, as well as information articles. The wealth of experience of your fellow members sets this site apart from any other source of Safety-at-Sea information.

There is a great article we lead with. "Why We Write these Notes" By Garry Fischer. Everyone should read it. It is posted on the left margin.

Do you have an interesting safety at sea story? Want to volunteer to write and article? Contact Dick York at DickUpstairs@YachtARAGORN.com or 203-554-9356.

What happens when a 40' sailboat collides with a 64' Nordhavn that is tied to the dock?




Brian Jones

The orange sailboat was on an adjacent dock, slipped their lines upwind of Ocean Pearl. They blew back into OP's overhanging anchor. When the shroud that they snagged on OP's anchor parted it caused the entire mast to come down, narrowly missing several crew members on deck. No injuries.



Garry Schneider

Ron Trossbach

Share this site and the articles with your non-CCA friends at your local yacht clubs. The public is encouraged to look at these articles and learn! 

GENERAL TOPICS ON SAFETY AT SEA WEB PAGES

- **Crew Overboard – Prevention**
- **Crew Overboard – Recovery:** One of the best instruction guides is the ISAF Offshore Special Regulations Appendix D.
- **LifeSling Demonstration Video** - A must for LifeSling owners, and you should own one
- **LifeSling Owner's Preparation Guide**
- **Overboard Victim Tips** - If you are the one overboard, these are tips to help you be recovered safely
- **MOB Devices** - New electronic devices come to market to help recover a Crew Overboard. This article covers the current state of the art in MOB Devices
- **Lifejacket Recommendations for Sailboats**
- **Harnesses and Tethers for Sailboats**
- **With a Caution when Fitting Safety Harnesses**
- **Harnesses and Tethers for Sailboats.** Making sense of all those offerings.
- **Jacklines & Tethers** - An extensive article about jacklines and tethers, covering all aspects of rigging, positioning and use.
- **Water In The Boat** - Prevention
- **Fire In The Boat** - Prevention is Key
- **Calling for Help: the DSC Distress Communications Form** tells you how to use your radio to call for aid in an emergency.
- **A Script to use for Mayday calls.** All boats should have this (or a similar aid) next to their VHF radio.
- **EPIRB Basics**
- **Preventers** - Minimize risks from the boom in an accidental gybe. You should have a permanent **Preventer System**.
- **Hypothermia** - One of the best write-ups for sailors is found at the ISAF site, in the Offshore Special Regulations, Appendix E
- **Sailboat Mast Safety** - In your harbor or offshore, be safe going up the mast
- **Safe Dinghy Checklist** - Before you dinghy ashore again, read this and learn.
- **Lifelines** - Now you can have Lifelines of Dyneema® (also called Spectra®). A very complete review of these lifelines and their care and use is here.

Newport Bermuda Race 2014 CCA Safety at Sea Seminar

Registration is now open for the Cruising Club of America's biennial US Sailing Sanctioned Safety at Sea Seminar, which will be held at the Hyatt Regency, Newport, R.I. on the weekend of March 15-16, 2014. The seminar welcomes **cruisers, racers, delivery crews, racing crews, and skippers**. All will gain valuable practical information.

Saturday, 15 March

SATURDAY EVENTS feature the US Sailing sanctioned offshore race **Safety at Sea Seminar** and the **ISAF Offshore Personal Survival Refresher**, which allows those with expiring ISAF certificates and other experienced sailors to renew their certificate in one day. Saturday will include exhibits by many organizations offering safety at sea services and products. McMurdo Grab Bags will be presented to registrants for the Saturday seminar.

Sunday, 16 March

An all day Practical Hands-On Training Session on SUNDAY may be combined with the Saturday seminar to yield the coveted ISAF Approved Offshore Personal Survival Course certificate. This certificate is highly recommended for the Newport Bermuda Race and required for such races as the Fastnet, Sydney-Hobart, and races in Mexico and Canada. Dan O'Connor will moderate the in the pool survival training on both Saturday and Sunday. Both SAS and ISAF certificates are valid for five years. Two morning seminars are also offered:

A **Race Preparation Seminar** is aimed at sailors planning to participate in the Newport Bermuda Race, organized by the Cruising Club of America and the Royal Bermuda Yacht Club and starting on June 20, 2014.

The new **Medical Seminar** will feature Dr. Jeff Wisch, and Dr. Barbara Masser, the Race Medical Coordinator. They will work with scenarios that medical officers are likely to encounter in an offshore passage and how best to handle both the patient and medical communications.

SATPHONE TRAINING will be offered during the weekend on Friday, Saturday and Sunday, featuring hands-on training with satellite phones to better prepare sailors to use these vital communication tools which are required for the Newport Bermuda Race.

SPEAKERS: The Safety at Sea Seminar moderator is Ralph Naranjo, technical editor of *Practical Sailor* magazine. Other speakers include:


- John Rousmaniere on lessons learned from recent incidents;
- Ron Trossbach on changes in offshore regulations, the Newport Bermuda Race Notice of Race, and new safety equipment;
- Rives Potts – heavy weather;
- Frank Bohlen – weather and the Gulf Stream;
- Dr. Jeff Wisch – how seasickness, dehydration and hypothermia can impact seamanship.
- Howard Lapsley – crew preparation and training;
- Chris McNally – offshore communications;
- Will and Hank Keene – damage control;
- Ralph Naranjo – crew overboard prevention and recovery;

- Ron Trossbach and Henry Marx – abandoning ship, personal equipment, and life rafts.

Sunday's Race Preparation Seminar will be moderated by Kenyon Kellogg and include these speakers: Nick Nicholson on developing a prerace strategy; Frank Bohlen on the Gulf Stream; Robbie Doyle on sail selection; and Mike Keyworth on vessel preparation. Race preparation and medical seminar attendees will combine for a quick review of emergency medical procedures then split into two sessions.

The Cruising Club of America views safety at sea as an important part of its mission and encourages sailors to access articles written by members and posted on the CCA's public site: www.cruisingclub.org. Owners of boats returning from Bermuda are encouraged to send return crews to the seminar. The offshore environment is the same for the race and the delivery home, and both boat and crew require advance preparation.

Registration questions should be directed to SAS seminar coordinators Garry and Leslie Schneider, at cca.sas.2014@gmail.com 207 359 8908. Registration is available online at <https://ssl3.pair.com/bythesea/cgi-bin/quickstore/cruisingclubofamerica/multi-qs/order.pl/safetyatsea>

Safety issues and Bermuda Race Safety Requirement questions should be directed to Newport Bermuda Race Safety Officer Ron Trossbach at safety@bermudarace.com 

In Memoriam



Charles L. Bacigalupi, SAF, 10/27/2013
William A. Graham, SOC, 9/12/2013
Richard W. Homer, BOS/GMP, 5/27/2013
Frederick E. Hood, BOS/BUZ, 6/28/2013
Richard N. Jayson, FLA, 4/22/2013
Robert J. Klimek, MD, ESS, 8/18/2013
E. Lauck Lanahan, CHE, 2/20/2013
Peter M. Lindsay, BOS/GMP, 11/7/2011
Finlay L. Matheson, FLA, 9/12/2013
Ethelbert Nevin, II, BOS/GMP, 9/23/2013
Wallace C. Ross, FLA, 8/23/2013
Sibley Reppert, BOS/BUZ, 8/21/2013
Henry I. Strauss, SAF, 10/19/2013

Voyages will continue to carry full remembrances with photos.

The 2013 Fall Meeting in San Diego

152 people showed up in San Diego for the Fall Meeting of the CCA. Of this total 82 traveled from afar to the friendliest city in Southern California to enjoy the highlights and participate in the meeting. Guests were housed in a classic Bayside Hotel, the Bay Club Hotel and Marina just opposite the host San Diego Yacht Club where most of the meetings were held.



San Diego Yacht Club

The opening night reception was held along the waterfront at the San Diego Maritime Museum, hosted by member Dr. Ray Ashley, the director of the Museum, aboard the 150 year old *Star of India*, the queen of the Museum and the fourth oldest active square-rigged ship that was celebrating her 150th birthday this year.



Davit Tunick, Noreen Shortway and Dick York

The next day was packed with activities with morning meetings followed by a luncheon at the San Diego Yacht Club followed by a tour of the construction site of the galleon, *San Salvador*, the flagship of Juan Rodriguez Cabrillo, who discovered San Diego in 1542. The Maritime Museum hopes to complete the restoration early next year. Nearly 96 members and guests toured the vessel which is being constructed along the Bay by a crew of volunteers from the Maritime Museum and is 75% complete.



San Salvador

That evening, guests were bused to a picturesque site, high above the Pacific in LaJolla on the grounds of the Scripps Institute of Oceanography on the campus of the University of California, San Diego, to watch the sunset and a hosted reception and din-



One on eight Ship's saws in the US, where the table remains flat while the blade angle can be changed

ner complete with tour of the extensive Birch Aquarium. All were impressed with the event which was the highlight of the meeting.

The next day, guests had an opportunity to explore other aspects of historic San Diego, the Balboa Park and Zoo, Old Town and the carrier Midway after morning meetings at the San Diego Yacht Club.



Commodore Dyer, Sue Chambers, Chris Otorowski



Dennis and Verity Powers, Barbara Ellis, Andy Jones and Mark Ellis

The final dinner was held at the Club, with record attendance.

The last day, for those who chose to stay on, the SOC station hosted a tour of the Bay on some eight members' yachts who attended the meeting and all were impressed with the extent of the Naval presence and the yachting community.

The Committee consisted of Bill Barsz, Gary Gould, Larry Somers, Al Garnier, Jack Cahill and Rear Commodore Jerry Montgomery, Committee

The final tally showed a modest profit, the benefits of which were given to

the San Diego Yacht Club Junior program by Commodore Dyer. We hope to see you all back in the future in San Diego.

John L. Cahill, M.D., Chairman



Kit McCurdy and Harriet Pallette

All photos by Barbara Watson

The 2013 Fall Meeting in San Diego



Mimi Dyer, Past Commodore Bill Whitney and Larry Somers



Jim Chambers checking out the wood



Past Commodore Bill Whitney, Mindy Gunther Drew and Past Commodore Bob Drew



Les Crane, Hiro Nakajima and Brad Willauer



Dennis Powers, Chris Otorowski, Verity Powers and Jack Towle



Commodore Dyer and Jim Chambers



Charles Westropp, Verity and Dennis Powers and Tom O'Keefe



Frank Trane at the helm with Bill Whitney



Dick and Ardis Holliday



Bill Cook and John Robinson



Galatea



Jack Towle and Commodore Dyer

All photos by Barbara Watson

Green Yacht Design Recommendations

Prepared by the CCA Green Yacht Design Committee — April 15, 2013



Modern and Efficient Yacht for Base to Develop a Green Yacht

We have formed a small group of CCA members with a common interest in finding ways to make our yachts more sustainable in this world of ever scarcer and expensive materials, and greater concerns for environmental degradation. Our concerns may be applied to the immediate future but ultimately our interest is for

the long term. We want yachting to flourish and to allow others to enjoy the sport as we have. It has been a vital part of our lives. The recommendations of our Committee are presented to promote further discussion and action within our sailing community.

Our objectives have been to evaluate a 40-ft. LOA monohull yacht for coastal and blue water cruising and racing which would have minimum impact on the environment during construction, operation, maintenance, and eventual decommissioning. The design should consider the general outline defined in “Desirable and Undesirable Characteristics of Offshore Yachts” published by the CCA. The design will be distributed to the CCA membership for discussion, and then possibly published to a wider audience. Hopefully the recommendations of our Committee are presented herein to promote further discussion and action. This report addresses two classes of opportunities to employ green considerations: yacht design and equipment.

Such terms as Life Cycle Assessment and Carbon Footprint should be important considerations in future yacht design, but these evaluations are complex processes. We have come up with a way to evaluate the yacht in a simpler fashion. Since a yacht is primarily constructed of a single material, such as wood, glass/ polyester resin, or metal, we have only considered these major construction materials. A typical 40-ft.



Brad Willauer's *Breezing Up*

LOA yacht has 960 Ft² of surface area when including the hull and deck. We have used this area in our evaluation and have come up with comparisons between the materials expressed in terms of Embodied Energy.

The full committee report can be found on the CCA website and we commend you to review it in detail. We are including here just two of the graphs/data charts to give you some basics about our research. The concepts of Life Cycle Assessment, Carbon Footprint, Embodied Energy, Value of Petroleum, Construction Materials are explained in our report along with links to the science in print.

Figure 1. Embodied Energy and Hull Weight of Construction Materials

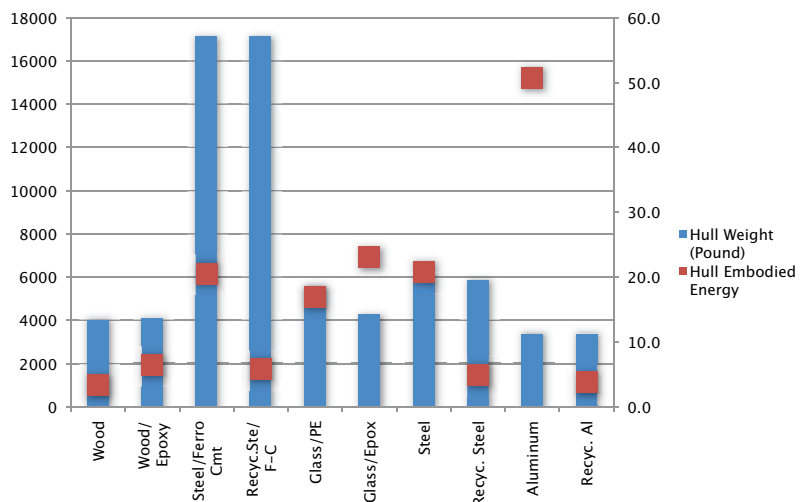


Table 2. Green Yacht Design Committee – Yacht Ratio Selections

Design Ratio		Typical Ratio Range
ORR Stability Index Ratio	SI	120 to 150
Displacement/Length Ratio	D/L	200 to 300
Sail Area/Displacement Ratio	SA/D	16 to 18
Sail Area/Wetted Surface Ratio	SA/WS	2.5 to 3.0
Motion Comfort Ratio	MCR	20 to >50
(Ted Brewer Ratio)		

Table 3 provides information on sixteen yachts of 40-ft. LOA. Yachts in large circulation in the United States have been colored in blue. Yachts which fall within the ratio ranges of **Table 2** are colored in green. All the yachts in the list have been ranked in speed based on TOD with the fastest yachts at the top of the table. By reviewing the table, you can quickly develop a general understanding of the characteristics. The two fastest yachts, the FARR 400D MH and the Open 40 fall are outside of the MCR range and would generally be uncomfortable on a long ocean passage. Several yachts do not meet the SI criteria. This does

Green Yacht Design Recommendations

not mean that they are not safe; however, they would have less tendency to return upright after capsize. D/L ratio indicates yachts which are quite light and those that are heavy. SA/D indicates yachts with excessive sail area. SA/WS indicates yachts which have considerable sail area and, thus, driving power beyond our typical range. Finally, the last column gives a convenient ratio of ratios computed by (SA/D)/(D/L). This number correlates well with TOD speed calculations. This speed indicator was proposed by Dan Nowlan at US Sailing. http://www.cruisingclub.org/pdfs/enviro_green_yacht_design_recommendations.pdf

Cruising Club of America Green Yacht Design Committee: Ted Brainard, chair; Bill Cook, Eric Hall, Jim Harvie, Cabot Lyman, Nick Newman. Contributors: Clark Dubois, Dr. Steven McCarthy, Dr. David Swan, Nathaniel Pearre, Dr. Sifford Pearre, David Gerr and Jim Teeters

Class	LWL	Beam	Draft	Disp.	WS	Sail Area	SI	D/L	SA/D	SA/WS	MCR	TOD GPH	(SA/D)/(D/L)
FARR 4000 NH	37.2	13.0	8.7	13453	322.4	1089	126.4	110.0	32.47	3.00	10.7	539	0.278
OPEN 40	40.1	11.3	11.0	12783	316.0	998	115.3	88.0	29.97	3.24	18.2	545	0.338
K-41	37.4	11.9	8.4	18897	361.1	1029	127.1	101.0	23.75	2.92	26.2	579	0.148
J122	37.1	11.9	7.5	18236	352.1	955	118.3	100.0	23.25	2.86	25.5	580	0.145
BENETEAU 407	35.5	12.4	8.1	18260	340.4	889	121.5	182.4	25.46	3.24	25.3	603	0.140
SWAN 40	34.8	12.9	7.3	23407	358.0	893	120.6	248.6	22.03	3.15	30.7	627	0.089
SABRE 402	37.1	13.5	6.7	24544	401.9	933	118.6	214.6	20.93	2.75	29.2	633	0.098
CSC 40	33.5	12.8	7.7	19131	349.1	856	121.6	227.5	23.95	3.07	26.3	635	0.105
J 40	36.1	12.1	6.7	20636	355.8	818	121.0	195.4	21.98	2.90	28.9	642	0.112
NEW YORK 40	32.7	12.7	7.3	20599	341.3	817	124.7	262.1	23.28	3.20	28.8	643	0.089
TARTAN 41	32.9	12.2	7.1	22691	349.3	854	130.5	284.8	21.26	3.00	33.0	651	0.075
JONIERI 40	33.0	12.6	7.7	23984	364.7	814	123.4	298.2	20.64	2.94	34.0	657	0.069
BALTIC 39	31.2	12.5	7.1	20051	326.8	791	122.3	294.7	21.32	3.01	29.7	666	0.072
CAL 40	31.6	10.9	6.0	18279	342.5	768	124.1	259.5	21.93	2.78	32.3	695	0.084
BERMUDA 40	28.7	11.8	4.5	23102	320.4	923	122.4	435.8	22.30	3.53	38.2	700	0.051
CONCORDIA 40	29.1	10.0	5.8	19724	325.8	727	134.5	358.1	19.72	2.76	40.8	735	0.055

Table 3. PHRF Data for Production Yachts of 40-ft. LOA

Key to Photos on pages 28-31

1. Picnic boats rolling off the line at the Hinckley facility in Trenton; 2. Hinckley Sales Manager Phil Bennett kicking off the tour; 3. Mermaids as an art form in Rockland; 4. *Archangel*, a Hylas 70, on Gooseberry Rocks near Camden; (photo credit: Dennis Powers) 5. Lighthouse Museum in Rockland; 6. Bruce and Jane Berriman's *Tiger Moth* going slowly through the lobster pots and fog; 7. Mimi Dyer, Shawn Otorowski and Joyce Lhamon; 8. Garry Schneider and Jim Chambers carrying the Gulf of Maine Keg to the party; 9. Peter Noonan in front of the Hinckley building on the water in Southwest Harbor; 10. Serious conversation at the Hinckley docks; 11. Donna Schlegel, John Melchner and Alex Schlegel; 12. The Rum Keg; 13. Bar Harbor; 14. Pre-dinner festivities on the water; 15. Lobster boat; 16. Steaming from Castine to Southwest Harbor; 17. Eaton's Boatyard in Castine; 18. A finished Hinckley; 19. Old gondola from Sugarloaf Mtn. now residing at Bennett's Wharf; 20. Paul Hamilton, Ardis and Dick Holliday, Patti Young; 21. Colonial architecture at Castine; 22. *Victory Chimes*; 23. Aboard the *State of Maine* owned by the MMA as a training ship; 24. Lobster rolls at Bennett's Wharf; 25. Maureen

and Rick Meslang; 26. Rick Meslang, Commodore Dan Dyer, Shawn Otorowski and Jim Chambers; 27. MMA simulator on campus; 28. Jane and Bruce Berriman and Shawn Otorowski; 29. Fresnel lenses in the Lighthouse Museum; 30. Roque Island Beach; 31. A wispy Castine morning; 32. *Victory Chimes* at the dock in Castine Harbor; 33. The guys poking around the engine room of the *State of Maine*; 34. The docks at Castine; 35. Closing dinner at Southwest Harbor in the Hinckley building; 36. Leslie Schneider and Mimi Dyer at the check in at Trident Marine in Rockland; 37. MMA boats at the MMA dock; 38. 1920s Bugatti filling up in Castine; 39. Shawn Otorowski and Rick Meslang on a bluebird Maine day; 40. Control room at the MMA simulators; 41. Massive dock lines for the *State of Maine*; 42. Church in Castine; 43. One of the many historical buildings in Castine from the British occupation; 44. The magnificent woodwork of the yacht *Fancy* in Castine Harbor; 45. Carol and Paul O'Connor; 46. Streets of Castine; 47. Tad and Joyce Lhamon and Ross and Lucia Santy; 48. Leslie Schneider with the award for Cruise Chair; 49. At the controls of the *State of Maine*; 50. Ron and Marty Weiss; 51. Steaming away from Castine.

"Safety Moment" Mission Statement

A CCA Safety Moment is a prepared 3-5 minute (maximum) presentation or demonstration given to members and guests at meetings and other gatherings of the Cruising Club of America with the purpose of maintaining a culture of safety and good seamanship aboard their yachts. Topics are chosen by Safety Officers in each of 13 local Stations and Posts and focus on the type of in-shore and near shore cruising (sail and power) that the audience does. The CCA Safety at Sea Committee acts as a source for topic suggestions and a clearinghouse for ideas and subjects while maintaining a Resource Library of Safety Moments. Copies of Safety Moment handouts are available from rontrossbach@msn.com and soon to be on the website.

Ron Trossbach (703) 403-8408

Safety Advisor, 2014 Newport

Bermuda Race

Head, CCA Station Safety Officer

Sub-Committee

CCA Contact, *SUDDENLY ALONE* Program

US Sailing SAS Seminar Coordinator
Editor, ISAF OSR with US Sailing Prescriptions



Seven Newport Bermuda Race Innovations

Anticipating the June 20, 2014 start of the 49th Newport Bermuda Race, the Bermuda Race Organizing Committee (BROC) has announced initiatives to make the race easier to enter and more appealing to prospective entrants. More information is at www.BermudaRace.com.

1. New Simplified Entry Requirements.

Responding to feedback from sailors, the race is simplifying its entry process. The BROC plans to adopt the proposed U.S. Sailing Safety Equipment Requirements (USSER), a new plain-language alternative to the Offshore Special Regulations. Documents are being revised to provide more clarity and reduce duplication. Pre-race submission of many documents will no longer be required. Other initiatives include running training programs for inspectors to ensure consistency in their efforts.

2. New Four-Handed Cruiser Prize.

The Newport Bermuda Race is introducing a new prize for the top boat sailing with just four crewmembers in the race's Cruiser Division. According to Bermuda Race Organizing Committee chair Fred Deichmann, this development is faithful to the race's tradition of representing the entire sport of sailing offshore in monohull yachts. "Because four-handed sailing is so popular, and because the Cruiser Division typically is the second largest of the race's five divisions, I'm confident that we will have a good turnout." The Cruiser Division has had an average of 37 entries in the last three races. Cruiser Division rules allow power-driven winches and furlers and mechanical and electro-mechanical steering devices, restrict spinnakers and other light sails, limit the number of professional sailors, and prohibit professionals from steering.

3. New Content at Safety at Sea Seminar.

The highly respected Cruising Club of America Newport Bermuda Race Safety-at-Sea Seminar will be held at Newport on March 15-16, 2014, moderated by Ralph

Naranjo. Sailors who have completed two Safety-at-Sea seminars in the past ten years may combine the Saturday morning session with hands-on practical training on Saturday afternoon to qualify for the ISAF certificate. A Bermuda Race preparation seminar will be offered on Sunday, featuring a medical seminar designed for medical officers ("ship's docs"). Dr. Jeffrey S. Wisch, the race's medical chair, and Dr. Barbara Masser, an emergency medicine physician, will discuss the responsibilities of onboard medical officers, including prevention and treatment of medical emergencies and illnesses. Examples of real cases will be presented for discussion and problem solving. There will also be a review of medical lessons learned from the 2012 race.

4. New Division Assignments.

To assure that similar boats sail for the same trophies, the race has introduced a performance screen to identify modern lightweight, high-performance boats for assignment to the Gibbs Hill Lighthouse Division, and more traditional boats for assignment to the St. David's Lighthouse Division, historically the home division for racer-cruisers. Had the performance screen been applied in 2012, five boats that sailed in the St. David's Division would have been assigned to Gibbs Hill, five boats that sailed in Gibbs Hill would have sailed in St. David's, and three boats were in the middle. The performance screens for the 2012 fleet are posted on the race website, www.BermudaRace.com.

The performance screen is calculated by dividing the boat's Sail Area/Displacement Ratio by her Displacement/Length Ratio, using data from the ORR certificate. Boats with high screens will be assigned to the Gibbs Hill Division, those with low ones to the St. David's Division.

Boats with screens in the middle may choose which division to enter, with the proviso that those choosing St. David's abide by its restrictions on professionals. Performance screens will be printed on 2014 ORR certificates.

5. New Race Preparation Seminar.


Brewer Yacht Yard Group's first Newport Bermuda Race Seminar was held at the Brewer Pilots Point Marina at Westbrook, CT on September 7, 2013. Speakers included Rives Potts, owner-skipper of the 2010 and 2012 St. David's Lighthouse Trophy winner *Carina*, and meteorologist and ocean racer Bill Biewenga. Brewer Yacht Yard Group is the Official Boat Preparation Resource of the Newport Bermuda Race.

6. New Regional Prizes.

For the first time in the race's long history, awards will be presented to the top boats on corrected time hailing from five regions of North America: Canada, the Great Lakes, the Pacific Coast, the Deep South, and the Chesapeake. The race regularly has a healthy turnout from these areas. One-third of the entrants in the 2012 Newport Bermuda Race were from outside New York, New Jersey, and New England. The race has long awarded prizes to top finishers from outside the U.S.

7. New Annapolis-Newport Race Partnership.

A trophy will be awarded in 2014 for best combined finishes in the Annapolis-Newport and Newport Bermuda races. The Newport Bermuda Race now has joint trophies with all three odd-year East Coast races, Marion-Bermuda, Marblehead-Halifax, and Annapolis-Newport.

John Rousmaniere
Jrousmani@aol.com 

Leverett Brainard Davis

CCA Member for 75 Years (and Counting)

By Alexander "Sandy" Davis,
Lev's oldest son
October 16, 2013,

Leverett ("Lev") Brainard Davis has been a member of the Cruising Club of America since 1939. His home port is Harbor Island in Muscongus Bay, on the mid-coast of Maine. He is currently both the oldest member of the CCA, as well as the longest-standing member.

Lev was born in West Hartford, Connecticut on April 3, 1914. As a child, he spent his summers in Fenwick, Connecticut. Sailing and racing small boats on Long Island Sound were his greatest pleasures. Lev became an accomplished skipper and a very competitive sailor. As a teenager, he successfully campaigned his boat, the *Nutmeg* (an Alden-designed 19-foot centerboard knockabout), and won many championships.



Lev Davis at the helm of *Yankee*
(about 1959) at anchor in
Muscongus Bay

Five months after graduating from Williams College, Lev had the opportunity of a lifetime to sail around the world on the brigantine schooner, *Yankee*. The voyage started on November 1, 1938 at 2:00 pm. The voyage ended on May 1, 1939 at 2:00 pm. As Captain Irving Johnson (aka "Skipper") had carefully planned, the voyage westward from Gloucester, Massachusetts around the world at the equator (as much as possible) and back to Gloucester, took 18 months not just to the day, but "to the second."

Today, Lev is the only surviving member of the crew who sailed all the way around the world on Skipper's second circumnavigation. (On that trip, the illustrious Sterling Hayden was the first mate.)

The "second" *Yankee* had been designed for the Dutch pilot service in the North Sea. She had an overall length of 92 feet, a beam of 21 feet, and she carried



Lev aboard *Yankee* sanding a water cask.



Lev Davis

Lev Davis, Jr.

6,000 square feet of sail. Skipper had chosen her for this voyage because she was both strong and beautiful. She displayed a lovely sheer from bow to stern, and was distinguished by the "smart curve" of her clipper bow.

This year-and-a-half-long journey shaped Lev in many different ways: as a sailor, as an inveterate explorer, as a skilled team player, and as a globally conscious civil servant. (After the voyage, Lev went first into the ministry, and later became a high school English teacher, and then a guidance counselor.)

The *Yankee's* circumnavigation was written up in an enchanting book called *Sailing to See: Picture Cruise in the Schooner Yankee* (Copyright 1939, W.W. Norton & Company, Inc. NY, NY).

Lev brought back many prized souvenirs of his trip, most of which he still has. If you were to ask him today, "Where did

that ornately-carved walking stick come from?" Lev would reply quickly with something like, "Oh, I traded that for a pair of blue jeans in Borneo."

After Lev returned from this voyage around the world, he never stopped sailing. He joined the Cruising Club of America on May 11, 1939, just 10 days after he completed his circumnavigation on the *Yankee*. He has enjoyed continuing to be a member of the CCA ever since.

Shortly after marrying his first wife, Caroline ("Nina") Chandler, the two of them purchased a summer home on Bremen Long Island in Muscongus Bay, Maine. At that time, our family's sailboat was a Thistle, a lightweight sailing dinghy that proved to be too "hot" for their young children, and too unstable for sailing safely in the open and cold waters of Muscongus Bay. That boat was soon replaced with a more seaworthy keelboat.

After spending four summers on Bremen Long Island, Lev and Nina sold that property in order to purchase Harbor Island, also in Muscongus Bay. Lev subsequently divorced Nina, married Eugenie Cooney, and then spent a total of over 50 summers on that lovely 96-acre island.

For fifteen of those summers, Lev fished for lobsters from an open boat with an outboard engine on the stern. He usually set about 200 traps, and he pulled them all up from the bottom by hand, without the aid of a hydraulic winch. By the end of his fish-



Lev's first boat, *Nutmeg*, in the early 1930's

Lev Davis



Lev Davis with Lev Davis, Jr. at
Harbor Island in the 1990's.

Lev Davis

Lev Davis

ing days, as you might guess, Lev had pretty much worn out his shoulders.

Ever since completing his trip around the world, Lev has always owned a sailboat. His all-time favorite was a Knarr Class wooden keelboat named *Tavi*. She was as pretty as any sailboat you've ever seen, and also as well-performing as any boat Lev had ever sailed. She was a "perfect solution" for summer day-sailing around Muscongus Bay.

Come the end of each summer, Lev would sail *Tavi* around Pemaquid Point and up the Damariscotta

River 12 miles to New-castle where he would have her hauled out for the winter. The following spring, he would sail her back down the river to the bay, around Pemaquid Point, and back to her mooring at Harbor Island. Eventually Lev decided to sell *Tavi* in order to move to a fiberglass boat. He



Lev doing delicate repair work on the ship model which Parkin Christian, magistrate of Pitcairn Island, made for the Skipper.


Lev Davis

was hoping to find a boat as beautiful and as well-behaved as *Tavi* but less expensive to maintain. That quest for a satisfactory replacement seemed to never stop.

Over some 40 years, Lev bought, sailed, and sold a dozen different sailboats. All were keelboats, most were day-sailers, one was a cruising boat (Bristol 27), and one was a very high-performance, custom-designed cutter with two cockpits, one for the helmsman and one for the crew. None

of these boats, however, pleased Lev as much as the original *Tavi* – until the last one. That is, until he finally purchased an Alerion Express and propitiously named her *Tavi*.

Lev still owns this second *Tavi*. At long last, he found a replacement that was as fast, comfortable, responsive, and nimble as the original wooden Knarr had been. He then sailed her every summer for as long as he was able, and since then he has continued to launch her every summer so that his children and grandchildren can continue to sail her in Muscongus Bay.

Having joined the CCA at the age of 25, Lev is now on the cusp of celebrating his 100th birthday, as well as his 75th anniversary as a member of the CCA. This latter anniversary pleases him as much, and perhaps more, than reaching the ripe old age of a full century. 



The Brigantine Schooner Yankee under full sail in 1938

Lev Davis

www.BermudaRace.com

Come and Race to Bermuda

The 49th Newport Bermuda Race will start June 20th off Castle Hill Light and finish 635 blue-water miles later off St. David's Head. In 2012, we had 167 entries, one of the largest fleets in the race's long, distinguished history.

We welcome monohull cruisers, cruiser-racers, double handers, and all-out racers—and crews of friends and crews of relatives (family crews qualify for special prizes).

The Cruising Club of America and the Royal Bermuda Yacht Club have simplified entry procedures. We have new trophies for the top boats from five American sailing regions and abroad, and for the best combined finishes in the Bermuda Race and the 2013 Annapolis-Newport, Marion-Bermuda, and Marblehead-Halifax races.

New boats are always welcome (first-time entries make up 25% of the fleet). Race Ambassadors are on hand to answer questions and assist.

Come and join us in the famous "Thrash to the Onion Patch."

©Billy Black





Welcome New Members



STEPHEN G. ARMITAGE (STICKY)

Middletown, RI

Spouse: Lorraine (Bugsy)

Proposer: R. Bruce Berriman

Station: BOS



Sticky grew up in New Zealand, where like most young Kiwis, he sailed dinghies. By his late teens, he had graduated to ocean racing, taking part in three races from Auckland to Noumea and Fiji between 1961 and 1966. In 1967 he crewed on the 36' *Rainbow II* from Auckland to Sydney, then on to the Sydney to Hobart race which *Rainbow* won (the first non-Australian boat to do so since 1945). He then crewed on its return leg, for a total round trip of 3,500 miles. At a later date, he raced on *Rainbow* in Germany, and while living in the UK, he added several Fastnet races to his resume. After moving to the U.S. in 1969, he raced on *Bandit*, *Bay Bea* (BA to Rio) and *Beayondan* (Bermuda and Transatlantic races). From 1972 he worked as a professional on *Scaramouche*, both racing and cruising, prior to taking up a life ashore in Wisconsin in 1974. In the late 70's and 80's Sticky raced on subsequent *Scaramouche* boats in England and the U.S., prior to joining Hood Yacht Systems in 1986. He has owned and operated his own marine supply company since 1996. Sticky and Bugsy have cruised with friends through-

out much of the Caribbean and Mediterranean, taking an active role in planning, navigation and boat maintenance. He is also known as an excellent and very resourceful sea cook!

Military service: Royal New Zealand Army – 1965-1967

Affiliations: Ida Lewis Yacht Club, Newport, RI

ROBERT LEROY CADRANELL

San Diego, CA

Spouse: Molly

Yacht: *Tatoosh* – S&S 80' Ketch

Proposer: Richard W. Enersen

Station: SAF



Bob grew up sailing in the Pacific North West, beginning with junior programs and rising to competition in races such as the annual Swiftsure, Vic-Maui ocean race, SORC, and a variety of World Championships. Bob's sailing skills are much admired by those who have had the fortune to voyage with him, as is his ability to frequently cover the thousands of miles between the Seattle Yacht Club, the St. Francis Yacht Club and the San Diego Yacht Club. He has found time to compete in numerous Transpacs as Skipper and/or Navigator, as well as cruising to Alaska, Mexico and in the Caribbean and Mediterranean. Bob is skilled in boat building and repair, as seen in his restoration

of *Tatoosh*. He has spent countless hours on *Arunga*, rebuilding and modernizing this, his latest 6-Meter. He also rebuilt his R-Boat *ACE*, a heavy weather design, in order to represent St. Francis against the Royal Vancouver Yacht Club. Bob has also contributed his knowledge, talent and enthusiasm to yachting causes, including supporting programs relating to yachting history.

Affiliations: Seattle Yacht Club; St. Francisco Yacht Club; San Diego Yacht Club

Military Service: Air Force Reserve: 1961-1967

BEVERLEY L. CRUMP

Richmond, VA

Spouse: Susan

Yacht: Grand Banks 46' *Chessie*

Proposer: G. Waddy Garrett

Station: CHE



Bev grew up in Virginia, but his first sailing experiences were on Lake Sebago in Maine. He joined the Fishing Bay Yacht Club in Deltaville, VA as a junior member, sailing a variety of ever-larger craft through high school and college. After graduation from UVA he was commissioned as an Ensign in the Navy, serving aboard the *USS Beale* DD471, where he qualified as Officer of the Deck Underway and Command Duty Officer. After his Navy service, Bev and his wife Susan, an accomplished sailor, settled in Richmond, VA, where they founded the Richmond Dyer Dhow fleet, which grew to 25 boats in five years. During those years, they

took part in Annapolis-Newport races, and in the 70's and 80's they actively campaigned a Carter 37 *Rapahannock*, including a Bermuda race and the SORC. In addition, Bev raced on a friend's NY 40 *Albemarle Pippin* as watch captain on numerous Newport-Bermuda races and SORCs. Sailing has always been a family affair for Bev and Susan, and their children, Cyane and Will, now have boats of their own. In 2010, Bev raced on Cyane's J105, winning the Fishing Bay Yacht Club Stingray Regatta as Skipper. He and Susan now have more time available for cruising, and have enjoyed becoming reacquainted with the harbors of the New England coast.

Military Service: US Navy 1963-1965
LTJG

Affiliations: New York Yacht Club;
Fishing Bay Yacht Club

CHRISTOPHER T. FROST

San Diego, CA
Spouse: Dale
Proposer: William J. Barsz
Station: SOC



Chris began sailing in Sabots at the age of five, and sailed with his family on a variety of boats through his college years, as well as crewing in the Santa Monica PC Fleet and the San Diego Yacht Club PC Fleet in National regattas. While in his twenties, he captained, and co-captained

with his brother, the family's 49' S&S yawl *Pacifica* on its voyages and races to and from various ports in California and the Hawaiian islands. The love of wooden boats became his passion, and since the mid-70s he has crewed on numerous classic yachts, including acting as watch captain on the 1924 Fife schooner *Astor* on its voyage from the Virgin Islands to the Azores. While owning and managing his own marine supply store, Chris was involved in the building and outfitting of the tall ship *Californian*, and was nominated to Commodore of the Ancient Mariners Sailing Society in 1982. From 1985 to 2008, Chris crewed and was sail trainer on the San Diego Maritime Museum's *Star of India*, as well as the *Californian*, *Surprise* and *Butcher Boy*, on which he was captain. During the same period Chris also served on the Board of the Museum, being elected Chairman in 2008/2009.

JAMES M. FULLER

Vero Beach, FL
Spouse: Margaret (Marge)
Yacht: Nordhavn Passagemaker 43'
Summer Skis
Proposer: Charles R. Moore
Station: FLA



Jim's childhood centered around the Madison Beach Club, CT, where he sailed Blue Jays and Lightnings. At the age of 11, with the help of his father, Jim assembled his first boat, a plywood Sailfish. During his teens he frequently assisted with deliveries along the New England coast, becoming smitten with blue water sailing after helping deliver a 42' Concor-

dia yawl back from Bermuda at the age of 16. In his late 20's, Jim purchased his first 'big' boat, a 35' Allied Seabreeze, which he and his family sailed throughout New England for the next 26 years. In 1995, an Irwin 43' became the boat of choice, on which Jim and Marge sailed and lived for the next ten years, calling in to ports between Maine and the BVI's. In May 1997, they were returning from Marsh Harbour in the Bahamas when Marge had to leave the boat due to a family illness, so Jim single-handed her on to Newport, RI. Since the acquisition of their Nordhavn *Summer Skis* in 2005, Jim and Marge have cruised the waters between Bermuda and Nova Scotia, living aboard almost full-time. Besides his navigational skills, and his reading and interpreting of weather data, Jim has shown fine leadership qualities, playing a key role in arranging rendezvous for Nordhavn owners, from the Medbound rally in 2007 to an event in Mystic Seaport in 2013.

Affiliation: Essex Yacht Club, Past Commodore

R. PERRY HARRIS

Newport, RI
Spouse: Karen
Yacht: Sabre 48' *Katerina*
Proposer: Robert W. Morton
Station: BOS



Perry has a lifetime of sailing experiences, both racing and cruising, much of it on the East Coast and Caribbean,

as well as the Mediterranean. From the mid-seventies he raced and cruised his Cal 33', before moving up to a C&C 38', and finally to a custom one-ton, *Special Edition*. He took part in the world one ton races, SORC, Key West Race Week, Block Island Race Week, and was NBYA champion. In the 1980's, Perry and Robert Morton partnered to purchase a Frers 41', *Brigadoon*. This was such a rewarding experience that they stepped up to a Frers 45', *Brigadoon VI*, with John Osmond joining the partnership. They subsequently sailed together for ten years, racing her several times in the SORC, three Bermuda Races and many coastal races. Robert and John are united in their praise of Perry's navigating skills, as well as his obvious enjoyment of being involved in all aspects of a race or cruise, from bilge work to cooking. Perry and Karen are now enjoying the cruising life on *Katerina*, on which they travel regularly to and from Florida and Newport.

Affiliations: New York Yacht Club; Storm Triesail Club

OSCAR KENDALL HEGE (KEN)

Miami, FL

Partner: Pat

Yacht: Schucker 43' *Straight on till*

Morning

Proposer: Scott Piper

Station: FLA



Ken spent his youth in the Carolinas and the Charleston, SC area, and by age 22 had built his first two sailboats. For several years, he was frequently to be seen

behind the helm of his Morgan 27', or his subsequent, C&C 27' in MORC races between Charleston and Jacksonville, FL. After relocating to Baltimore, Ken purchased a CS33', on which he cruised in the Chesapeake and the Bahamas. Since moving to the Miami area in 1984, Ken has been an active participant in a number of community organizations, and is a 30 year member of the Biscayne Bay Yacht Club where he has held several positions, including Fleet Captain. Ken has amassed well over 15,000 nm on the water, much of it on board *Pipe Dream* with Scott Piper on nine of his circumnavigation legs. He acted as watch captain for Scott for the first time in 1999 when they sailed through the Southern Ocean from Perth to Sydney, followed over the next few years by voyages in the Pacific, Mediterranean, the Gulf of Alaska, Baltic, Red Sea, and North Africa. Meantime, in 2004, Ken sailed his own boat from Miami to Quebec and return. In 2012, Scott responded in kind when he crewed for Ken on his uniquely fitted out Schucker 43' in Georgian Bay, Canada. Members who have sailed with Ken attest to his skills as a fine shipmate, but also stress that he is a master chef, with whom it is a joy to go food shopping in any country.

Affiliations: Biscayne Bay Yacht Club

JOHN J. GLESSNER IV

Yarmouth, ME

Spouse: Tracy

Proposer: Howard B. Hodgson, Jr.

Station: BOS/GMP



During his childhood, John sailed on board his family's Hinckley Competi-

tion 41' *Oomiak* with his father John J. Glessner, III (BOS). By the time he had turned ten, John had made several overnight trips between Southwest Harbor and Manchester. In 1981 he was invited to his first overnight race aboard *Fling*, a Sabre 38 owned by Paul Perkins (BOS/GMP). As the years progressed, he also sailed aboard *Viva*, owned by Bob Seamans, in one Halifax race and two Bermuda races. John has never been reluctant to undertake any on-board tasks from setting spinners or changing headsails day or night in a seaway to the 'joys' of cleaning up after a Bermuda race. He has taken part in eight Bermuda races, four of them as watch captain on Howard Hodgson's J160 *True*. John has spent all of his working life in the marine industry, including the Hinckley Company, and is currently General Manager of Kittery Point Yacht Yard. He has acquired a thorough knowledge about boat maintenance and construction, as well as delivering boats up and down the east coast between Maine and the Caribbean.

PAMELA KELLEY

Newport, RI

Spouse: Brendan (CCA BOS)

Yacht: J133 *Exile*

Proposer: Robert W. Morton

Station: BOS



Pam and her husband Brendan are a true partnership on the water. Besides extensive cruising in the Caribbean on their sailboat *City Light*, which they keep in Tortola, they have raced in the SORC, Key West Race Week, and the One Ton

Series, to mention a few. Besides being an excellent navigator, Pam is a talented seaman who can do virtually any job on a boat, and is responsible for the majority of the boat and passage preparations they have undertaken over the past 30 years. In the 1980 Bermuda Race, she was foredeck captain on *Contessa*, which won its class. She captained *Exile*, their J133, moored in Newport, through some foggy days in Maine in 2012 on the New York Yacht Club summer cruise. For several years, Pam was a partner in a Newport, RI, law firm which she co-founded, and nowadays, as Founder and President of a home furnishing catalog and internet business, she travels frequently to France and India. Pam always commits herself fully and enthusiastically to any project or undertaking in which she is engaged, as well as being active in committee work.

Affiliation: New York Yacht Club; Ida Lewis Yacht Club

MICHAEL J. JOHNSON

Santa Fe, NM

Yacht: 44' Lapworth Schooner *Gitana*

Proposer: William S. Chapman

Station: SAF



Mike's sailing history includes a considerable amount of time on square riggers, native craft and schooners. Amongst his early exploits were sailing

on 45'-50' skipjacks on the Chesapeake; two separate years as bosun on three-masted training schooners in England and France; crewing on a humpback whale research 144' barquentine; navigating a 57' staysail schooner from Florida to Tonga via Panama; crewing on a 65' schooner from Cape Town to Portsmouth, NH; crewing on a 123' schooner from Argentina to the Falklands, South Georgia and in 1998 crewing on a 51' sloop from Argentina to Port Lockroy and Palmer Station in Antarctica. Mike's adventures during his east to west circumnavigation on his Westsail 32' *Aissa* via the five great capes have been recounted in many international publications. In 1988, he set off on *Aissa* from Norfolk, VA. From Rio he was without engine or electronic navigational aids to Easter Island, then on to Tahiti and New Zealand. For his east to west rounding of Cape Horn he was awarded the OCC's Barton Cup in 1990. In that year *Aissa* capsized while attempting to round the Southwest Cape off New Zealand, however Mike was able to return unaided to Dunedin, where he rebuilt the wrecked vessel. He rounded the cape successfully in 1991, and continued on to Cape Leeuwin enroute to Fremantle, from where he embarked again in 1992 to Sri Lanka and Madagascar, rounding the fifth cape off South Africa in 1994. Having crossed the South Atlantic, Mike took a side trip up the Amazon, exiting from the north channel by way of Macapa, returning to Virginia in 1996, completing his seven year, seven month voyage. In the past few years, Mike and his schooner *Gitana* have been spotted in the Pacific, Atlantic and Mediterranean, as far north as Svalbard and as far south as Brazil. He is currently en route through the Northwest Passage. 2013 has been a difficult ice year,

so we look forward to Mike checking in on completion of the passage.

LINDA ANNE NEWLAND

Port Hadlock, WA

Spouse: Dan

Yacht: Newland 368 *Pegasus XIV*

Proposer: Chuck Guildner

Station: PNW



Linda's active involvement in sailing dates back to the Singlehanded Sailing Society in San Francisco. The Society began in 1975 with the Singlehanded Farallon race, the Singlehanded Transpac in 1978 and numerous races in the Bay area. In addition to participating in the racing, Linda took an active part in the organization and administration of these races, and is Past Commodore of the Island Yacht Club, Past Commodore of the Pacific Inter-Club Yacht Association and Past Commodore of the Pacific Coast Yachting Association. Her own years of Pacific Ocean sailing include two Single-handed Transpacs and a record breaking single-handed run in 1981 from San Francisco to Kobe, Japan. Linda continues to give back to sailing at all levels, from teaching at womens' seminars, to her involvement with the US Sail and Power Squadrons. Since retiring from her legal career, and moving from San Francisco to the Washington area, Linda and her husband Dan have become active in the Port Townsend Yacht Club. Linda is also an instructor in the US Sailing classes at the NW Maritime Center, and most recently was drumming up support and funding



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.

for the restoration of *Felicity Ann*, the first boat to cross the Atlantic solo under a woman's command.

Affiliation: Port Townsend Yacht Club, and lifetime member of Island Yacht Club, Alameda, CA

DAN NEWLAND

Port Hadlock, WA
Spouse: Linda
Yacht: Newland 368 *Pegasus XIV*
Proposer: Chuck Guildner
Station: PNW



Dan began distance sailing as a teenager in the early 1970s out of Galveston, going on to obtain an extensive background and experience in engineering and construction in both the aerospace and marine industries. These have informed his decisions on building light weight, functional and well laid-out boats, the latest being *Pegasus XIV*. Dan's innovative ideas have helped many sailors improve their boat's performance, especially as it pertains to rudders. In 1982, when living in San Francisco, Dan built a modified Wylie 34, *Pegasus X*, to compete in the 1982 Singlehanded Transpac, which he did, with a record-breaking finish, winning overall, class and division. He went on to do two more singlehanded Transpacs in 1986 (won overall monohull, class and division) and 1992 (overall, class and division) on *Pegasus XIV*. In addition to their single-handed racing experiences, Dan and Linda have taken part in numerous

races and deliveries on the West Coast and to and from Hawaii, not forgetting Dan's role as Navigator on the *Spirit of Kodiak* on the 1994-1995 Sydney to Hobart race. Since moving to the Washington area, he and Linda have continued their hands-on involvement in the sailing world, actively contributing to several sailing organizations, mentoring and teaching.

Affiliation: Port Townsend Yacht Club; Lifetime member of the Island Yacht Club, Alameda, CA

ANDREW B. PARISH

St. Michaels, MD
Spouse: Christine Besso Parish
Yacht: Star boat
Proposer: Schuyler Benson
Station: CHE



Andrew has spent his life on the water since 1970, when as an infant he voyaged on *Reindeer*, owned by his godfather Newbold Smith, from Bermuda to Georgetown. He received excellent guidance in sailing from his father Phil Parish (CHE), taking part in his first distance delivery from Maine to Maryland at age 11. Through his teenage years he made many deliveries between the Chesapeake and Maine, often on *Reindeer*, and at age 18 took part in his first race to Bermuda as bowman aboard Remy Fox's *Eclipse* in the 1988 race. From 1989 to 1993 Andrew attended New York Maritime College before moving to a life on the water as

a tugboat captain and river boat pilot in the Delaware and Chesapeake Bays. He has since completed four more Newport to Bermuda races, most recently as tactician aboard Schuyler Benson's *Bandana*. Andrew's dedication to improving any situation and his boundless energy make him a popular skipper and shipmate, and luckily his career as a pilot gives him the flexibility to accommodate many of the invitations he receives. When not with his family supporting the activities at Tred Avon Junior Sailing, Andrew can be found on his Star boat, or on a Chesapeake Bay Log Canoe.

Affiliation: Tred Avon Yacht Club, member of the Board of Governors

ROBERT J. RUBADEAU

Telluride, CO
Spouse: Mary
Yacht: 1931 Rhodes Ketch *Dog Star*
Proposer: Jeffrey S. Wisch
Station: BOS/BUZ



Bob has had a fascinating life on the water since his early years as a sailing instructor in Gloucester, MA. Although he has his permanent residence in Colorado, where he was a past ski patrol professional, Bob and his family spend the summer sailing season in Maine, where his 84-year old double ended ketch *Dog Star* is maintained. His sailing experience exceeds 200,000 logged offshore miles and is wide ranging, from skippering a 54' schooner from Maine to the Chesapeake at the age of 23, to being watch captain on *Ondine* in the 1974 Sydney-Hobart race.

Bob was captain on her delivery back from Sydney to San Diego, via New Zealand, Pitcairn Island and Acapulco. For several years thereafter he skippered charter boats in the Bahamas and Windward Islands, prior to purchasing *Dog Star* in 1978. Bob and Mary, herself an accomplished sailor, and their two children, spent many years on *Dog Star* as they sailed to ports from Newfoundland and Nova Scotia to the Bahamas. In 2006/2007 he sailed on *HomeFree*, a Morris 51', on its expedition from Roque Island, ME to Cape Horn and back. Throughout the years Bob has written for most of the major sailing journals on many aspects of blue water sailing. His autobiographical celebration of the classic era of amateur ocean racing *Bound for Roque Island: Sailing Maine and the World* was published in 2010 and was listed as a top ten book by Boat Writers International in 2011.

LEE SIMPSON

Bethel Island, CA

Spouse: Diane

Yacht: 62' steel trawler *Sonata*

Proposer: Wyman Harris

Station: SAF



After Lee graduated in 1965 with a degree in engineering, he bought a 30' wooden powerboat which he fixed up for cruising. Since that time he has owned a variety of sail and powerboats, including a 50' Herreshoff center cockpit ketch, *Faith*, he had built in Hong Kong. In 1978, Lee, his wife and three sons sailed *Faith* across the South China Sea from Hong Kong to the Philippines, where they cruised for

the next three months. In 1980, Lee had a sister ship *Harmony* built and shipped to California. Over the next five years they cruised as a family between California and Mexico, with one single-handed voyage from Cabo San Lucas to San Diego. In 1987, Lee, his wife and their oldest son sailed on *Harmony* from Ventura, CA to French Polynesia, where they spent three months cruising. In keeping with his musical theme, in 1993 Lee acquired a 58' trawler named *Rhapsody* in New York. After bringing her down the Intracoastal Waterway to the Bahamas, he travelled through the canal up to Juneau, Alaska, where he cruised for the next five years. In his business life, Lee produced raisins from his vineyards in California. He applied his engineering and farm equipment development knowledge in 2001 when building his 62' steel trawler *Sonata* in his vineyard, incorporating many innovative features (*Sonata* has a piano aboard). He and Diane spent the next ten years cruising between Seattle and Juneau. They now live on Bethel Island in the California Delta and cruise San Francisco Bay and the Delta aboard *Serenade* a 40' Tollycraft powerboat.

MARK STEVENS

Stratham, NH

Spouse: Linda Tripp

Yacht: Hinckley SW 51' Sloop *Kiva*

Sponsor: Henry Halsted

Station: BOS



As a boy Mark took an independent interest in being on the water, and at 13 built his first wooden boat, a cross

between a runabout and a hydroplane, which he used on the Connecticut River. While stationed in Florida with the USAF, Mark further developed his interest in sailing, with several passages from there to the Bahamas. During his college years he sailed a Rhodes 19' out of Marblehead, and in 1982 purchased his first boat, an Allied Sea Wind 32', which he sailed between Maine and Massachusetts. Mark's next boat was a Bermuda 40' *Option*, which he raced in the single-handed Provincetown, MA. to Tenants Harbor, Maine race over the next 13 years. During that period he also took *Option* down to the Bahamas and Exumas for some winter cruising. After finishing first in class in the Annapolis to Newport race in 1993, Mark decided to purchase *Kiva* in 1993, taking her on her maiden voyage on the Newport to Bermuda race in 1994. Since then Mark and Linda have taken part in the southern migration almost every year, enjoying cruising and racing in Florida and the Bahamas, returning to cruise New England waters in spring. Mark and Henry Halsted have achieved several strong results on *Kiva*, with double-handed wins in the Marion to Halifax and Marion to Bermuda races. Mark comments that on some races he has thought that golf would be an easier choice of sport, but the lure of the sea is too great!

Military Service: USAF 1966 - 1970

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.

Paul Hamilton, Fleet Captain

MAXWELL TAYLOR

South Dartmouth, MA
Proposer: Ben Morris
Station: BOS



Max was on board for the first time when he was ten days old, and in 1991, at age three, he enjoyed the family's transatlantic voyage on *Meridian*, a custom Chuck Paine 45' sloop owned by his father Steve Taylor. With *Meridian* as the family's base, Max has taken part in CCA cruises and races all his life. As a boy he rowed between boats on cruises, eventually graduating to outboards with passenger escort duties, always helpful and enthusiastic. His first night watch alone was at age 16 on return from the Chesapeake. Besides *Meridian*, Max has crewed in the Caribbean and New Zealand with the Reppert family. While at UVM he was co-captain of the nationally ranked sailing team, and even after starting work in Chicago, he found time to coach a local high school team and match race in the evenings. Over the years, Max has developed noteworthy sailing and seamanship skills, which were put to good use on the 2009 Scottish cruise which he undertook with Ben Morris and Bill Cook on *Apogee*. In 2012 Max took the opportunity to join three friends in sailing *Riot*, an Orion 50' ketch built in 1983 (before any of the crew was born!), from Reykjavik, Iceland back to South Dartmouth. They left in August for Greenland, with their route home via Newfoundland and Nova Scotia bringing them in close contact with, but successfully avoiding, gales, icebergs and whales. This trip added to Max's knowledge of

marine systems, weather forecasting and spinnaker handling offshore.

EDWARD VAN KEUREN

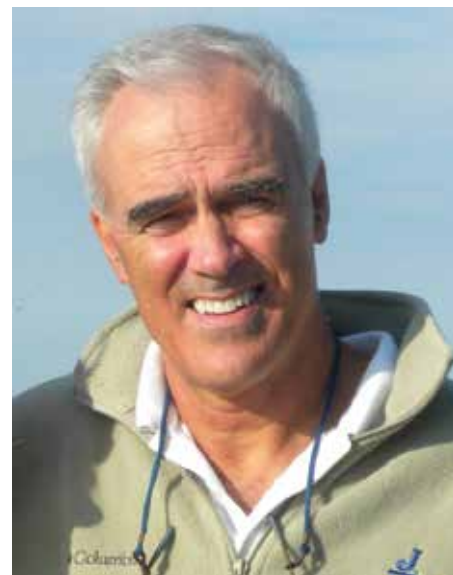
Mattapoisett, MA
Spouse: Alison
Yacht: Cheoy Lee 41' *Horai*
Proposer: David Johns II (Chip)
Station: BOS



Ed has loved sailing all his life, he has raced extensively and delivered numerous types of sailing vessels throughout the world. The experience Ed gained in his sailing career led to his decision in 2000, in his mid-thirties, to set off on his beautifully maintained *Horai* on a westward circumnavigation. His five year voyage took him from New England down through the Panama Canal to the South Pacific, where he often encountered, and cruised in company with, CCA members. From Australia he headed across Southeast Asia, up through the Red Sea to the Mediterranean and back across the Atlantic in 2005. In all he visited 51 countries, and travelled 37,000 miles, about 50% of which he single-handed *Horai* – the other 50% was double-handed. Since his return, Ed has turned his passion for yacht restoration into a vocation, co-founding Buzzards Bay Yacht Services, which has since performed impressive work on such well-known yachts as *Dorade* and *Black Knight*. Alison is an equally skilled sailor, with many offshore miles to her credit. It is fairly certain that their three little children, all presently under age five, will become active sailors in due time.

GILBERT WILEY WAKEMAN (WILEY)

Marion, MA
Spouse: Michele
Proposer: Chris Cunningham
Station: BOS



Wiley started sailing in Beetle Cats at the Beverly Yacht Club in Marion, Mass, quickly moving on to the Int'l 110, Laser, J-24, and J-29, amongst others, and crewing on larger offshore boats with CCA members. Wiley has been on 12 Newport-Bermuda races, and is particularly well known for his calm reserve at the helm and for his speed on the race course. He is very much in demand as a helmsman and tactician. Wiley's first job out of college was teaching Seamanship and Navigation at Tabor Academy, then he spent a few years in the sailmaking business. Wiley now resides in Marion where he is the Associate Director of Admissions and coaches rowing at Tabor. He and his wife Michele have passed their love of sailing on to their three children, who often accompany them on Wednesday evening races and an occasional cruising weekend.

Affiliations: Beverly Yacht Club



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Deadline for Spring 2014 Issue is March 15

Calendar of Events

- | | |
|-------------|--|
| 2013 | December 6, Wirth M. Munroe Race |
| 2014 | February 21-28, Utah Ski Gam |
| | March 7, Annual Meeting and Awards Dinner, NYYC |
| | March 15-16, Safety at Sea Seminar, Newport |
| | June 20, Newport Bermuda Race |
| | September 2-10, Desolation Sound, Club Cruise, PNW |
| | October 16-18, Fall Members Meeting, Toronto, GLS |
| 2015 | March, Annual Meeting and Awards Dinner, NYYC |
| | March 20-28, Cruise in the Caribbean |
| | September 14-25, Cruise in the Ionian Islands of Greece |
| | October, Fall Members Meeting, Bermuda, BDA |

*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)

