



## From Siam With Love: CCA Cruise to Thailand

To provide escape from the January snow and icy chills, the San Francisco Station hosted a memorable national cruise in the balmy waters of Thailand. An arm of the Andaman Sea east of Phuket Island, one of the most beautiful and interesting cruising grounds in the world was chosen as the site of the 2013 Club Winter Cruise. This is an area which has been described as a place of astonishing natural beauty with limestone monoliths jutting hundreds of feet up from the crystal clear waters and framed by stunning white beaches and swaying palm trees. Indeed it was.

There was some trepidation that the distance to the cruise site might be an obstacle, but the chosen limit of participants based on the size of the available charter fleet and the size of the anchorages was reached in no time. In all, 159 souls on 30 yachts joined the cruise. One problem which was eventually resolved was the use of a "mother ship." The first two ships proved to be too big and too expensive to be filled. The next one, a large wooden junk, hit something and sunk; fortunately before any CCA members were aboard. Finally, four crewed yachts were located that did the job nicely.

The Cruise Committee, led by co-chairmen Wyman Harris and Jerry Eaton, decided the size of the fleet and the relatively small anchorages indicated that an "open itinerary" would be most suit-



Chris Otorowski

*Dramatic rock formations in the northern part of the Andaman Sea.*

able. Accordingly, except for three events, skippers were on their own to choose their own route and anchorages. With beautiful islands everywhere and relatively shallow water it was easy to find a spectacularly attractive spot with only one or two other boats. As expected, the sailing was easy with smooth water, and gentle northeasterly monsoon breezes. A fascinating feature

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## Awards Dinner at New York Yacht Club

### Blue Water Medal

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

The 2012 Blue Water Medal was awarded to David S. Cowper (Newcastle, England) for his completion of six solo circumnavigations of the world and five solo transits of the Northwest Passage. The Blue Water Medal was first awarded in 1923 and is given "For a most meritorious example of seamanship, the recipient to be selected from among the amateurs of all nations." The award was presented by Commodore Daniel P. Dyer, III at the annual Awards Dinner on March 1, 2013 at the New York Yacht Club.

*continued on page 21*



Dan Nerney

*Commodore Dan Dyer, Blue Water Medal Winner David Cowper and Awards Chair Bob Drew*



## From the Commodore



### Dear Fellow CCA Members,

On behalf of all our members, I would like to warmly welcome the new members profiled in this issue and also those recently notified of acceptance into the Cruising Club of America who will be introduced in the Fall issue of the *CCA GAM*. There are many ways to be part of your Club, from assisting in running a Club cruise at some exotic locale to providing electronic or literary skills for our publications, to organizing popular potluck dinners. Attending Station luncheons is enjoyable and easy. The quickest way to be a part of the fabric of the Club is to participate. There's a lot to do, to keep the Club humming, and virtually all of it is fun.

I have recently come to appreciate the huge effect our Rear Commodores have on the continued success of our Club. In visiting several Stations, I've observed first hand many different Club activities. The monthly luncheons on the East Coast are approaching facility maximum. The Buzzards Bay Post recently held their Spring Dinner and filled the dining room at the Hope Club in Providence. San Francisco reports their monthly luncheon group is outgrowing the Chart Room at St. Francis YC. The Boston luncheon at the "Rats" has recently had to cap attendance. Many of these successes are Rear Commodore driven. The Bermuda Station had its first ever evening dinner to present a new Bermuda Station Trophy for an outstanding cruise by a Bermudian CCA member

(see the BDA Station report for particulars). These events, along with Station cruises and meetings, are driven by either the Rear Commodore directly or by committees put in place by the RC's.

The 2014 Newport Bermuda Race will again be a highlight of the CCA. The optimum time to prepare your crew and yacht is now. The Race is sailed biennially over a 635-mile course from Newport, RI, to St. David's Head, Bermuda. The 2014 race will be the 49th since 1906. It is sailed under the Ocean Racing Rule (ORR), which allows all well prepared and well sailed yachts to be competitive. Most boats finish in three to five days. The Bermuda Race is in fact the oldest regularly scheduled ocean race, one of very few with the start and finish in different countries, one of the rare races sailed almost entirely out of sight of land, and regularly one of the largest ocean races with fleets larger than 150 boats. This race, sponsored by your Club in collaboration with the Royal Bermuda Yacht Club, has been a showcase for the goals of the Cruising Club – off-shore passage making in small seaworthy yachts crewed by skilled amateurs. Check out the Race website [www.bermudarace.com](http://www.bermudarace.com) and consider joining the fleet on the starting line at Castle Hill on June 20th, 2014. There is no other race like it – and you can't beat Bermuda in June.

One item of new business follows, which will be discussed at the Fall Meeting:

Our Cruising Club of America By-Laws include the object of our Club. In consideration of the importance of our Oceans and the threats they are facing on many fronts – square miles of floating debris and plastic, "ghost nets," sewage contamination, depleted fisheries, and dissolving coral reefs – it has been suggested that the "Object" portion of the Club By-Laws be



Roberta Burke

*A sunny day in Maine!*

updated to reflect the importance of our stewardship of our oceans. The By-Laws would then read:

### II. OBJECT

The objects of the Cruising Club of America, Inc. (the "Club") are to promote cruising and racing by amateurs, to encourage the development of suitable types of cruising craft, to stimulate interest in seamanship, navigation, and handling of small vessels, ***while being conscious of the environment of the sea***, to gather and keep on file all information which may be of assistance to members in cruising.

Changes to the By-Laws are not to be taken lightly. As our entire Club focus is ocean driven, we should carefully consider this change and the implied responsibility of protecting our Club's most important resource. I personally look forward to your comments and thoughts. [www.fastrabbit1@cox.net](mailto:www.fastrabbit1@cox.net)

Every good wish for a safe and enjoyable summer on the water. I know we will see many of you on the Maine Cruise in August.

*Dan Dyer*

Dan Dyer



Dan Dyer

*A warm Phuket Pachyderm welcome.*



## The CCA GAM

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Boston..... Kinnaird Howland

Bras d'Or ..... Alexander MacMillan

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Essex ..... Richard C. Holliday

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## Coming Up...Cruises and Meetings

### Maine Coast Cruise

**August 6-15, 2013**

The CCA's Maine cruise is sold out with over 65 vessels and 250 participants as of the middle of April. They will be joined by the chartered 170 ft. historic three-masted schooner *Victory Chimes*. Jim Morgan of the SOC station is to be credited with bringing many members east from the west coast for a look at Maine's prime cruising grounds.

Following an opening reception in Rockland August 6th, there will be a couple of days to explore Penobscot Bay before gathering in Castine for cocktails and dinner at Maine Maritime Academy August 9th, with a second day of optional activities included on the 10th. The fleet will have time for more exploration along the way before an evening in Southwest Harbor on August 12th. A final luncheon is scheduled for August 15th on the lovely Roque Island great beach. Ideas for explorations along the way are included in the cruise booklet.

Cruise chairs Garry and Leslie Schneider wish to thank Doug and Dale Bruce for their assistance in formatting, editing and



*Roque Island*

producing the preliminary version of the Maine Cruise Booklet, now online on the CCA website. A preliminary list of those registered is also on the website. Regalia for the cruise is available through Stars Signatures, linked to the club website.

Maine members Cabot Lyman and Steve Tofield are working to schedule an informal GMP gam prior to the cruise at Cabot Lyman's home on Maple Juice Cove. Monday, August 5th. Boston Station member Charlie and Gale Willauer have offered their home in the Oven Mouth area for a GMP gam on the 24th of

August. We look forward to seeing many of our members in Maine waters. If you want to be placed on the waiting list or have questions, contact cruise chairs Garry and Leslie Schneider, [gls7@gmail.com](mailto:gls7@gmail.com), 207-359-8908 home, 207-664-8908 cell. Fair Winds,

*Garry and Leslie Schneider,*  
*Cruise Co-chairs*

### San Diego – Fall Members Meeting

**October 23-25, 2013**



*Star of India*

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



*USS Midway*

San Diego Yacht Club will be the hub of the business meetings and a local hotel on Shelter Island, the Bay Club, which is within walking distance of the yacht club,

will be the designated hotel. There will be various tours that will be available to view the many highlights of the city, including the carrier *Midway*, San Diego Zoo and adjacent Balboa Park and its museums, SeaWorld and possibly a tour of the Maritime museum's construction site of the *San Salvador*, the flagship of Juan Cabrillo, who discovered San Diego. Harbor tours will also be offered either on members' yachts or museum vessels.



*Birch Aquarium*

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

*John L. Cahill, MD* 


## Utah Ski Gam

**February 21-28, 2014**

The 5th Ski Gam was headquartered in Park City this year. Yet another enthusiastic group of skiers gathered. They enjoyed five different resorts, cross country skiing, the Vice Commodore's Birthday, three slide shows, Opening Dinner, Mardi Gras Party and Rum Punch tasting, Valentine Dinner and the daily evening briefings in the new "Club Condo." Planning for Ski Gam 2014 is underway and will be held February 21-28.



Looking forward to seeing you all again in Utah in February, 2014.

*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, 2014.



*Dan Nerney*

All members are welcome, and you are especially encouraged to attend the Awards Dinner, which is a spectacular evening.


Details to be posted on the website. 

## Newport to Bermuda Race

**June 20, 2014**



*Chris Otorowski*

The 49th "Thrash to the Onion Patch" will be held on June 20. Chairman Fred Deichmann and his large and experienced committee have already been hard at work planning another superb event. Do not miss out on this classic ocean race. 

## Desolation Sound Cruise

**September 2-10, 2014**

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.



*Chris Otorowski*

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 apparent bottom for anchoring and in those days there was surely no electronic "eye" to fathom the almost unfathomable depths 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.



Chris Otorowski

Warm water!

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.

Beginning on Tuesday, September 2, the Cruise fleet will gather in the Okeover Arm of Malaspina Inlet at the elegant Laughing Oyster for registration, afternoon appetizers and a northwest coast dinner.



Events to follow will include the traditional Rum Barrel and Commodore's Clam Chowder Convention on September 6 at the wonderful new First Nations' Lodge at Squirrel Cove on Cortes Island, and a closing dinner and entertainment at delightful April Point on the 10th. In between these events there will be plenty of time for exploring the myriad wonders of Desolation, alone or in groups.

Information regarding registration, suggestions for chartering and thoughts for background reading will be forthcoming as we get nearer, but the PNW Station and Cruise Chairman Brian O'Neill (svshibui@qwest.net) are well on their way in planning this event. So please mark your 2014 calendars and join in for an unforgettable

table cruise in this Canadian wonderland. 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

Spring 2015



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

*Ron and Marty Weiss,  
Cruise Chairs* 🚩

## Cruise in the Ionian Islands of Greece

September 2015



The Ionian Islands of Greece are a wonderful cruising ground with nice sailing breezes of 10-15kts during the day and going calm at night. The anchorages are plentiful and peaceful in the evening. The Cruise itinerary includes Corfu, Meganisi,



Vathie, Ithica, Paxos, Lefkas and many other beautiful anchorages with history all around. If you have not been to the Ionian Islands, you are in for a real treat. For those who are interested and would like to be included on an initial email list, you are requested to indicate your preliminary interest by going to the following link: <http://tinyurl.com/CCAIonianSurvey>. Please check the website for details as they develop.

*Steve James, Cruise Chair* 🚩

## Clyde Cruising Club Musters: You are invited!

I wanted to let the CCA members know who are cruising in Europe this summer that the Clyde Cruising Club is having musters both in Dublin on the evening of Sunday 7 July at the invitation of the Royal St. George Yacht Club at Dun Laoghaire and then in Brittany on Saturday 13 July at Benodet at the Club De L'Odé at Penfold Marina. Meals will be available on both evenings.

If any CCA members are cruising in the area of either muster and would like to join in then I would be very pleased to hear from them – there is a Notice of Race and Entry Form for both those racing or cruising to Dublin and/or Benodet so they could notify the office that way or simply email Jennifer at the Office. (office@clyde.org)

*Johnnie Watson, Commodore, Clyde Cruising Club* 🚩


## Bermuda

In the fall of 2012, long-time Bermuda Station member Warren Brown presented a trophy to be awarded to a Bermuda member of the Cruising Club of America who has distinguished himself/herself and the Club by distant sailing voyages or by such other action deemed worthy of the award.

Warren Brown, who was himself awarded the coveted Blue Water Medal in 1988 by the CCA for his series of outstanding cruises in *War Baby* covering a huge territory from the Arctic to the Antarctic, the Pacific and Atlantic oceans, presented the award so that those Bermudian CCA members who also have made significant ocean passages could be recognized.

On the 14th of March members of the Bermuda Station gathered at the Royal Bermuda Yacht Club for a dinner and presentation of The Warren Brown Award to Robert J. Baillie. Bob and his wife Betsy have for many years cruised extensively in their sloop *Belair* and many of their exploits have been recorded in Cruising Club News (now *Voyages*). Bob firmly lays the responsibility for these stories at the feet of Betsy. He does, however, take credit for navigating them safely around the Pacific, down the western coasts of North and South America, through the Straights of Magellan and back up the east

We were pleased that Commodore Dan Dyer and his wife Mimi could join us for the celebration and the Commodore presented the Warren Brown Award to Bob and Betsy. Bob hastened to add that Betsy not only wrote the accounts of their voyages but she was and is an essential member of their two "man" crew.

*Jim Burnett-Herkes, Historian* 

## Boston

Sandy Weld, Larry Hall and Rear Commodore Kin Howland hosted a very fine gam at Sandy's family's Bassett Island at Pocasset. Those coming from the south or west were treated to a very brisk SW breeze with some fine Indian Summer temperatures. Sandy did well to find most of the fleet moorings and Larry had the comestibles arranged to perfection. Attending: *Siren* (Peter Cassidy & family), *Dulcinea* (Ross & Kathleen Sherbrooke), *Windigo* (Sandy Weld), *Gunsmoke* (Larry Hall, Joe McDonough), *Wischbone* (Jeff, Cindy & Alex Wisch), *Katrina* (Nick & Kathy Newman), *Bolero* (Ed Kane, Carol Vernon & Gigi), *Resolution* (Bill Cook, Kin Howland, Nancy McKelvy), *Meridian* (Steve Taylor & M.E.), *Manukai* (Stan & Marty Livingston, Ted & Liz Brainard), *Selkie* (Sheila McCurdy, Kathleen O'Donnell, Liz Frantz), *Rising Wind* (Garry & Leslie Schneider; Peter & Liza Chandler), *Westray* (Juan Corradi, Gary & Lily, Christine), *Frolic* (Ray & Wendy Cullum), *Mascott* (Henry & Cathy Roberts), *Torch* (Toby Baker), *Aristea* (Jim & Winnie Phyfe; James & Abby Phyfe & children), *Margalo* (Chip & Colleen Johns), *Little Cloud* (Rick & Linda Olney), *Junet* (Bob Wallace Jr., Jim & Pepper McHutchison), *Trekkin* (Franklin Beveridge, Jay &

Margot Jenkins), *Onward* (Tim & Charlotte Surgenor), *Whale and the Bird* (Sham Hunt). A few members including Jack Towle and Henry Keene came by land.

The rum keg was properly mixed and there was even a "handle" of Gosling's Black Seal for those who preferred to mix their own. The chowder pot was cleverly positioned on one table, and behind, another on its side to allow the chowder to come to a high heat. Larry kindly laid out a number of pounds of sushi quality yellow fin tuna for us. This was neatly sliced and suitable bowls of ginger, wasabi and soy were set up next to it. A good fisherman is always a welcome addition to the crew.

Entertainment chair Tim Surgenor has



Garry Schneider

*Bolero joins the gam at Sandy Weld's Bassett Island*

gone to considerable trouble to encourage people to attend Station events, and managed to round up an excellent turn out for the Station. Dinner the following night at Beverly Yacht Club in Marion was fully subscribed. A highlight of the evening was a bit of history recounted by former Commodore Stan Livingston. Later in October the Station hosted its annual dinner for new members at the Henderson House. Membership chair Charlie Willauer did a great job as the master of ceremonies. He was just as enthusiastic when he introduced the last new member as when he introduced the first. Sponsors for the new members all had an opportunity to speak and those new to meet and address the Club's officers. It was a lovely evening and we are sure the new members feel that they are fortunate to be joining the CCA.

The Boston Station Fall meeting was held November 15 at the Dedham Club.

RC Kin Howland presided, and included in his remarks a listing of many of the Club's present and past officers who were



Stephen Kempe

*L-R: Past RC Warren Brown, Betsy Baillie, Bob Baillie, Commodore Dyer, RC Stephen Kempe, BDA Station*

coast to the Caribbean and then to Florida. Bob says they will stay closer to home for a while and look forward to some gentle cruising in the Caribbean.

dren), *Margalo* (Chip & Colleen Johns), *Little Cloud* (Rick & Linda Olney), *Junet* (Bob Wallace Jr., Jim & Pepper McHutchison), *Trekkin* (Franklin Beveridge, Jay &

## News from Stations & Posts

### ***Boston continued***

in attendance, including Commodore Dan Dyer, Secretary Steve Taylor, Membership

the first Rats Luncheon of the year would be November 16 with a talk by Chris Knight; the Rats luncheons are held the third Friday

role as a member of the membership committee: Son to mother: "When I grow up, I want to be a sailor." "That's nice, Bobby, but you can't do both."

To conclude the evening a few stories were told, with past Commodore Ned Rowland and RC Kin Howland both providing a bit of fun. You had to be there.

Boston's winter dinner at Anthony's Pier 4 restaurant in Boston drew a stalwart crowd on a cold winter night in January to listen to Tom Wadlow as he shared some of his experiences with Dorothy sailing *Joyant* in the suitably cool waters of Northern Europe, Svalbard Archipelago – Norway above 80 degrees North latitude. The accompanying pictures of the wild life and environs were enticing, while much of the coast appeared to be at least as rugged as the rocks of the western Atlantic. Many of us with less miles under our keels admired the Wadlows' skill and effort in sailing in such a remote location.

Rear Commodore Kin Howland and entertainment chair Tim Surgenor are to be commended for finding ways to greatly enhance the dinner from some previous experiences at the same venue. The clam shell served hors d'oeuvres were tasty and generous, and the choice of entrees and sides at the buffet included generous amounts of cod and beef. Thank you Kin and Tim.

New for a Boston Station event was the addition of a "Safety Moment" as conceived by CCA member, Ron Trossbach. A handout covered some basic essentials that everyone on a boat should be able to accomplish. In the absence of a designated station safety officer, Garry Schneider spoke regarding using the new Coast Guard Rescue 21 system when calling for help on a DSC equipped VHF radio.

*Garry Schneider*



*Party on the beach at Bassett Island*

Chair Bill Cook. Audit chair Ross Santy, Finance Chair Ernest Godshalk, Cruising Guide Chair Sandy Weld, Yearbook editor Tony Will. Past Commodores in attendance included Stan Livingston, Jim Harvie, Ned Rowland and Ross Sherbrooke. Past Rear Commodores included Bob Lawrence, Nancy McKelvy and Bill Cook.

of the month and have a schedule of speakers posted on the website. Membership chair Bill Cook commented on the Station's solid performance in recruiting candidates, and indicated that the current membership policy tends to discount experience of bygone days and encourage younger candidates who might have less experience, but can be guided to become active members. Commodore Dan spoke regarding his recent trip to the Naval Academy in Annapolis, presenting trophies to Academy sailors in the 2012 Newport-Bermuda Race. He noted that CCA member Adm. Bob McNitt was a 1938 ensign in his first race. In all 157 Academy sailors have participated in the Bermuda race.

Andy Lindsay spoke of the upcoming reconfiguration of the CCA's website, and mentioned that only three of 11 stations have active websites; fortunately Boston Station is among the most active, and Tony Will is to be credited with helping keep its content up to date.

Both Posts have events planned, including the Buzzards Bay Post winter dinner at the Hope House March 8, reported by incoming Post Secretary Nick Grace. Peter Stoops mentioned the activity in the Maine Post, including solid turnouts at the Great Island Boatyard in October and the Land-ing School in November; he encouraged seeking qualified candidates in his other



*Tom Wadlow presentation on the Svalbard Archipelago Norway above 80 degrees North Latitude*

Upcoming events noted included the Winter Dinner January 24, which will be at Anthonys, and a Spring Dinner May 9 at the Portland Yacht Club in Maine. The Club Cruise in Maine will be August 6-15.

Secretary/Treasurer Steven Thing was unable to attend but provided a report which the RC delivered verbally. James Phyfe reported on a successful Columbus Weekend gam at Bassett Island and thanked members Sandy Weld and Toby Baker for their assistance. The Beverly Yacht Club dinner that weekend was oversubscribed, unusual for that time of year. Ed Tarlov reported that

### **Bras d'Or**

Syd and Sandy Dumaesq hosted our Fall meeting on Oct. 17, 2012 at their beautiful home on Chester Peninsula where a superb meal was consumed. Gretchen McCurdy was recognized by the station members for her "above and

## News from Stations & Posts

beyond” efforts to ensure the success of the Bra d’Or Cruise this past summer celebrating the CCA’s 90th Anniversary.

Several members of the Bras d’Or Station travelled to Essex, Connecticut for the CCA Fall meetings. Wilson Fitt and Thelma Costello and Kit and Gretchen McCurdy enjoyed an informative visit to Mystic Seaport, the opportunity to meet CCA friends old and new, to see the Connecticut River, appreciate the local hospitality, and to get away just before the arrival of hurricane Sandy.

On January 26, 2013 the station held its winter evening social gathering at the Blomidon Inn in the historic university town of Wolfville in the Annapolis Valley. Earlier in the day and now becoming a regular event, an afternoon hike (this year around the Blomidon Provincial Park) was enjoyed by all who ventured out, with refreshments afterwards at the lovely home of Peter and Barb Watts. There was an excellent turn out for dinner with 31 members present. Opening remarks by our new Rear Commodore, Sandy MacMillan started the evening and following the delicious food and drink we were entertained by a video of a portion of Judy Robertson’s passage on *Semper Vivens* in the Halifax – St. Pierre Ocean Race in July highlighting favorable winds, blue skies and following seas.

On March 1, 2013 members Phil Wash, Erwin Wanderer, Sandy MacMillan RC and Gretchen McCurdy attended the CCA Annual Meeting and Awards Din-

ner, NYYC. It proved to be very enjoyable experience for all.

### Cruising

While winter in Nova Scotia usually means time for quiet reflection and planning for the upcoming season, a few did

north of the Falkland Islands, and let their imaginations of earlier seamen in smaller boats, soar like the majestic albatross – a memorable voyage.

Fred and Nancy Voegeli on *Frisco* are soon back to the Med for perhaps their



Allen Bishop

L to R: George Jollymore and friend Fran, Judy Robertson, David Arenburg, Peter Watts, Leslie Tullock, Iain Tullock, Deb Bishop, Barb Watts

remain afloat. David Archibald and Mary Filbee onboard *Gypsy Mare* left Chester, N.S. in late October via the Intracoastal for parts south. Early November saw them securely moored in Marion, MA, whilst Hurricane Sandy passed just south. With the help of fellow CCA members in Marion to provide the most suitable mooring and the home of Ted and Liz Brainard to stay out of the elements, they could not have been in better hands. Currently, they are preparing for the journey back north having spent a warm, relaxing winter in the Fort Lauderdale area.

In February, Kit and Gretchen McCurdy had a particularly wonderful trip around the tip of South America on a smallish cruise ship. They spent a week in the Chilean fjords, went so close to Cape Horn in sunlight and breaking clouds that they felt they could reach out and touch the island, experienced South Atlantic winds, at and

final season in Europe and Rick and Bonnie Salsman have written the following update:

*Aisling* Diary, The Plan. “Bongiorno from Halifax. Bonnie and I are both itching to get back aboard *Aisling I*. She sits in Marina di Ragusa (MDR), Italy patiently awaiting our arrival in almost balmy temperatures while we are shivering in the cold here in Halifax, impatiently awaiting our departure in April. There is no question that life aboard is simpler and more relaxing, just don’t tell our kids or our parents! After our arrival it will be fun to reconnect with our cruising friends there. This year MDR has six Canadian boats, four CCA boats and about 20 US boats as well as most European nations represented in the eclectic fleet. It is rare to have so many English speakers in a Mediterranean marina. Hans and Dani Himmelman (Bras d’Or) will be joining us for a week in May.



Iain Tullock

Hikers L to R: Erwin Wanderer, Diane Wanderer, Phil Wash, Wilson Fitt, Thelma Costello, Barb Watts, Leslie Tullock. Missing were Peter Watts and Iain Tullock



### **Bras d'Or continued**

The program for this coming season is starting to come together. If all the stars align, the plan may be to head Southwest to Malta to have some work done, then it will be back to Tunisia, as long as the uprising is not... rising. We need to add more time to the VAT clock by taking the boat outside the European Union. From there we hope to head back to Trapani on the Western tip of Sicily. We visited there



*Rick and Bonnie Salsman*

in 2009 and still remember the great food. From there we will make Easting across the top of Sicily, making our way to the Aeolian Islands. They are supposed to be one of the Med's gems and we have not visited before. One of them is Stromboli which is the volcanic "lighthouse" used by the mythical Odysseus and many other real, ancient mariners. From there we hope to cross to mainland Italy and make North-ing past Naples, Capri and the Amalfi coast as far as Rome. Once there some land travel will be taken to Rome itself and Florence. The question then is do we book space in the Tiber River for the winter or head back to MDR for the socializing? We love all the Mediterranean has to offer and count ourselves very lucky to be doing what we do. We will keep you posted. If you check our blog ([www.sailblogs.com/ailing/member](http://www.sailblogs.com/ailing/member)) and find yourself near by be sure to track us down so we can share glass of wine. Ciao."

Becky Hoyt is still in Turkey continuing the refit and commissioning of *Amphora* and Evans visits between shifts on the *MV Pride of America* cruise ship of which he is captain. He takes over the new

ship *MV Breakaway* soon in New York and she is due to launch in April.

Finally, a number of station members have expressed an interest in the upcoming CCA summer cruise in Maine.

### **Officers 2013:**

Rear Commodore – Sandy MacMillan  
Sect / Treas - Reg Goodday  
Cruises – Erwin Wanderer  
Shore Events – Judy Robertson  
Membership – Phil Wash  
Fleet Surgeon – George Jollymore  
Board of Governors – Gretchen McCurdy  
Historian – Al Bishop

### **Upcoming dates 2013:**

Winter meeting – April 10  
Early Raft up – June 15  
Late Raft up – September 7  
Fall meeting – October 16  
Annual meeting – November 20

*Al Bishop, Historian* 

### **Buzzards Bay**

In typical New England fashion, the halcyon Indian Summer days of mid-October were quickly replaced by the chill blasts of approaching winter which served to remind us that the Buzzards Bay Post's monthly "off-season" schedule had begun. The opening lunch in late October was at Beverly Yacht Club where we compared notes on last summer's adventures, many of which centered around the Newport to Bermuda Race, the Bras d'Or summer cruise, or both. The day after Thanksgiving found us at a new restaurant with a touch of déjà vu to it. The Kinsale Inn in Mattapoisett, where we have held our November lunches for quite some time, was sold and reopened at the same location as The Inn on Shipyard Park. With the familiar good fare and no need to change the waypoint in the GPS the switch seemed seamless.

Last year's holiday lunch in Portsmouth proved so popular that

we returned to the Melville Grille at the New England Boatworks on the Friday between Christmas and New Year's. It's hard to tell if the large turnout that included an unusual number of spouses and friends was the result of the festive mood of the season or the chance to take a tour of the latest construction projects at the yard. We were treated to a guided tour of a new 50' Doug Zurn powerboat that was well along in construction and an extension project on a second powerboat that NEB had built about ten years earlier. Both vessels were extremely high-tech and high-end providing a fascinating look at the current state of the art in marine design and construction. For those who prefer their boats to be wind powered, Don Watson promises he will have an equally impressive sailboat project under way next year. Stay tuned.

Gordon and Linda Goodwin headed Down Under in December for an opportunity to visit and sail with Gordon's sister and brother in law in the Whitsunday Islands, part of Australia's Great Barrier Reef. Their power point presentation at the January lunch whetted more than a few appetites. I hope his sister can handle a crowd. February's meeting was highlighted by Bob Rosbe's slide show of a seventeen day passage he made two years ago from Vancouver to Honolulu aboard the 48' S&S motorsailer *Bird of Passage*. It was a rare chance for Bob to join the crew onboard a vessel he had owned and subsequently sold back in the 1980's. Reading between the lines, he seemed to be rethinking his decision to let her go.

The Post's winter dinner at the Hope Club on March 22 drew a crowd of over eighty guests to hear Rives Potts recount



*Annual Dinner at the Hope Club*

*Dan Nerney*

## Buzzards Bay continued



*Solace headed for a new home in front of Nancy McKelvy's house*

Nancy McKelvy

Carina's extraordinary year starting with the 2011 Transatlantic Race and culminating in his 2012 Newport-Bermuda victory. Sandwiched in between those major accomplishments was a 39,000 mile voyage around the globe which included his highly successful participation in the 2011 Fastnet and Sydney-Hobart races. It was a fitting adventure story to cap off a gala evening.

Both Bob Morris in *Apogee* and Gian Luca Fiori in *Vivaldi* are planning to head east this June bound for Europe by way of the Azores. They have been prepping their boats all winter and spring but have just discovered each other's plans and so are thinking of turning their solitary voyages into a cruise in company.

A handsome double-ended Chuck Paine designed 30' Leigh sloop turned heads as it traveled east on Route 1 heading for Maine the first week in April. A newly acquired beauty, *Solace*, will make a lovely sight on the mooring in front of Nancy McKelvy's house in Southwest Harbor. With boats on the move (albeit by

trailer), can the sailing season be far behind?

Tim O'Keeffe,  
Post Captain

## Chesapeake

In the summer of 1608, Captain John Smith and a small crew made two incredible voyages exploring Chesapeake Bay. He declared "*Heaven and earth never agreed to better frame a place for human habitation.*"

Those who know the Bay best would heartily agree and perhaps add "*and the fairest part of all is Talbot County, named for Lady Grace Talbot, sister of Cecil Calvert, 2nd Baron Baltimore.*"

The Chesapeake Station enjoyed some graceful Talbot County autumn weather for its 2012 Fall Rally, gathering in Shaw Bay around the Stations' venerable Rum Keg Friday, Oct. 5, aboard Ted Parish's *Nellie Crockett* for a long sunny afternoon gam. The next morning, racers lined up off Tilghman Point for a race to the Choptank, with the wind slowly going from too much to not enough, and eventually to a shortened course. The victory went to a popular favorite, *Prim*, manned by three generations of Gibbons-Neffs led by Captain Henry.

After overnighting in Trippe Creek, the next forenoon the fleet followed the aroma of roasting pig to the home of Dr. Jim Thompson who managed to feed about 75 of us in fine Eastern Shore fashion that evening. Waking to a moist Sunday morning, most of the fleet made its way up the shore to Oxford for the Station Annual Meeting and dinner at Tred Avon Yacht Club.

Rear Commodore John Melchner, presiding, called 37 Station Members to order for reports. Secretary Wally Stone noted that Station Membership now stands at 138. Historian Fred Hallett commented on the recent loss of some of our sailing stalwarts, Mark Ewing, Bob McNitt and Bill Maclay. Ron Trossbach reported on

the forthcoming meeting at Essex Yacht Club to organize future Safety and Sea seminars. The Nominating Committee proposed a slate of new officers – for Rear Commodore, Tad duPont, Bob Mathews for Fleet Captain, and Wally Stone for Secretary Treasurer, which was elected by unanimous vote. The group adjourned to celebrate the new leaders with 53 other spouses and guests over a splendid dinner.

Monday morning found the cruisers underway for the Little Choptank River and an oyster roast in Hudson Creek aboard dear old *Nellie Crockett*. It was a small but hardy crowd, hungry and thirsty after another day on the water. On the final day of the cruise, a misty Tuesday morning, there was a thrilling- round-the fleet dinghy race before the six remaining yachts sprinted west across the Bay to Solomons and a final rendezvous that evening at Solomons Island Yacht Club.



*Rear Commodore Tad duPont welcomes Bobbie Hecklinger to Miles River Yacht Club*

Sarah Sinnickson

The November Luncheon at Annapolis Yacht Club featured a visit by Commodore Dan Dyer to celebrate the long link between the CCA and the sailing program at the U.S. Naval Academy so long and vigorously promoted by late CCA members Bob McNitt and Bill Maclay. Bob was the author of the definitive history of sailing at the Academy. The Navy Sailing staff and three outstanding midshipman skippers attended as our guests. The coach of the Varsity Offshore Sailing Team, John Tihansky, introduced the mids who skippered Navy's entries in the 2010 Newport-Bermuda Race:

MID'N 1/C Brian Weisberg of Ocean City, NJ, who skippered Navy 44 *Defiance* to 2nd in Class and 2nd overall in St. David's division



*Stan Livingston, Martie Livingston, Liz Brainard, and Ted Brainard*

Dan Nerney



## News from Stations & Posts



### Chesapeake continued

MID'N 1/ C Stephen Jaenke of Severna Park, MD, who commanded Navy 44 *Swift* winning 1st in Class and 3rd overall in St. David's division

MID'N Patrick Duffett of Grosse Isle, MI, who captained the TP52 *Invictus* winning 3rd in Class.

The three skippers, as a three-boat team, won the H. Irving Pratt Trophy.



Fred Hallett

*Chesapeake Station Historian Fred Hallett congratulates winning midshipman skippers Wiesberg, Duffett and Jaenke and Navy Coach Tihansky*

The three young skippers and their coaches were congratulated by Commodore Dyer and given an appropriate ovation by all present in a cascade of good feeling.

The December 11 luncheon was our Christmas Party at the appropriately decorated AYC. A wintry overcast made the reds and greens of the holiday lights seem extra bright and the welcoming smiles even brighter. The whole gathering took on the air of a reunion. RC Tad duPont started with a Christmas greeting to all present, and moved to thanking retiring Rear Commodore John Melchner for his service to the Club, presenting him with a framed memento signed by grateful Station Members. He then introduced Ron Trossbach for the "Safety Moment" we have now come to expect at each CCA meeting. We then queued up for a splendid buffet lunch, as a few shafts of sunlight flashed on the surface of the harbor. The excited chatter over lunch went on longer than usual. No one seemed to want the party to end!

The January Luncheon was easily fit into the Skipjack Room at Annapolis Yacht Club after a meeting of the Steering

Committee. New Rear Commodore Tad duPont shared some recollections of his early ocean racing experience long before they became commonplace.

February found thirty-two of us in the trophy room at Miles River Yacht Club on a bright St. Michaels winter's day enjoying views of Long Creek along with our lunch. RC Tad duPont hosted our speaker, Judge John C. North II of St. Michaels, and his wife Ethel. The Judge is the preeminent authority on Chesapeake Bay log canoes and oversees races every summer. Some of these temperamental craft, stabilized only by nimble crew members sliding quickly inboard and outboard on long planks, date back to the 1880s. He shared some fascinating sailing history in what one member called "...the most interesting and comprehensive presentation of its kind in my experience..."

Most recently, the March luncheon group rendezvoused at Annie's on Kent Island just before noon on the 13th. RC Tad duPont welcomed the group with a few words about plans for a new Newport-Bermuda trophy for the Chesapeake boat with the best elapsed time, hopefully in time for next year's race. Jon Wright conducted the "Safety Moment" on the subject of safely hauling a crew member aloft. Dan Rugg updated the audience on the forthcoming April *Safety at Sea* Seminar at the Naval Academy. Bryon Reilly announced plans for the Spring Cruise May 10-12 starting with a raft party in the Rhode River, moving to the West River to visit the Smith-



Sarah Sinnickson

*Chesapeake Log Canoes are fast but require nimble crew members on long planks*

sonian Environmental Research Center, an evening dinner ashore and a race on Sunday. The event was topped off by a round of sea stories by our esteemed Rear Commodore with contributions by Lucy Melvin, Bob Mathews, George Curran and Ron Council.

*Fred Hallett, Historian, with able assist by John Melchner, Margy Robfogel, Bobbie Hecklinger and Sarah Sinnickson*

### Essex

Our Fall Rendezvous, held last October, was one of our best. We met at the Niantic Bay Yacht Club, a new spot for our Station. Our Cruise Chairmen, Dave and Sue Dickerson, did a great job in organizing the cruise and introducing many of us to this Club. Nine boats made the rendezvous, while several members came by land. There were plenty of slips available for all, although some chose to pick up a mooring. The Clubhouse itself was great, with lots of space and sound proofing so that you could actually have a conversation at dinner without shouting. The Club staff provided and served a fine dinner at a very reasonable price. After dinner and the usual reports we went back to our boats to get ready for the next day's passage to Shelter Island. (On a sad note, after our visit to Niantic Bay YC, Hurricane Sandy did considerable damage to the clubhouse and its waterfront facilities. Dave reports that it may be some time before they are all repaired).

On Saturday, the fleet proceeded to Shelter Island. Initially, the plan was to go to West Harbor, but at the last moment Dave Dickerson found out that Three Mile Harbor had not received its dredging permit, so all the barges and dredging equipment were sent into West Harbor. Dering Harbor was a good alternative spot as it is well protected, and, being late in the season, they did not mind us rafting up. *Carina* and *Intrepid* got together and hosted a wonderful dinner prepared and served by Sean and Janet Saslo. The weather was not that great, but no-one seemed to notice.

## News from Stations & Posts

### Essex continued

For our Annual Meeting in December 2012, 67 of us returned to our usual



Brimstone Isl, ME – Paul & KG viewing their yachts below

haunt, the Essex Corinthian YC. Since its formation back in the 1940s, ESS has been meeting in this building. Dick Holiday was unanimously elected to be our new Rear Commodore, taking the helm from Mindy Gunther Drew. Mindy did a wonderful job these last two years, not only leading the Station through the usual course of events, but also heading up the well attended (175) National Meeting held here in Essex last fall. The full new slate of Officers and Chairmen is in the year book.

A. Rives Potts won the B. Bruce Edmands Anchor Watch Trophy for his second Bermuda Race victory, as well as our Vernon Merritt Talisman Far Horizons trophy for sending *Carina* around the world (can't get much farther than that), and his participation in the Sydney-Hobart Race. We are



KG Gregory & Paul Connor cooking dinner & enjoying a drink downeast

proud to report that at the Annual Meeting of the NYYC, Rives was elected to the post of Vice Commodore. We also learned that Brin R. Ford (ESS) would receive the Richard S. Nye Award at the CCA Awards dinner to be held on March 2nd at the NYYC.

We held our February pot luck supper at the Ram Island Yacht Club. It was a nasty wet winter night, but 65 members showed up with enough food for the Russian Army. A good time was had by all.

ESS members got around this past season. The Connors and Gregorys took their East Bays *Lilly* and *Encore* as far as Roque Island, where they by chance met the Wil-


lauers on *Eight Bells*. Frank and Elisabeth Bohlen took *Tatler* to Maine, as did Tom and Dorothy Wadlow on *Joyant*. Mark and Amy Rice, Mike and Carol McBee and



Elizabeth & Frank Bohlen & KG Gregory, Brooklin, ME

Charles-Henri and Marguerite Mangin represented ESS in Phuket, Thailand.

Please join us at our 3rd Thursday of the month lunch held at Pilots Point, South Yard, Westbrook, CT. If you contact Bob Green beforehand, it will be \$15.00, otherwise \$20.00 at the door. This lunch has become very popular with many guests from other stations. We look forward to seeing you there.

*Jeb Embree, Historian* 

### Florida

Years ago, Newbold Smith, who was then the Chair of the Awards Committee, and I was RC, wrote to me asking if there were any national awards for him to include in his NYYC presentations. In his next paragraph he said he doubted it, as "the Florida Station was where old Cruising Club members retired to play golf and wait for Valhalla". At the time we had several Parkinsons and one circumnavigator; so my reply was; "I bring you greetings from the Valhalla Country Club", which was repeated by him at the NYYC Annual Awards Dinner, to the amusement of the audience. The tradition continues, as our membership is cruising the world far and wide, as you will see when you read on.



RC Don Krippendorff presents past RC Jack & Glory Wills with his burgee

Saturday, November 3, 2012 the Annual Meeting of the Florida Station was held at the St. Petersburg Yacht Club. Members and their guests arrived from across the state to attend both the meetings and social gatherings. Some of the local members hosted out of town attendees at their homes. Past Rear Commodores: Paul Ives, Skip Barlow, and outgoing RC Jack Wills plus Treasurer and incoming Secretary, Tanner Rose were some of those in attendance at the meetings and dinner. During the dinner Historian and incoming Treasurer, Barbara Watson made an interesting slide show presentation, including photos from a Canal du Midi Cruise in the south of France. Later, RC Jack Wills presided over the changing of the flag to our new RC Don Krippendorff. As expected Jack made a humorous but dignified presentation to Krip.

## Florida continued



Steve James, Jim MacLean, Jack Myles and Tanner Rose

Barbara Watson

The 56th Wirth Munroe Memorial Invitational Race was sailed on December 7, 2012. As usual it was run in partnership with the Sailfish Club of Florida. The Sailfish Club committee did the vast majority of the organization as well as timing and scoring the finish and providing the venue for the after race awards. The Florida Station Race Committee chaired by Steve James was responsible for the start of the race in Fort Lauderdale and provided the two CCA awards. Buck Gillette provided his Legacy 42, *Witch*, as the start boat and George Uznis provided his Eastbay 38, *Chief*, as the pin boat. Peter Bowker acted as the PRO. Peter Grimm, Sr. organized the use of the LYC starting gear. Thanks very much to those gentlemen for their time and generosity without which everyone could not have performed their duties. This year it was a difficult and stressful start for the committee as seconds before the beginning of the start sequence *Stark Raving Mad VII*, a Swan 601, tangled with the pin mark and *Icefire*, an IRC 52, got the pin mark anchor rode wrapped around their propeller. *Chief* was able to chase down the mark as it headed northeast toward Maine, retrieve the anchor and rode from *Icefire*, and reset the mark, all while the local fishermen were purposefully jamming the radio channel. The start was postponed only 10 minutes.

*Vendaval*, a Dufour 34, owned by Oscar Valdes won the PHRF 1st Overall Trophy. *White Gold*, a J44 MOD, owned by Jim Bishop won the First CCA Boat to Finish Trophy. The Mid Winter Rendezvous was held on the east coast, January 25-26, and started off with a Rum Keg Party at

Jim and Sue Chamber's home in Stuart. A great turnout of 61 enjoyed a glorious warm Florida evening on their terrace. This year there were no cruising boats on Jim's dock but Margo Cook did arrive by kayak! Sue, Diane Myles and Thasia Woodworth produced a great dinner along with desserts. Saturday, following golf, 39 met at the Stuart Golf and Country Club for Dinner. Clint Bush gave a splendid and insightful presentation on circumnavigating in a catamaran.

A wonderful evening followed the Annual Meeting at the NYYC for the CCA's Awards Dinner. The Florida Station shone! The Far Horizons Award was presented to Steve and Karyn James for their 10 years of cruising and 38,000 miles aboard *Threshold*. From the Great Lakes to Europe, Svalbard at 80° N, to the Canaries, the Mediterranean and Tunis to Turkey, their cruising serves as an excellent example of the CCA's broader objectives.

A Circumnavigation Award was given to Clint and Adair Bush, East to West 2005-2012, 40,170 nautical miles in *Emmanuel*, the only CCA catamaran to have circumnavigated the world. They also were awarded their second and third John Parkinson Memorial Trophies for the Indian and Atlantic Ocean crossings.

A Circumnavigation Award was given to Scott Piper, West to East, 39,000 nautical miles in *Pipe Dream IX*. Scott has also received 16 Parkinson Transoceanic Trophies. Scott was not in attendance to receive his award, as he is currently in the Pacific crossing from the Galapagos to the Marquesas. This dinner is held in the famous Model Room at the NYYC and occurs annually on the first Friday in March. A splendid evening that is not to be missed!

With *Bluewater* on the hard in Maine until June, Milt and Judy Baker flew down under in January to join Australian friends, Peter and Margaret Sheppard, aboard their Nordhavn 55 *Skie* for a cruise

around Tasmania. With its off-the-beaten-path location squarely in the roaring 40s, Tassie may not be a popular cruising area but they found it pristine and breathtakingly beautiful, an island offering challenging but memorable cruising. They encountered few yachts, power or sail, cruising the island's coastal waters but crossed paths with dozens of commercial fishing boats, most looking well worn and tough as nails, working their fisheries in all but the worst weather. The sailing yachts they saw, mostly in harbors, were also hardy vessels, the kind one sees in high latitudes, most sporting permanent hard dodgers. They returned to Hobart after 14 days of cruising, their bonds of friendship with *Skie's* crew stronger, their respect for the Nordhavn 55 intact, and their spirits soaring. Milt reports that he and Judy will always remember Tasmania as an over-the-top cruising area.

Scott Piper writes: "they left Russia heading West intending his 5th circumnavigation. The boat was up on the hard for hurricane season in Trinidad, but starting in January, 2013 they transited the Panama Canal, visited Cocos and spent a week in the Galapagos. They left March 2, for the Marquesas. The plan is then to go to Tahiti, Bora Bora, Tonga, Fiji, Vanuatu, Guadalcanal, Papua New Guinea, Darwin Australian, South Africa, Brazil and then to Trinidad to complete the 5th circumnavigation."

Also from Panama, Jim Stoll's *Argo* spent the night in the lake and then passed



Milt Baker

Milt and Judy Baker on board Peter and Margaret Sheppard's Nordhavn 55 *SKIE* (which stands for "Spending Kids' Inheritance Early")  
Spain Bay, Port Davey on the magnificent SW coast of Tasmania

### Florida continued

out of Panama locks early March. Jim, one of the several instructors aboard *Argo*, writes that he will not be on this part of the trip but he does plan to join in Tahiti and he will most certainly sail her in the Kings Cup this coming December as well as the Phuket Superyacht regatta over the Christmas vacation period. He looks forward to cruising *Argo* for about three weeks without students even though the students are really the ones who have the time of their lives [www.seamester.com](http://www.seamester.com). Once in Thailand, even though the vessel is only seven years old they will replace all the engines and equipment, everything is running fine but their schedule just doesn't permit downtime so it will be "preventive maintenance." Then off to Cape Town as the other way is still too dangerous.

Ron Schaper reports, it is every sailor's dream to sail the islands of the South Pacific, French Polynesia, the Society Islands, the names of the atolls and islands are magical, Mo`orea, Bora Bora, Tahiti, Huahine and Taha`. They envision tropical islets, swaying palms, azure-clear waters, soaring green mountain peaks. It is here that he and his wife, Andrea, along with a few other experienced sailing couples, will charter a catamaran for a two week cruise through these enchanted waters in May this year. As they have wanted to test-sail a catamaran to evaluate it for future cruising and, due to the great distances involved, they won't be sailing their own boat to

that area. His group of sailors now calling themselves the Flori-ponesians, will be chartering a 44 foot Sunsail catamaran out of Papeete, Tahiti. Andrea has even been taking Tahitian dance lessons!

In the Mediterranean, Steve and Karyn James currently have *Threshold* on the hard in Didim, Turkey. Their plan is to relaunch and do several months of limited cruising of western Turkey and the north Aegean Islands of Greece. However, their major objective of the season will be accomplishing a minor refit and much needed new paint on *Threshold* after ten years of hard use.

Charles Moore reports: last January, he and Jeanne joined the CCA Thailand Cruise. They had nothing but praise for the tremendous work done by the San Francisco Station members who organized the event. Upon arrival at the hotel on Phuket

Island, they were greeted by CCA members with filled the usual "goodie bags". The next day, the SFO organizers held a seminar for skippers and went into detail of the sailing area, the Andaman Sea. They checked out their chartered 45' Bavaria sloop and set sail. Every night, they anchored next to an island, many unoccupied, with lots of chain, even though the weather was usually calm. The mid-cruise meeting was held at a remote island with a small resort, but the food, beverages, entertainment were first class. The third and final meeting was back at the Angsana Laguna Hotel in Phuket, again, raising the bar for a well organized sailing adventure in a most remote part of the world, not too often visited by Americans. Of all the places they have sailed in the world, Thailand was the most unique. Most importantly, they found the people of Thailand (with its 66 million residents) were the most peaceful, tolerant and friendly, a credit to Buddha. Bangkok, a

city of 6 million, itself is a huge, bustling city with many palaces, Buddhist temples, and thronged with all nationalities and religions, from Asia, Europe, Africa, middle east and Australia. In summary, if anyone has not visited Thailand, it is a place to put on your Bucket List.

Clint Bush reports that they are finally back home in Florida, having completed a 40,000 nm, six and a half year circumnavigation. It takes no imagination whatever to



*White Gold's* owner, Jim Bishop (3rd from left standing), John Osmond (2nd from left kneeling) and RC Don Krippendorff with *White Gold's* crew winning the best placed CCA yacht trophy.

Barbara Watson



Adair and Clint Bush

Clint Bush

appreciate that they had literally the time of their lives. They visited 61 countries, did some awesome sailing, saw amazing sights, and learned more about boat repair than they could ever have wanted. The response to the question, "What was the best?" can take half an hour, as there were so many superlatives. They were honored to be presented their circumnavigation pennant and award at the NYYC Annual Awards dinner. It has been a great blessing to have the opportunity to achieve this goal, which became steadily more palpable and tantalizing as the voyage progressed. They are grateful to their CCA mentors who did so much to help them in both the planning and execution of their dream. *Emmanuel* performed and they absolutely could not have asked for a better boat.

Jim Long writes that he and Betsy will be continuing to cruise *Two By Sea* in the Bocas del Toro, Panama area until November and the end of the 2013 Hurricane Season. They will then begin to head North

## Florida continued

with planned stops in Providencia, San Andreas, Roatan, and various anchorages in Guatemala, Belize and Mexico. They plan on completing their seven year circumnavigation of the Caribbean by returning to West Palm Beach in the May/June time frame 2014.

Closer to home, Truman Casner writes that *Astral* spent the winter in Baddeck and their plan is to cruise westward along the Nova Scotia coast, cross the Bay of Fundy and participate in the CCA summer cruise in Maine. They will then return home to Padanaram.

The Florida Station Spring cruise began with dinner at the St. Petersburg Yacht Club. There followed a breezy run down to Venice on Thursday, then romping south again to take the swash channel at Boca Grande to Isles Yacht Club for dinner on Friday. The wind quieted down at this point for a calm approach to Useppa. With RC Don Krippendorf's *First Light*, Bill Munroe's *Decoy*, Joel Taliaferro's *Orient Express*, Bill Jorch's *Tenacious* and Bill Purcell's *Drumbeat* all anchored to the East of Useppa, off the Chapins, Saturday. Charlie and Kay Chapin hosted the Rum Keg party along with several nautical neighbors and provided some glorious salmon alongside Joel's cousin Dingus's Irish Stew. Sunday found everyone at Cabbage Key for lunch before heading their separate ways. *Orient Express* hosted the *First Lights* to dinner in Englewood on the way home. The cruise was organized by Joel Taliaferro and enjoyed by all. Lunches will continue, April in Stuart, SPYC and Fort Lauderdale, then the final St. Petersburg lunch will be in May.

*Jim Gourd, Historian*

## Great Lakes

The Great Lakes Station, though one of the smallest in the CCA, has a continuing presence on the far cruising waters of the world, and an active sailing membership. On February 28 nineteen GLS members, CCA guests, and spouses met for a festive and fun Annual Station Dinner at the Yale Club in New York, thanks to arrangements

made by Bob Knight. In attendance were R/C Bob and Sally Medland, Mike and Donna Hill, Arthur & Barbara English; Andy & Jo Jones; Bob & Andy Knight; Mark & Barbara Ellis; Richard Fink & Jo Ann Scheppke; Rob Lansing; David & Diane Matheson (Toronto based member of NY Station); Jim & Suzie Binch (Toronto born member of NY Station). There were enough members present and voting to reaffirm the existing slate of Station officers, a few of whom were not present to do much about it.

The Station is in the planning process for hosting the club's Fall Meeting in Toronto, October 2014. Meeting and social activities will be centered around the venerable RCYC clubhouse right in the heart of this dynamic city, though some activities may also take place at the nearby waterfront clubhouse, and will include a special guided visit to the very remarkable Thompson Collection of Ship Models at the Art Gallery of Ontario. This sophisticated big-city event is one that members will not want to miss.

From the cruising waters, both far and near, come some interesting GLS members reports:

Jim and Jean Foley of Chicago, (Jim with two John Parkinson Memorial Trophy awards for Transoceanic Passage), are en

route to New Zealand in their 62' cutter *Onora*. They are now in the Atlantic with the next stop expected to be Brazil, while ultimately on their way to New Zealand.

Mike and Donna Hill (both are recipients of the John Parkinson Memorial Trophy awards for Transoceanic Passage,



Art Gallery of Ontario

*Part of The Thompson Collection of Ship Models at Art Gallery of Ontario*

with Mike now in possession of three of those admirable flags) are planning to cruise the West Coast of Canada in July, and then, cross-continent, are joining R/C Bob and Sally Medland on a charter boat for the CCA Maine Cruise in August 2013. That boat will be joined on the cruise by other GLS spirited souls Arthur and Barbara English on their *Temagami* with Andy & Jo Jones, and Rob and Kate Beebe on *Acorn*.

We managed to catch up with Tom Post on a chairlift in Wyoming, who was happy to say that he will once again be tactician on the Swan 42

*Tsunami* this summer, and their team is hoping to repeat as division champions in the Chicago Mackinac Race. Meantime, he will be regularly campaigning his 19' Lightning and his 32' Northern Michigan Sloop, a one-design based on a successful 6 Meter boat.



Skip Novak

*Pelagic at South Georgia Island. © Pelagic*

## Great Lakes continued



Skip Novak

Skip Novak and friend in southern climes  
© Pelagic

Gus Hancock, 52' sloop *Indigo*, sent us a report that "Carol & I will be returning to *Indigo* Jan.3rd to spend the rest of the winter in Marina di Ragusa, on the SE tip of Sicily and then will continue our cruising of the western Med next summer". And last fall's adventure report included this: "Taormina is one of our all time favorite places. We visited there while anchored last summer for several nights in the open roadstead just south of the city. It is so beautiful & full of European charm, both at night and during the daytime. We also anchored in Siracusa's harbor for several weeks, and loved the old city there too. It was from there that we rented a car to drive up Mt. Etna. Siracusa was also, for us, a sort of cross roads for boats going in all directions whom we had met over our five years in the Med and in the Caribbean."

Skip Novak, who is generally considered the most knowledgeable and experienced Antarctic and southern oceans adventurer out there today, had an article in the recent issue of *Voyages* describing some of his adventures in southern latitudes. From one of those sailing-to-skiing adventures he writes, with hard-won wisdom: "When you keep a boat mechanically simple, you spend less time with your 'head in the bilge' and have more time to enjoy where you are going." We have heard from our RORC connections in London that his fall lecture there was a wonderful and well-attended success.

Rob Beebe, GLS Co-Chair of Communications

## Gulf of Maine

Even though the sailing season comes to an almost complete close during the late fall – mid winter period (with the exception, perhaps, of frostbiters and iceboaters) that this update covers, the GMP manages to keep connected to sailing with our monthly gams. It may be that a classic case of "misery loves company," but the gams here seem anything but miserable, with excellent attendance and enthusiastic participation.

Here's what happened in Maine from September through February...

Sue and Jim Chambers once again showed great generosity in hosting a gam at their beautiful house – Shore Leave – in Bristol. About 25 members attended to enjoy dinner, with the added extra of beautiful weather.



Peter Plumb

Host Jim Chambers with Elizabeth Wakeman

September also brought our annual sail on the schooner *Bowdoin*. The GMP takes this opportunity every year to both enjoy Penobscot bay on this historic vessel (oh, if she could talk...), and to provide support to her maintenance. We lucked out with good weather and good wind, and retired afterwards to enjoy dinner with *Bowdoin's* master, Eric Jergeson, and his crew. The GMP also provided a financial donation to keep the *Bowdoin* – and her mission – moving forward.

October saw the GMP (and other stations) crew at Great Island Boat Yard, in Harpswell. This was a continuation in our visits to boatyards in Maine, where we've seen an impressive array of projects, but

also an impressive improvement in what state-of-the-art yards have to offer. Great Island had both, and the crowd of 40 or so were able to see a yard laid out specifically for high-quality service, with facilities to take on almost any project.



Gary Schneider

Some of the February Ski Gam crew at the MacNaught's house

The Landing School in Arundel treated us to a tour of their facilities in November, and the group of 35 took in all parts of the school, including the Systems, Boat Building, Composites, and Design programs. At each stop we were treated to student spokespersons, and allowed hands-on looks at all the work going on there. At lunch, Bob DeCoffmacker treated us to an in-depth view of the future of marine education – something important to the economy here in Maine.

Bill Cook came north from the Buzards Bay Post, and regaled us all with his video of his 2007 trip to Labrador at our annual gam at the Damariscotta River Grill. We had a full house for the event, which Bill narrated masterfully. As always, it was way for all of us frustrated sailors to get some vicarious cruising in during the winter!

The new year wouldn't be the same without the Harvie's Pot Luck dinner in January, and 2013 brought about a very successful one, with 35 people attending – including Paul Perkins, who was celebrating his 50th anniversary as a CCA member. As an added bonus, the weather actually cooperated and didn't deliver a snow storm on top of the event.

The GMP February Ski Gam was hosted, very generously, by Malcolm and Luli MacNaught, at Sugarloaf on Febru-

### ***Gulf of Maine continued***

ary 19. About ten hearty souls showed up, after a good day of skiing, for great food and plenty of liquid refreshments.

### **Looking Ahead a Bit...**

The 2013 Club Cruise will take place in Maine this year, and the GMP looks for-

Mouth on August 24. We hope to see you at one or both of those fun events!

*Peter Stoops* 

### **New York**

On January 10, the NY Station held their 2012 Station Annual Meeting at the Larchmont Yacht Club (pre-empted previously by Hurricane Sandy). Thirty-six members and spouses enjoyed an evening of drinks and dinner with our guest speaker from the US Coast Guard Emergency Management for the NY Sector. The Station held elections followed by the formal change of watch from RC Larry Glenn to incoming RC Hiro Nakajima. CCA NY Station business was conducted with

Peter Stoops



*Bob Roy takes a trick at **Bowdoin's** helm, under the (not so) watchful eyes of Jim Harvie, Jack Towle, and **Bowdoin** skipper Eric Jergenson*

ward to seeing a whole lot of their fellow CCA members "from away". To celebrate having them here, we have a couple of "bookend" events that will take place at the beginning and end of the cruise. On August 5, Cabot Lyman and Steve Tofield are working together to have a gam at Maple Juice Cove – just before the cruise officially commences on August 6. After the cruise, Charlie and Gale Willauer are hosting a gam at their house at Oven's

reports from the station officers and committees along with a presentation from our first NY Station Safety Officers Dick and Leslie York.

### **Station Officers and Committees as of January 2013:**

Rear Commodore:

Hiroshi (Hiro) Nakajima

Treasurer:

Jeffrey Siegal

Membership Committee:

Joseph R. Fontanella (Chairman), Peter B.

Becker, John C. McCarty, Peter D. Millard, Peter E. Kelly, Lawrence R. Glenn, Robert S. Darbee III.

Nominating Committee:

James G. Binch (Chairman), Peter M. Ward, Robert S. Darbee III, Thomas Gochberg, Sheila McCurdy, Henry I. Strauss

Secretary / Historian:

William Ewing III.

Ross Santy



*Bob DeCoffmacker talks to the GMP about the Composites Program*

Steering Committee:

Hiroshi Nakajima (Chairman), Lawrence R. Glenn, James G. Binch, Robert S. Darbee III, William Ewing III, Alfred F. Loomis II, Jeffrey Siegal.

Station Safety Officer:

Richard York, Leslie York

Events / Afloat-Ashore-Cruise:

Hiroshi Nakajima, Peter Zendt.

Web Site Coordinator:

Alfred F. Loomis II.

### **March 2, 2013, Safety for Cruising Couples**

Anne Glenn and David Tunick, along with their hard working committee, led a successful all day hands-on workshop "Safety for Cruising Couples" at the NY Maritime at Ft. Schuyler, NY. A well organized event with a capacity crowd that in my opinion highlighted one of the many important services the CCA provides to not only our members but also to our sailing community. Each of the participants, however seasoned, all learned something new and useful.

### **March 28, 2013: Informal Spring Dinner:**

The informal spring dinner get together was held at Bar Harbor Restaurant in Mamaroneck, NY. The dinner was well attended with over 30 people turning out to celebrate the coming of the new sailing season. In addition, Dick and Leslie York, our newly designated Station Safety Officers for the NY Station, led a brief discussion on safety reminders and good practices for the coming season.

### **Schedule of upcoming station events:**

June 3, 2013 (Monday)

"Flare Off Day" sponsored by the Stamford Sail and Power Squadron, Stamford, CT. An opportunity to fire off your old out-of-date flares at the beach to see how it actually feels and to see the difference in illumination and altitude of different flare types. If you do not have your own flares new ones will be furnished for you to try out. No charge for the event.

June 8, 2013 (Saturday)

Annual CCA / NAS Clam bake at

## News from Stations & Posts

### New York continued

David Tunick's house in Stamford. If you are arriving by boat please let either David Tunick or Hiro Nakajima know and arrangements will be made for temporary mooring and launch service through the Stamford Yacht Club.

William Ewing, *Historian*

### Pacific Northwest

The featured speaker for our November dinner meeting was new member Douglas Adkins, who outlined the history of the S & S yawl *Dorade*, which is featured in his recent book. *Dorade* spent over 30 years moored at the Seattle Yacht Club, which is the meeting location of the PNW station. Doug has been a life-long admirer of *Dorade* and had sailed on her numerous times during her Seattle years.



Orcas Landing

A recent addition to our monthly lunch meetings has been a brief presentation by our new Safety Officer Mark Royce, occasionally assisted by Dan Schwartz. A former professional mariner, Mark spent 20 years fishing in Alaska and has experienced real fires and twice found himself in a life raft at sea. Formal recurrent fire fighting training was a requirement to keep his license current, so he brings real world experience to bear. So far his topics have included discussions on fire extinguishers, crash pumps and life raft equipment packages. Dan Schwartz discussed the use of immersion / exposure suits. Never again will we refer to them as "survival" suits and considering the cold temperatures of our PNW waters, I suspect they will become standard safety items on more and more vessels.



San Juan Islands

Cruise Chairman Tom White has our Spring Cruise all planned out, which commences May 13 at Bellingham and ends at West Sound on Orcas. The Fall Cruise will commence September 4 and cover the area around British Columbia's Sechart Peninsula, including a transit of the Skookumchuck Rapids, which has one of the fastest moving tidal flows in the world, exceeding 17 knots. We encourage CCA members cruising in the Pacific Northwest to join us.

Planning for the September 2, 2014 National Cruise in Desolation Sound is well underway. Chairman Brian O'Neill and his committee have been fine-tuning the planning and we look forward to sharing this spectacular cruising ground with members from various CCA stations.

Doug Cole, *PNW Historian*

### San Francisco

The highlight of our annual Christmas dinner and meeting was the awarding of the "Cruiser of the Year" trophy to John McCartney and his wife, Gail Lapitna, who sailed out the Golden Gate in September 2010, heading for points south. Their short stay in Mexico became a long cruise. One and half years later they headed to French Polynesia where they arrived after a 20 day passage. They spent three months cruising the South Pacific and then headed to Bellingham, Washington. Later John helped a friend bring his yacht from Hawaii to San Francisco. All in all, John logged 12,000 blue water miles in two years of sailing. Jim Jessie, the couple's proposer for CCA membership, presented the trophy to John and Gail at the dinner at the St.

Francis Yacht Club. At the same meeting, Zia Ahari was confirmed for another year as Rear Commodore and Stafford Keegin took on the duties as Secretary-Treasurer.



Gail Lapitna, John McCartney, Jim Jessie, Zia Ahari

Dick Enersen

On January 9, at our first meeting of the New Year it was announced that our good friend, station member and "pre-eminent offshore sailor" Roger Swanson had passed away on Christmas Day of 2012. Roger sailed his Bowman 57 ketch *Cloud Nine* on 3 circumnavigations, accumulating 217,000 nautical miles of blue water cruising; two trips to Antarctica and 3 Northwest Passage attempts, on the last of which his yacht become the first American sailing vessel to complete the passage, east to west. Chris Parkman and Doug Finley were crew on that passage. Each made a few remarks relating to their good fortune to have sailed with Roger. Chris Parkman, chairman of the Cruise Committee reported that four yachts with eight members joined the New Year's Cruise to Clipper Cove. No mention was made of who was awake to watch the fireworks in San Francisco at midnight.



Zia Ahari and friend

Zia Ahari



## News from Stations & Posts



### San Francisco continued

From January 17 to 26, our station hosted the very successful Club Cruise to Thailand. Co-Chairman Wyman Harris said there were 159 registered attendees and 30 yachts in the cruise. The committee for the event included Wyman Harris (ably assisted by Gay), Co-Chairman Jerry Eaton (ably assisted by Karen), Robby Robinson as Treasurer, Jim Quanci as Computer Guy, Mary Crowley handling hotel and yacht charters including the mother ships, Dick Enersen as photographer, Jim Cornelius as Fleet Surgeon, Zia Ahari ex officio as Rear Commodore and John Sanford as sea kayak information source. Attendees from the San Francisco Station included Zia Ahari, Morgan and Diane Barker, Jim and Mimi Cornelius, Jerry and Karen Eaton, Bill and Sandy Edinger, Dick Enersen, Bill and Karen Foss, Wyman and Gay Harris, Steve and Marilyn Hunt, Mary Lovely and Jim Quanci, Robby Robinson and Bob Van Blaricom. A full report by Bob Van Blaricom together with photos will be found elsewhere in this issue of the GAM.



Captain Bob with crab at Crab Feed

Our member Chuck Hawley was the featured speaker at our February luncheon meeting that was held at the San Francisco Yacht Club Cove House. Chuck spoke about his activities serving on independent review panels looking into serious accidents that have occurred on race courses. He commented on the Newport Ensenada Race accident that resulted in the deaths of four sailors. He also pointed out that the Gulf of the Farallones is one of the most deadly racing areas in the country. In this regard, Rear Commodore Ahari announced the creation of a Safety at Sea

Committee for the station which will be headed by Sally Honey who is also on the national CCA Safety at Sea Standing Committee.

Robby Robinson and his merry band of volunteers put on a superb and well attended crab feed at the Point San Pablo Yacht Club on March 6. During the short meeting, R/C Ahari noted that he had just attended the Awards Dinner and Annual Meeting in New York. At that dinner, Bill Foss of our station was recognized with a special award by the Commodore for his many years of work as Chairman of the Environment of the Sea Committee. Plaudits were also given by the Commodore to our station and to Co-Chairs of the Thailand Cruise, Wyman Harris and Jerry Eaton.



Captain Wyman and Gay Harris and Jerry Eaton (Co-Chairman of Siam Cruise)

Coming up at our April meeting will be a presentation by our members Jim Antirim and Cree Partridge about a proposed fully crewed, non-stop race around the world starting in San Francisco in November 2015. Vice Commodore Tad Lhamon will be our honored guest. At our May meeting, member Alex Mehran will give a slide show and discuss his record breaking single-handed race to Hawaii in 2012. In June we will be treated to a talk about canal cruising in France. Also coming up is the Half-Moon Bay Cruise in May, the Solano Yacht Club Cruise in June and the Tomales Bay Cruise in September.

John E. Sanford, Historian

### Southern California

Seymour Beek, Bobbie Daniel, Peter Palette and Frank Trane joined 25 other CCA members in Utah for the February Ski Gam. Bobbie reports that the snow conditions were great and our Station members had a really good time. Mick and Pam Bacich, Bill and Jeri Barsz and Larry Somers and Lisa joined the San Francisco Station on the Club Cruise in Thailand. The weather was hot and muggy, and not quite the tropical paradise that some expected.

Steve Barnard wrote a nice article about his training for and competing in last years Head Of The Charles (river) rowing regatta in *Voyages*. Steve and Barbra had a total of 12 kids and grandkids join them in Boston for the race.



Catalina Island

Our February lunch at The Los Angeles YC was attended by 27 CCA members and their guests. Alan Andrews, who along with John Jourdane are our new Safety Officers, reported on the conclusions of the committee formed to review the sinking of the 37 foot Hunter, *Aegean*, during the Ensenada Race and the loss of all 4 people aboard. New member, John Jourdane, gave a program detailing his year spent sailing and navigating on two of the Maxi-boats, *Ondine*, circa 1979-1980. As it turns out, Gil Jones crossed paths briefly with *Ondine* during that time in Europe, but didn't know John at the time.

Our April meeting was held at Long Beach YC. Our program for this luncheon was presented by Sheldon and Barbara Gebb. Sheldon practiced admiralty law and was for 15 years the managing partner of the West Coast office at the international law firm of Baker and Hostetler. Sheldon is also a member of the Transpacific Yacht

***Southern California continued***

Club. In 1990 Sheldon and his family found in his mothers home a suitcase full of diaries dating back to 1899 that his dad had kept over a lifetime of work and travel. Of particular interest to Sheldon were the diaries from 1908 and 1909 that were written during his dad's two years working in the gold mines of the Yukon Territory of Alaska. Sheldon and Barbara spent several summers retracing the travels and experiences of his father, and out of those efforts came the publishing of the book *In The Footsteps of My Father*. Sheldon and Barbara their experience about the research and writing of the book.



*San Diego Harbor*

Our luncheon in June will be held a Newport Harbor YC and coincides with the first day of racing for the North American Championship in Star Boats. If there is sufficient interest in seeing some of the racing, we will ask some of our Station members in to taking us out to the race area after luncheon. Many of our members were Star sailors back in their day.




*Cotton Blossom at San Diego YC*

Jack Cahill and his committee have been working very hard on the arrangements and budgeting for our hosting of the National Meeting in October in San Diego. Jack hopes to have sufficient information about the events and their costs to start taking reservations in a month or so. For details see the San Diego – Fall Members Meeting in this issue.

Larry Somers is heading up our Spring Cruise (May 19-24) and has made plans to visit several of Catalina's choice coves. Included are Howlands Landing, Two Harbors and Moonstone. The Launching Dinner will be held at Long Beach YC.

All 20 cabins on the *Victory Chimes* for the Maine cruise have been sold, and there is a waiting list in case anyone has to cancel. Jim Morgan has done just a great job with the arrangements for the cruise and charter, and our Station's participation in the cruise has created a great deal of positive chatter among CCA members. This should be great fun.

Several of us traveled to New York for the March 1 meeting and Awards Dinner at the NYYC. One of the meetings of the Rear Commodores included discussion of the topic of how the CCA is serving the Stations, and how we can best work together as a club.


*Dick Lawrence, Historian* 

## Olin J. Stephens II Reading Room at Mystic Seaport



Those of you who attended the reception at the Olin J. Stephens II Reading Room at Mystic Seaport during the 2012 Fall Meeting in Essex know what a gem the Club has created. The opening exhibit entitled "Adventurous Use of the Sea: The Cruising Club of America" was spot on and worth the price of admission to the Seaport in and of itself. Having said that, there are bookshelves that await copies of the books that are in the Club's Bibliography, which encompasses more than five hundred books by

over one hundred and fifty authors. Those books in the Bibliography that do not have an asterisk by the title, and there are many, are not now in the Reading Room.

Several members have already kindly donated their collections. In addition, a number of our living authors have donated signed copies of their books to the Reading Room. For those authors who have not, the Club would be truly grateful if you did. All members are encouraged to donate copies of books in the Bibliography to the Reading Room. This may be done by sending the books to Paul O'Pecko, Mystic Seaport, P.O. Box 6000, 75 Greenmanville Avenue, Mystic, CT 06355-1946 with a notation that it is intended to become part of the Cruising Club's collection in the Olin J. Stephens II Reading Room. 



*PNW R/C Gil Middleton, Larry Somers and Sheila McCurdy at the reception during the Fall Meeting*

Chris Otorowski



*Olin J. Stephens II Reading Room*

Chris Otorowski

## Awards Dinner

*continued from page 1*

Born in war-torn Britain in 1942, Cowper is an Englishman who was educated at Stowe School in Buckingham and is a member of the Royal Cruising Club. Sailing has been a passion of his since an early age, and his profession as a Chartered Surveyor and a fellow of the Royal Institution of Chartered Surveyors has allowed him to take time off to sail alone around the World.

In 1980, Cowper completed the fastest solo circumnavigation of the globe by way of Cape Horn (Chile), Cape of Good Hope (South Africa), and Cape Leeuwin (Australia) in his Sparkman & Stephens 41-foot sloop *Ocean Bound* in 225 days, beating the record holder at the time, Sir Francis Chichester, by one day. Two years later, he repeated the feat, sailing against the prevailing westerly winds and rounding all five capes in 237 days, beating record holder Chay Blyth's time by 71 days and becoming the first person to ever circumnavigate the world in both directions.

In 1984, Cowper moved from sailboats to motorboats and converted the 42-foot ex-Royal National Lifeboat, *Mabel E. Holland*, into his new vessel, and took it westward around the globe, becoming the first person to circumnavigate solo on a motor vessel.


In 1986, Cowper made his first attempt to complete the Northwest Passage, an ice covered sea route through the Arctic Ocean along the northern coast of North America. He departed the U.K. and made his way across the North Atlantic Ocean and up the West Coast of Greenland. After entering Lancaster Sound in the Canadian Arctic, Cowper went on to Fort Ross on Somerset Island. There, heavy pack ice forced him to leave his boat and he returned to England. In the short summer of 1987, Cowper returned to the *Mabel E. Holland* and managed to get the waterlogged boat ashore and repair it. He returned again in 1988 and was able to reach Alaska, where he left the boat in Inuvik.

Cowper sailed through the Bering Strait in 1989, becoming the first person to have completed the Northwest Passage single handed as part of a circumnavigation of the world. He continued on the voyage via the Midway Islands in Hawaii and Papua New Guinea before reaching Dar-

win in Australia, where he stored his boat for the hurricane season. In April 1990, Cowper resumed the voyage via the Cape of Good Hope and arrived back home in Newcastle that year on September 24. He then wrote the book, *Northwest Passage Solo* about his four-and-a-half-year solo circumnavigation.

In 2001, Cowper had the 48-foot aluminum lifeboat *Polar Bound* built, and in 2002, he motored it west around Cape Horn and up the West Coast of the U.S., with the goal of completing the Northeast Passage over the top of Russia. Unfortunately, Russian authorities refused him permission, so Cowper was forced to turn east and completed the Northwest Passage again in two summers. He became the first person to have completed an east-to-west then west-to-east singlehanded transit.

In August 2009, Cowper began his sixth circumnavigation, which included an east-to-west transit of the Northwest Passage and a voyage that would take him down the west coast of South America and to Antarctica, the Falkland Islands and South Georgia, then on to South America, South Australia, Hawaii and Alaska before going west-to-east through the Northwest Passage. Cowper completed the voyage, arriving back to England on October 5, 2011.

In July 2012, Cowper took *Polar Bound* through the McClure Strait in Canada at the western end of the Northwest Passage. This fifth transit was another first for Cowper, as he did his first solo passage through the notorious ice-bound route. *Polar Bound* is wintering in Dutch Harbor, Alaska. Cowper will return to his boat in the spring to resume his seventh solo circumnavigation. 

## Rod Stephens Trophy

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

Captain Thomas B. Crawford (Lopez Island, Wash.) was awarded the 2012 Rod Stephens Trophy for Outstanding Seamanship for the rescue of Derk Wolmuth and his 31-foot Vindo sailboat, *Bela Bartok*, during the 2012 Singlehanded Transpacific Yacht Race. The Rod Stephens trophy

is given "For an act of seamanship which significantly contributes to the safety of a yacht or one or more individuals at sea." The trophy was awarded by Commodore Daniel P. Dyer, III at the Annual Awards Dinner on March 1, 2013 at the New York Yacht Club.



Commodore Dan Dyer with  
Capt. Thomas B. Crawford

Dan Nerney

Crawford attended the U.S. Merchant Marine Academy in 1972 and went on to attend Leith Nautical College in Edinburgh, Scotland in 1976 and the California Maritime Academy for Diesel Ship Operations in 1984. His credentials are lengthy and include a Merchant Mariners Certificate and a Master of Steam and Motor Vessels of any Gross Tons Upon the Oceans Certification.

From 1986 through 1996 Crawford worked as Chief Mate and Shipmaster for the global container transportation company American President Lines before being employed by Matson Navigation Company where he has worked for 16 years as Shipmaster. In the early hours of July 15, 2012, Crawford was aboard his ship, Matson Navigation's 860-foot RoCon MV *Mokihana*, en route to Oakland, Calif. He received a call from the Coast Guard asking for help in the rescue of Derk Wolmuth, who was two weeks into the 18th biennial Singlehanded Transpacific Yacht Race from San Francisco, Calif. to Hanalei Bay, Kauai, Hawaii. Wolmuth was fighting an infection onboard, but with no antibiotics he was close to death. An avid sailor himself, Crawford connected with Wolmuth over the radio. His primary goal was to save Wolmuth, but he hoped to save the boat as well, since it served as Wolmuth's only home.

Prior to bringing the sick sailor aboard, Crawford instructed Wolmuth to adjust

## Awards Dinner

*continued from previous page*

*Bela Bartok's* Monitor wind vane and trim the jib. After Wolmuth was aboard Mokihana and on his way to the ship's infirmary, Crawford maneuvered his large ship – using gantline hauling, engine commands and the helm and bow thruster – to get *Bela Bartok* on course to Hawaii, which was 450 miles away. On July 19th *Bela Bartok* was rescued 15 miles north of Maui by Wolmuth's fellow race competitors, who had been monitoring the boat's progress with the Yellow Brick Tracker that was aboard. According to Crawford both of his goals were accomplished. "Derk is alive and mending, and his home, *Bela Bartok*, is safe in Oahu. Many people working together made for an amazing outcome... not exactly a Mars landing, but it wasn't that far removed for a bunch of people unknown to each other and with no planning or rehearsal." 🚩

### Far Horizons Award

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



Karyn and Steve James with Commodore Dan Dyer

Stephen and Karyn James (Ft. Lauderdale, Fla.) were awarded the 2012 Far Horizons Award for a commendable ten years and 38,000 miles of cruising. The award is

given to a member of CCA "For a particularly meritorious cruise or series of cruises that exemplify the objectives of the Club." The award will be presented by Commodore Daniel P. Dyer, III at the Annual Awards Dinner on March 1, 2013. After 30 years as an American Airlines pilot, Stephen retired in 2003. Prior to that, in 2002, he and his wife, Karyn, commissioned the 54-foot aluminum yacht *Threshold* – designed by Chuck Paine and built by Kanter Yachts. That year, the duo started cruising the Great Lakes in North America and Canada and in 2003 sailed to Bermuda to compete in the double handed leg of the Bermuda One-Two Yacht Race, which brought them to Newport, R.I. After that, they sailed farther north to Nova Scotia, Canada.

In 2004, the couple sailed *Threshold* east to Ireland by way of Bermuda and the Azores Islands to take part in the Irish Cruising Club 75th Anniversary Cruise, after which, they circumnavigated Ireland before enjoying a six-week cruise to the Western Isles of Scotland and wintering at St. Katherine Docks in London, England. In 2005, Steve and Karyn headed north to the Shetland Islands (Scotland), then across to Sweden, Denmark, Holland (Netherlands) and Belgium and ended the voyage in France where they stored the boat for the winter in La Rochelle.

In 2006, they cruised to Spain, Portugal, Gibraltar and Morocco, then wintered the boat in Lagos (Portugal). The year of 2007 was spent cruising in the Western Mediterranean before heading to the Canary Islands where the boat wintered.

In 2008, the duo covered over 7,000 miles in just six months. That journey started from the Canary Islands and continued on to the Azores Islands before the two explored the Orkney and Shetland Islands in Scotland. Karyn and

Steve then crossed the North Sea to Norway where they spent time in the Lofoten Islands before sailing 500 miles north to Svalbard and reaching 80 degrees north. After four weeks cruising in the area, they headed south to Scotland by way of the Caledonian Canal and stored the boat on the Clyde at Fairlie Quay for the winter.

2009 saw the two cruising the Western Isles of Scotland and the Faroe Islands in the North Atlantic Ocean. Then it was south and on to Spain, Portugal and the Balearic Islands in the Western Mediterranean before putting up the boat for the winter in Barcelona, Spain.

The following year was spent in Spain (Majorca and Minorca), Italy (Sardinia, Elba and Sicily) Tunisia and Malta.

In 2011 and 2012 the couple cruised in Croatia, Venice (Italy), Slovenia, the Ionian Islands, Greece and Turkey in the Aegean Sea. *Threshold* was then stored in Didim (Turkey) for the winter where she awaits her next adventure. 🚩

### Richard S. Nye Trophy



Brin Ford with Commodore Dan Dyer and Awards Chair Bob Drew

Brin R. Ford (New Haven, Conn.) was awarded the 2012 Richard S. Nye Trophy for his contributions to the Club in the form of meritorious service. The trophy was awarded by Commodore Daniel P. Dyer, III at the Awards Dinner.



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

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

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

## Awards Dinner

*continued from previous page*

Ford is a 1964 graduate of Harvard University and in 1970 received his Masters in Architecture from Yale University. Sailing, cruising and racing has been an integral part of his life since he was young. He has competed in the Newport Bermuda Race 18 times, mostly as navigator. For the past 18 years, Ford has brought distinction to the CCA with commendable service on the Newport Bermuda Race Committee through his programming skills, the creation of online race registration, and race scoring.

### Royal Cruising Club Trophy

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



Mark A. Roye 2012 for his solo winter cruise and ski tour in Alaska aboard *Tamara*, his 44' steel ketch.

### Charles H. Vilas Literary Prize

*Awarded to a member who makes an outstanding contribution to Voyages.*



Richard & Bonnie Salsman 2012 for their article *Aisling Diary – The Adriatic*.

### Special Recognition Award

David Rockefeller, Jr., Richard M. Burnes, Jr., C. Mark Schrader, William S. Foss for their circumnavigation around the Americas aboard *Ocean Watch* in furtherance of the educational objectives of "Sailors for the Sea."

### Bermuda Race Award

*Rod Stephens Dorade Trophy. Best Performance by a Vintage Yacht (25+ years).*

Cruiser Division – 2012 – *Cetacea*, 1983 – 59' Hinckley Sou'Wester, Chris Culver, Skipper.

### Circumnavigation Award



Clinton G. & Adair A. Bush East to West 2005-2012 – 40,170 nautical miles in *Emmanuel* the only CCA catamaran to have circumnavigated the world.



William Piper, III M.D. West to East 2005-2011 – 39,000 nautical miles in *Pipe Dream IX*. He has also been awarded 16 Parkinson Transoceanic Trophies.

### John Parkinson Memorial Trophy

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

Spencer Smith

Thomas Wadlow

(3) Transatlantic – *East to West*

(2nd) Transatlantic – *West to East*


(2nd) Transatlantic – *East to West*

### 15+ Thrashes to the Onion Patch

John F. Brooks

Lawrence R. Glenn

William A. Schneider

*Bob Drew, Awards Chair* 

### "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 [rntrossbach@msn.com](mailto:rntrossbach@msn.com) and soon to be on the website.

*Ron Trossbach*

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

(703) 403-8408

# Ski Gam 2013

The fifth Ski Gam was held again in Park City in February, a block from Park City Mountain Resort. The central location



*Tad and Joyce Lhamon enjoy Stein Eriksen's Sunday Brunch*

and free bus service to Main Street was a plus. We were able to ski Park City, Deer Valley and The Canyons. Ticket Meister Ernie Godshalk had everyone organized with tickets and the Car Czar Steve James got everyone wherever they needed to go in addition to serving as a superb pilot for the "on piste" group. Thanks to both of them. Twenty skiers drove to Alta, grateful thanks to Rick and Linda Olney for setting up the day and excellent lunch at the Collins Grill.

Finally, after four years of trying, the weather gods smiled and gave the team a clear day for the drive to Snow Basin. Those who went thoroughly enjoyed themselves. With the final ride up in the cable car the views were splendid and several came down the start of the Men's Olympic Downhill. Spacious and well timbered lodges with roaring fires warmed everyone up, although the gold chandeliers seemed a bit odd!

VC Tad and Joyce Lhamon joined the group this year, along with K Robinson, Doug Adkins, and Roger and Jennifer Langston. Tad videoed the group with Gam Meister Bill Polleys leading all down at Deer Valley. Barbara

then videoed Ernie Godshalk, Seymore Beek, Bobbi Schaus and John Robinson on the Men's Downhill. These were enjoyed in the Club room with cocktails. There was much talk about doing more "Warren Miller" style photography next year. Just as everyone loves a photo of their boat underway, so too do skiers enjoy seeing themselves in action on the pistes.

Vivian Harquail kindly made up our welcome packets, including Ski Gam cups. She also organized other activities including a visit to the Swaner EcoCenter. K Robinson and Lucia Santy went off with her to cross country ski, and Katie Christie, Joyce Lhamon and Karyn James joined in one day, too. They enjoyed it so much that Bridge and Mah Jongg fell by the wayside this year.

Sunday lunch at Stein Eriksen's, reputedly the best buffet in Utah, fed the group. Stein was there, too. They even supplied slippers for the foot weary. Opening cocktails the first night, then dining together on alternate nights seemed to suit everyone. The "Club Condo," meeting place, worked well. Joyce, Karyn, Katie and K pitched in

every night to organize drinks and snacks. They were all indispensable, thank you.

How fortuitous it was having Tad's birthday, surprise cake and champagne, also Mardi Gras and Valentines to celebrate in the same week! Mardi Gras at the McCullochs was again catered by Julie, along with a Rum tasting. Masks and beads abounded. Three un-named station rum punches were made up and tasted. The overwhelming winner was the Florida Station's with the Pacific Northwest's coming in second. The third will remain anonymous, as promised to the member who gave the recipe, his identity was only to be revealed if he won! Actually the voting was very close. Bill Polleys gave us an informative and amusing (always) talk on the history and finer points of Rum. Then we all settled



*Doug Adkins*

back and took in all author Doug Adkins had to say about the historic yacht *Dorade* along with his slide show. How lucky we are to have such well informed members.

Doug's book on *Dorade* has to be seen and enjoyed, a labor of love, indeed. Thank you to both speakers.

Steve and Karyn James have taken us cruising vicariously, over the years, from Svalbard to Morocco, Ireland to Turkey. This time we ventured in *Threshold* down through the Ionian, Greece, round the Peloponnese, through the Dodecanese and across to Turkey. Their annual slide show was a highlight of the week and we thank them for taking the time to prepare this for our enjoyment and education.



*Barbara, Steve & Karyn, Bobbie, John, Katie, Ernie and Seymour*

## Tracing Our History VIII – 1945 to 1947

*The previous articles traced the activities of the club during the earlier years of World War II.*

The war waged on in Europe and the Pacific and members continued to make sacrifices at home and abroad. The 1945 yearbook, a scant fifty-seven pages, again in hardback format, contained a brief report by the Historian covering the 1944 events. It included only the bare essentials and statistics. No Blue Water Medal was awarded as the awards committee was not aware of any voyages of significant merit. It also contained an Honor Roll of members serving their country, with an asterisk denoting those who "Died in Action". The two column list covered three pages and the asterisks were numerous. Of a membership of 480, almost fifty percent were on the list. Three new members were invited to join and although the fleet numbered 221 boats, most were "on the hard" while their owners served elsewhere.

Rear Commodore John Parkinson noted in the yearbook, "The Boston Station Membership on January 1, 1945 stood, sat, or fought at around 124, about 50 fighting. Social events went on as usual but were greatly curtailed." An excerpt from the report worth repeating, "The Annual Dinner was as usual honored by a choice flotilla of

commodores from New York. If Mr. Ashley had talked louder and we had talked relatively less, we'd have heard relatively more about knots, bends and splices. We were very glad to have him with us and hope he will forgive. But the only thing that matters is that our boys come home. Then we'll take them cruising. Is there anything which will give them the right letdown better than the swing of a small boat in a summer seaway and the sight of hemlocks growing to the water's edge where brownweed washes in an idle surf? We will lay our courses toward the sunrise and try to drop in our wakes the memory of things they should forget."

Several stations became inactive at that time includ-

ing Huntington, New York; Long Island, New York; Eau Gallie, Florida; and Coconut Grove, Florida.



Mystic Seaport Museum

Ernest Ratsey

The cocktail hour and dinner meeting in the Model Room of the New York Yacht Club was fully attended as members gathered to talk about their comrades serving overseas and to exchange the latest news. In his brief report the Historian lamented that, since none existed, he could not report on any long-distance ocean races and cruises in the area and looked forward to the times when these events would resume. In spite of the decreased activities, fourteen boats attended a rendezvous on May 27th at Henry Wilkens' Clam

Lobster Palace at Norfolk with a short sail across Long Island Sound to Port Jefferson. The summer cruise on August 18th began with a dinner at the Larchmont Yacht Club culminating at Essex where George Bonnell hosted a party of 100 members. The season closed with a Columbus Day cruise on October 12th.

In spite of the wartime restrictions, the social season was considered a success.

Ernest Ratsey was elected Commodore at the Annual Meeting on January 11, 1945. (The tales of Ratsey's brother, George, and his famous yacht, *Zaida*, were detailed in the last article about the Coastal Picket Patrol.) Commodore Ratsey's 32



General George S. Patton

foot cutter, *Wogg Too*, a boat he sailed until 1958, was fashioned after a British Itchen Ferry fishing cutter. Ernest was from a family of sailmakers dating to 1790, who had built a topsail for Admiral Nelson's *Victory* prior to the Battle of Trafalgar. Another Ratsey built the jib-boom for the schooner *America*. The City Island firm of Ratsey and Laphorn built many of the sails for the America's Cup defenders beginning with *Resolute*.

Club member General George S. Patton, the famous tank commander, was serving in Europe in 1945 and the club voted to send a telegram to him as an expression of confidence and gratitude for his service. Patton was born in California where he became an avid sailor. Later, living in Marblehead, he was actively involved racing 'S' boats and met CCA member Gordon Prince. The good friends were enthusiastic sailors and fox hunters. Patton had been Master of the Culpepper Hounds in Virginia and Prince Master of the Myopia Club in Manchester. In 1935, at the time Patton was invited to join the CCA, he purchased the 50 foot schooner *Arcturus* and had her shipped to the West Coast in preparation for his tour of service in the Hawaiian Islands. Patton, Prince, and their families then sailed the schooner to from Los Angeles to Hilo making the two thousand mile passage in fourteen days. Having taught himself celestial navigation (apparently not a course requirement at West Point) he later sailed *Arcturus* back to the West



Wogg Too

# HISTORY OF THE CCA

Coast. The return passage encountered heavy weather and the schooner was hove to for eight days, taking thirty days in all.

Patton sold *Arcturus* and had a new 63 foot Alden designed schooner built. He



George S. Patton, Jr., with his son aboard *Arcturus*

felt the name, *When and If*, appropriate. "When the war is over and if I survive." Sadly, he did not. Patton died in Europe as a result of injuries sustained from a truck accident in 1945. His family donated the schooner to the Landmark School where she was used as a training vessel for dyslexic children. (Patton, too, suffered from this affliction). In a 1990 gale the schooner broke loose from it's mooring and was badly damaged. Rebuilt at Gannon and Benjamin Boatyard on Martha's Vineyard, she can still be seen sailing New England waters.



*When and If*

Other members were also serving their country, many with the Navy where they could put their sailing expertise to good use. One such member was Anthony Anable, navigator on the aircraft carrier *USS Tulagi*, who steamed 70,000 miles in one year, serving in five fleets under Admirals Nimitz, Ingersol, Hewitt, Halsey

and Kinkaid. Their cruises took them to the Atlantic, Pacific, Caribbean, Mediterranean, Mindanao, Sulu and China Seas. They could brag that they were the only ship that had shot down both German and Japanese planes. Quoting Anable,

"A great life if you don't weaken. How I wish I could cast off about eighteen of my forty-eight years. One thought comes to me – it is simply that they took all of the fun out of the Navy when they replaced sail with steam. When do we set sail for Bermuda again?" These thoughts appear typical of the many mem-

bers who were serving at the time.

August 1945 saw the end of World War II with veterans returning home, wishing to pick up where they left off. Following are some of those who did not survive:

Henry H. Anderson, Lt. Commander  
Raymond W. Ferris, Lt. Commander  
Hobart Ford Jr., Gunner's Mate  
Parker C. Hatch Jr., Lt.

William H. Lovering, Ensign  
George S. Patton Jr., Lt. General  
George Tiffany, Lt.

George Wallace, Captain, A.T.S.  
Honorary Member:

Franklin D. Roosevelt,  
Commander in Chief

Parkinson noted, "The large percentage of members on active duty, the number of older men on active duty, the number of fathers and sons who served simultaneously, leaves me profoundly impressed. I doubt whether any similar organization has a finer record." As the war ended, so too did the rationing of fuel and supplies. Members at home and those returning were able to turn their thoughts to their passion of sailing, the sea and their beloved boats.

In 1945 the Committee on Design and Construction, knowing the returning members would be thinking about new and better designs, issued this comic report, "...The Committee begs to report that it is now making an intensive study of the possibilities of Post-War design and construction, embracing streamlined and super streamlined forms, up-to-date superstructures such as dog houses, fox-holes and pill boxes; in the line of

materials, plastics, triple and other multiple skins, molded stems, keels, knees and frames, a variety of glues cements and adhesives from pot-cheese to chewing gum. In the way of metals: palladium, duralumin and others which for reasons of security may not now be disclosed; with above deck, nylon, rayon and even more advanced fabrics for lines and sails. As to production, the Committee has hopes that, out of the sixty million jobs to be provided (after the war), an adequate percentage will be devoted to the fabrication of a new fleet of pleasure vessels."

This communiqué may have been in jest but in reality the end of the war was the beginning of a new era in many fields. Design techniques, materials and production methods learned during the war were soon put to use to satisfy the desires of the returning servicemen.

The members re-elected Earnest Ratsey Commodore at the Annual Meeting on January 10, 1946. From the Club's inception with luncheons at Beef-Steak John's in Greenwich Village, it has recognized the importance of social events as well as the comraderie that is gained through our sailing adventures. Life was beginning to revert to a more familiar pattern. The New York Station was planning dinners in the winter months and the stations expanding their social calendars. Speakers were usually club members, several being Blue Water Medal winners. One speaker who gained a sharp ear and respect was Captain D'Arcy Grant who described her operation of a Chesapeake working schooner. With the available list of talent within the club, the list of speakers was endless and fascinating. Frederick Lawton of the Raytheon Company introduced the Club to the idea of electronic piloting, another breakthrough gained during the war.



*Baruna*, first to finish Class A, 1946 Bermuda Race

# HISTORY OF THE CCA

## George S. Patton, Jr., 1926 Silver Life Saving Medal of Honor, Dept. of the Treasury

Beverly, Mass.,  
April 18, 1925.

On August 21st, 1923 Major Patton and I were sailing off our place at Fisher's Crossing, reached Plum Cove on the chart of Salem Harbor. Our boat was an unseaworthy 14 foot skiff. Halfway across the harbor we realized that the wind was rising and getting very squally. Our boat began to leak badly and become almost unmanageable. To turn around and go home meant coming about and sailing before the wind and we felt our boat would not stand it, so we decided to try for the opposite (Salem) shore.

Just then we heard a shout behind us. The water was covered with white foam and black squally patches, making it difficult to distinguish any object. At last we saw three boys, apparently standing up to their armpits in the sea about 300 feet from the Great Horse, a barren slippery <sup>low</sup> rock. We were

too full of water to go about, so Major Patton manouvered the skiff so as to drift toward the boys. This thrust us into the trough of the waves so that we shipped more water, but the tide was running in the right direction and we finally managed it. As we approached the boys, they sank to their chins. One of them called to us that his two companions could not swim. They were all astride a capsized sailing dory larger than our boat and had lost part of their mast. Their sails and rigging floated about in the water, making our approach very awkward. Major Patton stretched an oar to them and took them off one by one, lifting them over the stern to prevent our capsizing. They were gray and chattering with cold.

With five in the boat we had almost no freeboard and I suggested rowing home, as, if we tried to carry sail, we should probably all be drowned. Major Patton however that the boys'

condition necessitated the quickest method of travel in spite of the extra risk. We stowed the boys in the bottom for warmth and sat in the stern to keep out the following seas, which broke over our backs many times before we reached the lee of the land.

Later, the boys told us that two other boats had passed them without attempting their rescue.

Bratton, J. Patton

Subscribed & sworn to be sworn to before me  
for the State of Massachusetts on April 21st 1925  
I, \_\_\_\_\_  
Notary Public in and for the State of Massachusetts

(1)

In September '23 one afternoon it was blowing a strong puffing wind from the North-west. Myself, aged 16, Charles Kendall, Jr., and my brother, Jonathan, aged 10, went sailing in my sailing dory. She is eighteen and one-half feet overall and is a beachcomber type dory.

We were sailing along, off Beverly Cove, toward Salem. We were close to the wind and about three-quarters of a mile out to sea, when a strong puff hit us on about our beam. I swung her into it, but our rail went under before we were close enough to right her, and she slowly tilted and settled, till she was clean over on her side. The sail went a little under, so there was no chance of righting her. She has wire standing rigging that comes down to about two feet of the gunwale. Codline is woven through several times to complete the stays. I cut this and the halyards and was able to get the mast out. During this time, about ten minutes, we had all been in the water, swimming or hanging onto the boat.

With the mast out, we were able to right her. She floated, full of water, with her sides awash, a little under water. Every wave went over her, so bailing was impossible. We tried to get into her, but the first two or three times she rolled over on us. In such cases we had to swim out away from her and then back.

At last we got her righted and all in. We stood in her, up to our waists in water, my brother being even deeper. She was hard to balance, and rolled over after this two or three times. Each time we had to begin again, righting her and getting in. One of these times a rope caught around my brother's foot and I had to dive to untangle it. We had her righted at last and stood in her from half to three quarters of an hour. The wind was off shore and the tide going out, so we drifted out to sea steadily. During this time two thirty-foot motor boats passed us up-wind, quite close. They were boats on the Salem-History Line. We yelled, but they either never heard or saw us, or else just paid no attention.

The water is always very cold off the North Shore and is especially so with an offshore wind as this wind blows all the warmer surface water out to sea. This day the water had us well chilled in about five minutes, and in fifteen we were all shivering. My brother, who was in deeper than the rest of us after quite a long time began to clamber a little, but was sure we would get out all right. He just wanted to get out in a hurry.

If the boat had rolled over again, as it almost did several times, once, if not all of us would have been drowned.

After we had been there from half to three quarters of an hour, nearer three quarters, I believe, Major Patton's boat came in sight. It was a long way off, but coming very fast before the wind from Salem. He was coming almost straight for us. When he got near he saw us. He brought his boat up into the wind about twenty feet to windward of us and dropped his sail. He worked over to us and took us aboard. It was very rough just then and we nearly capsized him too. He and his wife were in one of the Manchester Skiff Class boats, which are very small, not much in a sea, and are only meant for two, or at the most, three people. There were now five in it and three of us were shivering so hard I was afraid we would tip it over.

He sailed us back to his pier, about a mile and one half. He was very kind throughout and did everything he could to help us.

Very truly,  
Then personally appeared before me  
George S. Patton, Jr. did swear  
that the foregoing is true  
and is a true and correct copy of the original.  
(Signed) David T. Jackson  
Notary Public in and for the State of Massachusetts

#2

# HISTORY OF THE CCA

## George S. Patton, Jr., 1926 Silver Life Saving Medal of Honor, Dept. of the Treasury

### COAST GUARD HEADQUARTERS

#### MEMORANDUM FOR THE COMMANDANT

November 13, 1925.

Subject: Major George S. Patton, Jr., (Cav.)  
G.S.C., U.S.A., life-saving medal.

The facts in the case are as follows: On the above-date, while Major Patton, Jr., and his wife were sailing over Salem Harbor, a squall blew up. Being unable to weather around and go home, they continued on across the Harbor, after which they heard cries of distress behind them. Being unable to go about, Major Patton, Jr., maneuvered the boat so as to drift toward the three boys, who were clinging to a capsized dory from which the mast and sails had been unshipped and floating around, making the approach very awkward. One boy called that his companions could not swim. Major Patton, Jr., reached an oar to them and took them off one by one, lifting them over the stern to prevent capsizing his own boat. By this time, Major Patton's boat was practically without freeboard. Nevertheless, he managed to reach the lee of the land and dropped the boys safely to ~~spots~~ <sup>the water</sup> about 1-1/2 miles distant.

The Solicitor recommends the award of a silver medal. I suggest concurrence.

*R. E. Day*  
R. E. DAY.

*Call*

C.O. 181

February 3, 1926

Major George S. Patton, Jr.,  
United States Army.

Sir:

There is transmitted herewith a silver Life-Saving Medal of Honor awarded to you by this Department under Acts of Congress approved June 20, 1874, and May 4, 1882, in recognition of the gallant conduct displayed by you in bravely rescuing three boys from drowning, August 21, 1923.

It affords the Department great pleasure to have this opportunity of commending the services rendered by you on the occasion mentioned.

Respectfully,

L. C. ANDREWS,  
Assistant Secretary.



THE HAWAIIAN DIVISION  
SCHEFFIELD BARRACKS, HAWAII

March 9, 1926.

Honorable L. C. Andrews,  
Assistant Secretary of the Treasury,  
Treasury Department,  
Washington, D. C.

U. S. COAST GUARD

REC'D MAR 23 1926  
ANR

Sir:

I have the honor to acknowledge to you personally the receipt this date of the "Silver Life-saving Medal of Honor".

I am peculiarly gratified to find your signature on this letter as I had the honor of serving under you as a Cadet at West Point.

Very respectfully,

*G. S. Patton Jr.*

G. S. Patton, Jr.,  
Major, G.S.C. (Cav.)

## HISTORY OF THE CCA

Offshore racing began to reemerge with the St. Pete-Havana Race in which CCA members took honors. James Brickell's *Starlight* took a second in Class A and Fred Thompson's *Moonraker* placed third in Class B. Robert deCoppet won the Block Island Race from Larchmont to Stamford, with his newly designed Bill Luders 44 foot yawl, *Suluan*.

The Bermuda Race resumed on July 29th signaling another return to normalcy. Many questioned the decision to start the two classes eight hours apart. Of the forty-five entrees, only thirty-four boats were at the starting line. Wartime shortages of fuel, food and gear still prevented many from competing. The race began, was sailed, and ended in light air. Attempting to cope with these conditions, the fleet was scattered across the ocean. *Brilliant* was 200 miles from the rhumb line. The 1907, 1930 and 1932 contender *Zena* encountered heavy gales on the return passage, opened up and began to sink. A steamer, coming to her rescue, cut the Bermuda Ketch in half. Fortunately there was no loss of life.

The first Class A boat to finish was *Baruna*, but on corrected time the overall winner was Howard Fuller's Sparkman & Stephens designed *Gesture*. Those on board *Gesture* included Harvey Conover, Henry Scheel, Blunt White, Frederick Jackson and Charles Larkin – all veteran sailors just chomping at the bit to get back to sea.

As a part of the race, a unique flotilla of boats headed to Bermuda. The flotilla



*Limmershin*

was a group of cruising sailors with the goal of a rendezvous at latitude 34 north, longitude 66 west. Starting one day before the official race, the boats encountered the same fickle weather. The use of power was permitted, but no boats arrived at the designated spot. Only two boats reached Bermuda with the others returning due to rigging failure, engine problems and age

of the boats. The opinion of the committee was that this type of seamanship was not within the keepings of the race and should not be considered again.

The Miami-Nassau Race started in heavy conditions in which *Ticonderoga* lost her mast and the Cuban yacht *Windy* lost a man overboard. Cruising Club members Harvey Conner, sailing *Revenoc*, Fred Temple skippering *Stormy Weather*, and James Brickell's *Starlight* took first, second and fourth respectively. *Revonoc* won the Block Island Race with *Baruna* first to finish. CCA member William Lyman Stewart brought honors to the Club with his first place finish in Class A of the Honolulu Race.

History often has a way of repeating itself. Quoting from John Parkinson, "At the autumn meeting the Membership Chairman presented some interesting figures. In 1932 the membership totaled 317 and the Club fleet 216 boats. Currently the membership has increased to 482, while the fleet had only reached 288 yachts. Considerable apprehension was expressed over this trend, as it was felt that the existence of the Club depended on its fleet. The average age of the members was also reported to be 57 which was considered too old. It was resolved to take corrective steps in these matters. The war undoubtedly had much to do with the decreased ratio of yachts to members as by 1958 there were 411 yachts owned by 653 members. The pendulum has swung the other way, and at the present time there appears to be little cause for concern as to the size of the Cruising Club fleet. Furthermore, advanced age of the membership does not seem to be hindering the Club's activities."

Thorvald S. Ross was the third member of the Boston Station to be elected Commodore, the election occurring at the Annual Dinner Meeting on January 9, 1947. One of Ross' early cruising boats, the 26 foot yawl *Brant* was nearly lost when "a teakettle thriftily filled with gasoline from a minute tender's tank boiled over when unwittingly placed on the cockpit galley Primus by his 'supper-minded' brother." Ross, a cruising sailor, moved on to larger boats. The 50 foot *Matkah* cruised from Long Island Sound to New Brunswick, while the 46 foot George Owen designed



*Irving Johnson at the wheel*

ketch, *Limmershin*, became his flagship which he sailed until 1954.

No Blue Water Medal was awarded in 1947. None had been awarded since 1941 when the Medal was given to the British Yachtsmen at Dunkerque. Chairman of the Awards Committee, Bill Taylor, tasked the members to search for likely candidates.

The 1947 yearbook had a section entitled, "Summer Directory for Cruising Club Members". It was divided into thirteen "Territorial Divisions" with members who summered on the coast, their location and telephone numbers. The effort was to promote comradery and allow cruising members the opportunity to interact during the summer.

The Historian's report for 1947 included write-ups from the Boston, Chesapeake, Essex, Branford, San Francisco and Huntington Stations indicating that they were all active and doing well. The San Francisco Station was founded and Charles A. Langlais elected as post captain. (At that time, the size of the station determined whether there would be a rear commodore or a post captain.) Langlais had done some serious racing

on the west coast, participated in the Honolulu Race, and cruised extensively in sail and power. One of his most interesting experiences was on board CCA member Fred Conant's powerboat, *Dorado*. The group was joined by Dr. Paul Dudley White, President Eisenhower's heart specialist. The purpose of the cruise was to harpoon a grey whale and



*Captain Irving Johnson  
and his wife Electra*

## HISTORY OF THE CCA

attach electrodes that would allow Dr. White to perform an electrocardiogram on the whale and study the features of the whale's heart.

Later that year a station was established at Northeast Harbor, Maine electing Edward W. Madeira as post captain. The club was expanding.

The Boston Station had two very distinguished speakers that year. At the December dinner more than 100 members heard member, Commander Donald MacMillan discuss his recent adventures in the Arctic. A famous member's wife spoke in April. That dinner was the first of the Boston Station's "ladies' nights" and the speaker was Electa Johnson, wife of Irving Johnson. Later in the season the Boston Station held its Columbus Day Gam in Gloucester where the new *Yankee*, Johnson's world famous brigantine, was about to set sail on a voyage around the world, the seventh circumnavigation for Johnson. The station was hosted on board for coffee and doughnuts, as well as an opportunity to tour the vessel.

Irving Johnson, born July 4, 1905, is another member who needs no introduction, but his resume is worth highlighting. Johnson spent his early life training for the sea by climbing telephone poles

onboard *Peking*. (Anyone who has not had the privilege of viewing this black and white film should make it a priority. Johnson's distinctive voice, the intensity of the weather and his heroics aloft are unforgettable.)



*Irving Johnson's Yankee*

Johnson had the opportunity to make a 1930's passage from Bristol, Rhode Island to Southampton, England onboard Sir Thomas Lipton's America's Cup contender, *Shamrock*. The ship passed through the center of a hurricane and the story is detailed in *Shamrock's Wild Voyage Home*. Other sailing activities included his passage on George Roosevelt's *Mistress* in the 1931 Fastnet Race and competing in the 1932 Bermuda Race on board *Twilight*.

In 1933 Johnson bought the first *Yankee*, a Dutch built North Sea pilot schooner. *Yankee* completed three circumnavigations including the rescue and relocation of crew of shipwrecked Pitcairn Island sailors, charting and naming several islands in New Guinea. During one of these passages *Yankee*, with her six foot draft, struck an unmarked seven foot reef and was hard aground. Under horsepower and sail, Johnson eventually drove the schooner across the reef.

Admiral King recognized Johnson's familiarity with the South Sea Islands and recruited him for the Navy in 1941, at which time Johnson sold *Yankee*. In 1942, utilizing his familiarity with the area, Johnson disembarked from a destroyer and led a group of Marines ashore for an attack on Wallis Island. His next assignment was conducting hydrographic surveys onboard the *USS Sumner*. The Navy

wanted channels blasted through the coral. These channels would allow the ships participating in the invasion of Iwo Jima to reach the beachheads. Johnson and the divers under his command withstood eleven days of shelling while they carried out the mission. The end result was not only the creation of the channels, but charts that would allow the invading ships safe passage through the reefs.

Johnson is probably best known for the second *Yankee*, a retired German North Sea pilot schooner he acquired in 1947, re-rigged as a brigantine, and sailed until 1958. During that period he made four circumnavigations carrying countless young sailors around the world, changing their lives through his sail training and educational curriculum. Over the years *Yankee* carried an estimated 2,200 Girl Scout Mariners on short cruises between New York and the Bras d'Or Lakes. Johnson proudly flew the CCA burgee at all times.

Unfortunately, *Yankee* ended ignominiously on the Rarotonga Reef in 1964, after Johnson no longer owned her.

A prolific writer, many of his books can be found in the Olin Stephens-CCA Reading Room in Mystic, CT.



*Capt. Johnson taking a noon sight aboard Yankee*


in his backyard, preparing for the life he imagined after reading novels by Joseph Conrad and Jack London. One of Johnson's most memorable passages was a ninety-three day voyage from Hamburg to Chile on the four masted German barque, *Peking*. Amateur filmmaker Johnson filmed his famous movie "Round the Horn on a Square Rigger" while sailing



Thomas Olin

*Yankee aground on Rarotonga Reef 1964*

The 1947 Historian's report closed the year with the loss of the first and long time Historian, William P. Stephens. His successor, William H. Taylor, wrote: "... it was a sad loss to us all, and any omissions and shortcomings in this... report can be blamed on his successor."

*Jack Towle, Historian* 

The material for this article was obtained from John Parkinson's, *'Nowhere is too Far'*, CCA yearbooks, Mystic Seaport Museum, and Wikipedia. – *Jack Towle, Historian*



A final gathering in the "Club Condo" and ski videos

Doug also gave us an impromptu talk, during cocktails, about Ernie's transatlantic passage in *Golden Eye*, 2010, with wise observations about offshore sailing well illustrated with rather "blue" European advertisements. They say laughter

year in Ski Gam vests, which of course, you too can order from Stars.

As of going to press, the 2014 Ski Gam is in full planning mode with eight already signed up and dates not quite yet set. We look forward to seeing everyone back in

is the best medicine and we certainly got some this evening.

The closing dinner was at the Lodge at Park City Mountain Resort. Everyone was thanked for helping to put this all together; without their help this event would not happen. The chairmen were surprised by their US Ski Team hats and goodies; both will be much smarter next

Park City in 2014 and perhaps some new faces too?

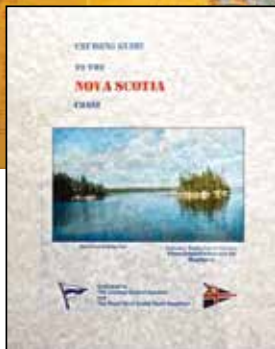
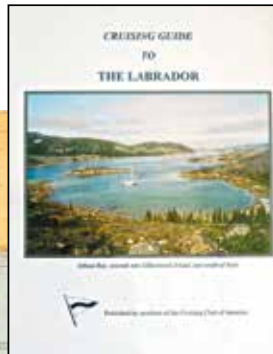
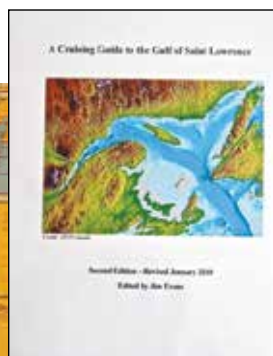
*Barbara Watson and John Robinson, Co-chairs*



Ernie models the comfort footwear provided for the lunchers at Stein Eriksen's Sunday Brunch

## Heading to the Canadian Maritime Provinces?

These CCA authored and revised cruising guides to Labrador, Newfoundland, Nova Scotia and the Gulf of St. Lawrence are invaluable.



## In Memoriam



William O. Apthorp, BOS, 1/21/2013  
 David M. Booher, BDO, 3/15/2013  
 Gregory C. Carroll, BOS/GMP, 2/1/2013  
 David Edwards, BOS, 6/8/2012  
 Peter Gibbons-Neff, CHE, 1/20/2013  
 Albert P. Gould, BOS, 1/2/2013  
 Charles F. Hathaway, SOC, 1/7/2013  
 Richard B. Nye, NYS, 3/14/2013  
 Richard Prouty, BOS/BUZ, 6/15/2012  
 Maurice Rattray, Jr., PNW, 12/16/2012  
 James F. Reardon, BOS, 11/30/2012  
 E. Newbold Smith, CHE, 1/18/2013  
 Oscar S. Straus II, NYS, 1/11/2013  
 John S. Sutphen, SOC, 3/24/2013  
 Roger B. Swanson, SAF, 12/26/2012  
 Jonathan H. Trafford, BOS, 4/20/2012  
 Richard E. Wood, SAF, 3/24/2013  
 Arthur J. Wulschleger, FLA, 11/25/2012  
 Thomas R. Young, NYS, 1/24/2013

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

# CCA Annual Awards Night at New York Yacht Club



*Erwin Wanderer, Sandy MacMillan, Mimi and Comm. Dan Dyer*



*Pete Passano, Marina-Dale Passano, Bill and Karen Foss*



*Capt Tom Crawford and his wife Maria, Mac Montanadon and Catherine Crawford*



*Diane Matheson, Arthur and Barbara English and Barbara Ellis*



*Jan Jacobsen, Ernie Messer and Paul Cambridge*



*Erwin Wanderer, Leslie and Gary Schneider*



*VC Tad Lhamon and Garry Fischer*



*Jack Towle and Todd White*



*CCA 2013 Annual Awards Dinner*



*Harry Morgan, Timmy Larr and Brian Swiggett*



*Dave Tunick and Diane McNulty*



*Dave Brown and Ricky Burnes*



*Bob Drew and David Cowper*



*Lizzie Sweet, David Rockefeller Jr. and Diana Russell*



*Wyman Harris and Nick Orem*



*Nathan Olson, Karyn and Steve James*

*Photo Credits: Dan Nerney*

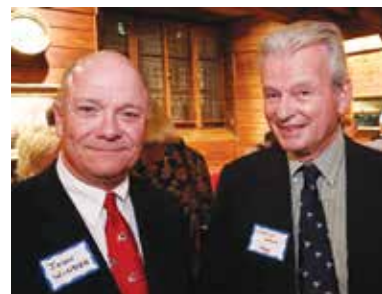
# CCA Annual Awards Night at New York Yacht Club



*Nancy Potts, Jim Binch, Rives Potts and Pieter DeZwart*



*Kin Howland, Donna and Mike Hill*



*John Winder and Charles-Henri Magnin*



*Fred Deichmann with Anne and Larry Glen*



*Commodore Dan Dyer presents a 15+ plaque to John Brooks*



*Diane Embree, Ardis Holliday and Mindy Drew*



*Pete Passano, Bob Van Blaricom and Zia Ahari*



*Larry Somers and Rives Potts*



*Port Draper with Blue Water Medalist David Cowper*



*Brin Ford, Bill Cook and Jeff Wisch*



*Ann Nichols and Mary Crowley*



*Nancy McKelvy, Doug Cole and Margie Goetz*



*Hiro Nakajima, Mark Ellman and Peter Ward*



*Dave Brown and Sandy Weld*

*Photo Credits: Dan Nerney*



*The bankers, Dick Pendelton and Joe Hoopes*



## Now's The Time To Start Planning

John Rousmaniere's article in the Fall GAM told a great story about the 2012 "Thrash to the Onion Patch" and the very special experience afforded to all who hung on as the fleet dashed down the rhumb line shattering records. Rear Commodore Larry Glenn described it as an "out of body experience." What can top that? And now, though June of 2014 may appear as a distant horizon to Newport Bermuda Race veterans, the Bermuda Race Organizing Committee (BROC) under Chairman Fred

Participation Committee do to convince more of our CCA mates to take those necessary big steps to be on the line June 20, 2014? Take a look at the 45 entrants in the Cruising and Double Handed Divisions in which CCA members were well represented. We have asked all of the Rear Commodores to consider appointing someone in each Station to look for ways to promote our race and to identify and recruit

prospects from their region.

Many Bermuda Race veterans have a great head start on assembling qualified crew and making sure that their boat is checked out to meet evolving safety requirements. But it's essential that we identify, recruit and assist first-timers to assure our venerable race's future and maintain it as one of the world's premier ocean races. And we need to identify race prospects

early as many of the first-timers will need the 2013 season to make sure that their boat and crew are ready for the June 2014 start. In particular we know that many prospective crew will need the 2013 sailing season to build their offshore credentials.

This year in an effort to build interest and reward those who come longer distances for the race we are offering special

awards for the best corrected time for boats entered from five regions; Chesapeake Bay, the US "Deep South," the Pacific Coast, the Great Lakes and Canada. In addition we award combined results prizes

to boats which compete in one of the three "odd-year" 2013 races, Annapolis to Newport, Marion to Bermuda or Marblehead to Halifax and our 2014 Race.

For several years we have offered "Ambassadors" to first timers needing a mentor and, of course, we have inspectors who can be of great help to skippers facing the challenges of meeting high ISAF and BROC standards. Mike McBee (Essex Station) is heading the Ambassadors program and John Winder (Boston Station) is heading our Inspector program.

Please pass along your thoughts and prospects to our BROC Participation Committee.

*Dick Holliday*

*BROC Participation Chairman*

*participation@BermudaRace.com*



*Crystal blue waters*

Rhonda Halfman



*Carina at the start*

John Rousmaniere



John Rousmaniere

Deichmann is hard at work updating the [www.BermudaRace.com](http://www.BermudaRace.com) website, reviewing and refining regulations and recruiting entrants for our 49th Race.

For GAM readers it's hardly necessary to point out what a major undertaking the biannual race is for the Organizing Committee comprised of CCA and Royal Bermuda Yacht Club volunteers. And, of course, it is important for the CCA that we maintain the popularity and reputation of this iconic event. In 2012, there were 37 CCA boats entered in the fleet of 167 and more than a third of them finished in the first three spots of their class (see John Rousmaniere's article in the current *Voyages*). Still it seems that our 1,200+ roster of salty members, most of whom are located between the Chesapeake and Maine, might do better than mustering 37 boats. What can the



John Rousmaniere

# Bermuda Race 2014

39



Rhonda Halfman

The only way to fly...



John Rousmaniere

The speedsters!



Rhonda Halfman

Nice boatspeed!



Rhonda Halfman

Uh oh, Mills Breaker Buoy in no wind!



Rhonda Halfman



Rhonda Halfman

## *From Siam With Love: CCA Cruise to Thailand* continued from page 1

of the region was the “hongs” or hollow islands which could be entered by dinghy or kayak. It was all ideal, easy cruising.

The three planned events were opening and closing dinners with a mid-cruise beach party at Phi Phi Don Island. The first party was held at the lovely Angsana Laguna Hotel, our cruise headquarters. It was held in a beautiful outdoor setting which was ideal until a tropical rain shower caused a retreat to shelter for coffee and dessert. The mid-cruise party was held at the Erawan Palms Resort at the north end

of Phi Phi Don, a short stroll from the anchorage. It featured a lively show of Thai dancing and drama and a demonstration of flaming, whirling torches and batons. Even more impressive was the evacuation of the mob of cruisers to their yachts by a fleet of “long-tail” native boats without lights or reverse gears. The final event was a beach party at the Babylon Beach Club a short distance down the shore from the Ansanga Hotel. Guests were welcomed by a baby elephant, a fantastic tropical sunset and an excellent Thai dinner. After dark, under a

bright full moon, we all launched illuminated hot air balloons which sailed high into the velvety soft tropical darkness. It was a fitting climax to a wonderful cruise.

As we went our separate ways, we all realized that we had enjoyed a unique experience. In addition to the remarkable area we visited, we will all remember the beautiful, gentle and smiling Thai people whose sign of welcome, thanks and respect was that lovely gesture of palms placed together along with a gracious nod.

*Bob Van Blaricom, SAF* 🇹🇭



*Jim Quanci and Gary Coard*



*Entertainment at the half way party*



*255' Feadship, Tango, launched 2011*

Photo Credits: Dick Enersen



*Opening Cocktail Party*



*Entertainment at the half way party*



*Lots of thin water outside the channel*



*Longtails were everywhere!*



*Hongs from Raja Lout*



*Raja Lout on the hook at Koh Hong*



*Fire twirlers on the beach*



*...and they even let Dick Enersen the Corinthian, steer on occasion!*



*Raja Lout's authentic rigging*

## *From Siam With Love: CCA Cruise to Thailand continued*



*Half way party on the beach at Phi Phi Don Island*



*Suzanne Tarlov and Jeanne Moore*

*Photo Credits: Dick Enersen*



*Longtail taxis with a gas engine and tiller; no reverse!*



*Calisto is a sister ship to Cousteau's old Calypso and was once owned by Elizabeth Taylor and Richard Burton*



*Happily the crew of Raja Lout loves to get the gear up and did so at every opportunity*



*Aboard Raja Lout, every meal was served on deck*



*Skippers' briefing*



*In the north Andaman Sea*



*One of the many beautiful beaches*



*One of the many caves leading into lagoons inside the hongs*



*Beautiful Angsana Resort*



*Exploring one of the caves*



*Past Commodore McCurdy, aloft and showing the flag!*



*Some beautiful sights at little Phi Phi Don Island*



*The final dinner on the beach with hot air send offs*

*Photo Credits: Chris Otorowski*

# Safety at Sea

## Safety For Cruising Couples

68 participants signed up for the second annual seminar, Safety for Cruising Couples, presented by the New York Station of the CCA and The North American Station of Scandinavian Yacht Clubs and Nyländska Jaktklubben at SUNY Maritime College at Fort Schuyler in Queens, NY. The two clubs worked together last year to develop the program for cruisers sailing or motoring coastwise, and this year sold it out to a more than capacity audience ranging from circumnavigators and naval submarine officers to novices and from CCA and NAS members to boat owners with no club affiliation. The goal of the one-day curriculum is for the less experienced partner to be confident in his or her abilities should the more experienced partner be occupied in addressing a problem, become incapacitated by injury or illness, or accidentally fall overboard.

We were fortunate to have our "all star" team of instructors again this year. Past Commodore Sheila McCurdy kicked the day off with an overview. She emphasized the importance of a couple working together as a team, beginning with preparation and communication between the two

of them, especially critical in managing a crisis. Capt. Henry Marx, a leading safety equipment expert, followed with a display and discussion of the latest safety equipment for cruising

boats – devices like personal transponders. The participants then broke up into small groups and rotated through hands-on sessions, with a break for lunch. Ron Trossbach, an ISAF safety expert, led the communications segment, with emphasis on basic use of the VHF; Garry and Leslie Schneider,

assisted by CCA volunteers, coached the paper chart navigation segment; and Dick and Leslie York described man-overboard retrieval techniques, with audio visual backup – how does one person retrieve the



Henry Marx discussing safety gear

Leslie Schneider



A full house at SUNY Maritime College

Leslie Schneider

other without outside help? How do you turn that sailboat around to get back to the little head in the water if you have trouble seeing it?

The feedback from participants has been overwhelmingly positive. One participant wrote that the seminar had literally empowered her. She is a capable sailor, but in the past had taken a back seat to her husband. Since the seminar, she and her husband have reversed roles, and they are having a great time on their current passage.

To encourage other stations of the CCA to present the semi-



Ron Trossbach

Leslie Schneider

nar, we invited the Rear Commodores of each station to send an observer. Pacific Northwest, San Francisco, Southern California, Great Lakes, Gulf of Maine, and Essex were all represented. The concept of Safety for Cruising Couples fills a significant void. Offshore and racing sailors are served by courses offered by U.S. Sailing and other organizations, but there does not seem to be a seminar other than ours that addresses short-handed coastal sailing.

Safety for Cruising Couples follows in the rich tradition of the CCA in developing educational programs for sailing, such as the club's well-known Safety at Sea courses and the Suddenly Alone seminars. There are many CCA members who have the knowledge and experience to teach the Safety for Cruising Couples curriculum. If your station is inter-

ested in organizing a Safety for Cruising Couples seminar, and would like some assistance, please contact David Tunick.

Anne Glenn, Chair

CCA Safety at Sea Committee



Sheila McCurdy

Leslie Schneider

## Going to the Med?

Share your planned destinations (either by charter or on your own boat) and have your own gam in the Med with other CCA members! Currently there are at least 16 CCA boats lying in France, Sicily, Malta, Turkey and Greece. Email Chris Otorowski at [cca-gam@mac.com](mailto:cca-gam@mac.com).

# Safety at Sea

Only rarely do you get a note with the intensity of learning that Garry Fischer has put in the essay below.

He has done a wonderful job of telling “Why We Write these Notes” – to pass on the lore from the experienced to the less so. This narrative is a wonderful yarn, and can be read as a good set of sea stories.

But beyond that, he has sneaked in at least ten good points about how we may be safer, without reducing the pleasure of being at sea. How many do you count? – Anne Glenn, SAS Committee Chair

As a serendipitous consequence of marrying Angela, Dick Goennel became an important role model in my sailing life and a good friend as well. In fact, he essentially became a



Rosenfeld Collection at  
Mystic Seaport

Dick Goennel aboard US 20, *Constellation*

member of our family and led me to do some cruising that would otherwise have been out of the question. For Dick, safety was the top priority and an intellectual challenge. It became a discipline that enhanced the pleasure and adventure of sailing. Trying to stay one step ahead of Dick's safety mode led to many miles of sailing fun.

Dick was in his fifties and a sailing icon in my wife's family when I first met him. Introduced to my father-in-law many years before by Corny Shields after a Bermuda Race, he became part of the race crew on *Bolero* (now restored and still in the CCA fleet thanks to Ed Kane) and ran the foredeck. He worked for *Yachting Magazine*, was a graduate of the Art Students League in New York and had a keen interest in the classics.

Hanging around City Island boatyards and Larchmont Yacht Club as a kid, Dick became a regular crew member on Corny Shields' championship IOD, quickly graduating to bigger boats. During WW II, as an

enlisted man in the US Coast Guard he was a bos'n on the *Danmark*. By the time I met him his sea stories included transatlantic races, Fastnet Races, Bermuda Races, and a successful America's Cup campaign on *Constellation*. His favorite boat was an S&S designed 54 footer named *Puffin* owned by Eddie Greff. One of Dick's best friends was Rod Stephens. Dick worked on the America's Cup Committee in the '60s, was a Bermuda Race inspector and headed the Model Committee of the New York Yacht Club.

Dick did not lack credentials, nor did he lack charm, high standards or the solution to almost anything that could go wrong on a boat. That he joined us in Bermuda Races (Cruising Division), transatlantic trips and cruises in the Hebrides, Baltic, North Sea and Ireland was a testament to his psychological versatility, not to mention his friendship with our three children and Angela, godmother to his only child, Heidi, an accomplished artist.

Shortly after neurosurgery residency and a stint in the Navy, Angela and I had an O'Day Mariner: a Rhodes 19 modified for overnight cruising, which we sailed between her home port Marion, Massachusetts, and Newport. An afternoon at the Newport Boat Show in the early 70s brought a Tartan 30 into our lives and expanded our horizons beyond the Elizabeth Islands to Maine waters. Dick came on those

trips and honed my piloting, navigation and anchoring skills. A Sabre 34 emboldened us to venture offshore from Provincetown to Baddeck in the Bras d'Or. Every evening Dick carefully reiterated what seemed the basic tenant of his sailing philosophy: When something unforetold happens on deck don't run up in your skivvies and add to the problem. Put on your foul weather gear, your boots, pfd, harness and belt with knife, pliers and marlinspike. Then go up and solve the problem. In other



Life Magazine

Dick muscling a jammed halyard on *Constellation*, as published in *Life Magazine*

words, think what you're doing and properly prepare yourself. The corollary was: on deck, assess the problem, talk over the solution, make sure everyone knows what they are to do, then execute the solution. This saved a lot of grief, more than once. The one blip in that trip occurred when I mistook a bright star low

on the horizon for the light of an approaching ship. Dick was amazingly complacent when I woke him up to set me straight.

We cruised the next boat, a semi-custom S&S designed OC (Ocean Cruising) 39 built by Hank Hinckley, to Bermuda, our first real venture offshore. Dick showed me how to set the boat up with single line reefing led to the cockpit. It was a cinch to sail (and reef). One beautiful

and serene late afternoon I thought a beer and wine with dinner would hit the spot. A banquet was prepared in the galley and devoured with great joy. Suddenly it was very dark and I realized we had not gone through the usual precaution of shortening sail and preparing for night sailing. Those few innocent drops of alcohol dropped our guard and potentially could have put us at serious risk. Ever since, we have never consumed a single drop of alcohol underway.

We went in the 1989 Marion Bermuda Race the year a fellow neurosurgeon on a



Dan Nerney

Diva



Garry Fischer

Ready for anything

# Safety at Sea



Norrie Hoyt

Dick aboard *Bolero* in the 1952 Bermuda Race

44 footer named *Bellatrix* lost a colleague at the helm, a pediatrician, from a head injury during a nocturnal accidental jibe. The mainsheet whipped around causing not only the fatal injury but also severe damage to the binnacle. The boat had an in-cockpit traveler. Ever since, a prominent feature of our boats has been a permanently mounted preventer controlled at all times by the helmsman. Dick and I designed it with the help of Phil Garland at Hall Spars.

Dick then agreed to come with us in the OC 39 from Newport to Ardfarn, Scotland, to see a cousin whose defining life experience had been four years in a Japanese POW camp in Burma. His father and grandfather had built a number of America's Cup challengers on the Clyde (*Thistle*, *Genesta*, and *Valkyrie*). The crew also consisted of Newport sail maker Aaron Jasper, CCA member Bill Buell, who shared a boat with Norrie Hoyt and once ran Radio Free Europe, and my 14 year old nephew Jay, on vacation from St. Paul's School and no slouch when it came to boat speed or a philosophy. My compulsive watch of weather faxes overlooked the merging of two low pressure areas that delivered us twenty four hours of 50 knot winds (we had no anemometer) from the east, giving me an abiding distrust of weather predictions and my ability to understand them. Reminiscent of the innocent drops of alcohol, I learned



Garry Fischer

Sharing a nice sunny day

there is no substitute for preparing for the worst. To add insult to misery, we got pooped, flooding the stern mounted Charlie Noble and knocking out the Espar heater. We have since always had easy-to-apply canvas covers for stern mounted vents. A little while later the inner forestay deck fitting let go and without storm staysail the boat slowed down to a manageable 6.5 knots under bare poles. Lessons seemed to be happening more quickly than we could assimilate them. For a while there was constant risk of turning sideways and getting rolled while surfing into the trough of the next wave and being rolled. In retrospect we should have deployed the drogue. I decided not to tell the crew that the Canadian Coast Guard reported a rogue iceberg somewhere in our vicinity; I hadn't been able to get the



Garry Fischer

Dick always kept a lamp on below decks, conditions permitting, to help keep it dry below

exact coordinates. Dick remained outwardly calm and analytic through it all; that was the most important lesson.

Our next trip across the Atlantic, back to see cousin David, was in a Morris 46. Like the OC39 it was laid out with Dick's help for simple, safe, short handed offshore sailing. The crew, in addition to Dick consisted of two surgeons from Boston and Jay's 34 year old cousin, John, who brought his Swedish fiancée Brit. Despite being virtually at my by-then-advanced age, Brit was beautiful, fun and a superb cook. A Scandinavian, she was not unused to boats and had once joined us for a Bermuda Race. Our safety program included the permanently installed preventer, pad eyes to clip into that started at the companionway, jack lines, fanny bars at the mast, solid hand rails on the dodger and along the cabin top, all the electronic throw overboard gear that West Marine sold at the time, a centerline companionway, tied-in pen boards, and all movable objects below were well battened down. About two weeks before entering the north channel between Ireland and Scotland on a sunny afternoon in 12-15 knots



Garry Fischer

Still enjoying being aboard

of breeze the gennaker sheet popped the yellow horseshoe life-ring out of its bracket, a more than \$100 item if you include painting 'Diva' on it. We took down the gennaker, sailed a reciprocal course and spent 2 hours searching for it, to no avail. Brit, never short on wisdom or common sense, said 'I'm going down to find my harness and PFD and I'm never going to take it off because it is clear you would never find me if I fell overboard.' From then on we had a 24/7 PFD/harness/clip-on rule. And in the course of 3 more transatlantic trips and numerous trips to Maine and Bermuda, no one, including Dick, ever whined or complained.

Dick Goennel, it seemed, in the course of making almost all these trips, had become an inner conscience, a superego for me. A greatest reward would be his approval of some new safety twist for the boat. No one ever doubted his judgment and his emphasis on safety always trumped the macho factor, if it ever arose. The most important lesson was "think about what you are doing".

Opportunities to have sailing companions like Dick, an accomplished racer and seaman, may be rare, but the CCA, of which Dick was a proud member, can provide role models.

Garry Fischer, MD,  
CCA Fleet Surgeon



Ross Sherbrooke

Dick always had a pair of pliers at his hip. One handle was a marlinspike and one was a screwdriver.



## Welcome New Members



### FRANK L. ALEXANDER

Yarmouth, ME  
Spouse: Katherine  
Yacht: J120 – *Salu*  
Station: BOS/GMP  
Proposer: Peter Willauer



Frank grew up on Long Island, NY, where he learned to love the water, sailing Blue Jays, Lightnings and MORC boats with his family out of Setauket YC. He obtained an engineering degree from Brown, where he was Captain and RC of the Sailing Team from 1977-1981. During the early 80's Frank sailed on many IOR races including the SORC, Vineyard Race, Block Island Race Week and the Bermuda Race, as well as captaining the delivery of *Arete* from Newport, RI to Fort Lauderdale. Following completion of his MBA at Wharton, Frank started work in the San Francisco Bay area in 1986. There he skippered in the San Francisco Bay J24 fleet during the next few years, and took part in the North American Championships and NOOD regattas. Frank retired in 2001, and set off round the world (in planes, trains and automobiles) with his wife and two children, making semester-long stops in France and Chile, with a 5-year stay in between in Snowmass Village, Colorado, where hiking and skiing were the favorite pastimes. The family has now been resident in Maine since 2008, and has cruised every summer from there on *Salu* as far south as the Chesapeake Bay. Frank has also raced *Salu* in both fully crewed and double-handed Monhegan races, as well as crewing for Peter Willauer on *Eight Bells* on several deliver-

ies to Nevis and return. Frank's seamanship skills and companionability on board have been warmly endorsed by many CCA members who were also on board for these passages. Frank and Katherine's now teenage children are active participants in the Portland Pleon YC, Portland YC and Yarmouth High School sailing programs. Sailing plans for 2013 include cruising in Maine and chauffeuring teenagers to youth regattas.

Affiliations: Portland Pleon YC; Portland YC

### MARK B. ANDREWS

Guilford, CT  
Yacht: C&C 33' *Curlew*  
Station: Essex  
Proposer: William Close



From the time he was an infant, Mark was cruising with his father, CCA member 'Denny' Andrews, his brother, CCA member 'Rick' Andrews, his other brothers, and numerous cousins in this avid sailing family. Many are members of the Sachem's Head YC, Guilford, CT, where Mark grew up racing one design boats, including Blue Jays, Lasers and Sonars. At the age of 21 he was Watch Captain aboard his father's *Pampero*, a C&C Redline 41', on its transatlantic passage from Guilford to Bantry Bay, Ireland, by way of the Azores. Besides local racing, Mark, who is a Certified Professional Race Offi-

cer, has taken part in many of the races on the East Coast circuit, and in the late 80's he had the good fortune to make passage from Bermuda to RI on the J-Boat *Shamrock*. He has owned his beloved *Curlew* for over 10 years, and has cruised the New England coast on her with family and friends, including his son Max who is carrying on the family tradition sailing on Optimists out of Sachems Head YC. In 2009 Mark sailed *Curlew* single-handed from CT to ME and return, and in 2012 was Watch Captain on CCA member Sean Saslo's *Brigand* on the Bermuda Race. Mark is actively sought as a watch captain for offshore passages, given his lifetime sailing experience, his knowledge of the preparation required, and his skills as helmsman and sail trimmer.

Affiliation: Sachem's Head YC, CT

### DANIEL R. BIEMESDERFER

Guilford, CT  
Spouse: Gretchen  
Yacht: Mason 43' cutter *Shearwater*  
Station: Essex  
Proposer: Robert E. Drew



Dan and Gretchen have been sailing and cruising together for 35 years, first on a Cal 25, then a Bristol 35' sloop, and now on *Shearwater*, which they have owned since 1999. Since owning *Shearwater*, they have completed the Newport to Bermuda Race twice (placing in 2006), Marion to Bermuda Race 6 times (placing in 2003), one Marblehead to Halifax

Race and two Stonington to Boothbay Harbor Races (placing in both). All of the Marion Bermuda Races since 2005 have been sailed in the Celestial Division. Dan has also served as Navigator aboard *Haerlem*, a Swan 55, in the last two Newport Bermuda Races (placing in 2012). In 2013 *Shearwater* will participate in the Marion Bermuda Race, the Marblehead to Halifax Race and join other CCA boats in the Maine Cruise in August. Between these racing events, Dan and Gretchen have enjoyed cruising the waters of the East Coast. *Shearwater* has always been found to be in 'Bristol' condition in readiness for her racing exploits, and her crew members are long time, and loyal in their praise of Dan as a friend, skipper and navigator. Dan, who holds a PhD in Cell Biology, recently retired from his research position at Yale School of Medicine. His ongoing thirst for knowledge became immediately apparent, since he is now a visiting scientist at UConn's Marine Science Center, doing research on the cell biology of microzooplankton and taking graduate courses in oceanography!

## ANDREW R. CONNELL

Clinton, CT

Yacht: 30' Etchells

*Can we Keep Her Mom??*

Station: Essex

Proposer: Jim Bishop Sr.



Andrew is the grandson of late CCA member Stuart Hotchkiss, and remembers Stu telling him stories of his world-wide ocean travels, some of which were on the last clipper ships. As a boy (he is now 29 years old), Andrew enjoyed cruising with Stu and other family members, including his Dad Bob Connell (ESS). During his junior year at college (where he was

captain of the sailing team), he was given the opportunity to pursue his passion for sailing as the First Mate on the Pedric 72' *Nomadess*, owned by John McPhearson. From 2002-2004 they covered 40,000 nm, voyaging from Nova Scotia, down the east coast through the Panama Canal, and up the west coast to Alaska, then across the Pacific to French Polynesia, Tonga and Fiji. Andrew has undertaken many deliveries, some single-handed, and has participated as Skipper, Watch Captain and crew on major ocean and middle distance races, including the Bermuda Race, the 5-day Big Boat Series in San Francisco, and the 5-day Key West Race week. In 2012 he was tactician on the Bermuda race aboard *LIR*, a Swan 45'. His demonstrated leadership skills, willingness to share tasks, and knowledge of sailing make Andrew a valuable asset on board. He has co-owned several boats with his family, all of which they actively race and cruise on. As a sail rigger for Brewers Pilot's Point Marina, Westbrook, CT., Andrew is happily able to enjoy his passion for being on the water on a full time basis.

## PIETER DE ZWART

Mystic, CT

Spouse: Joanna Miller-de Zwart

Yacht: X442 Sloop *Pastime*

Station: Essex

Proposer: Louis Meyer



Pieter grew up in the Netherlands, where, from the age of 10, he raced in the 12' Dutch youth class on his home lake and in regattas around Holland and North Sea venues. He was a member of the Dutch Dragon racing team from 1965

to 1968, taking part in the 1968 Olympics in Mexico. After moving to work in San Francisco from 1973-1975, Pieter was a crew member, watch captain and helmsman on a Cal 40' in the Bay area and in a San Francisco to San Diego race. A subsequent move took him to Chicago for 4 years, where he joined the Chicago Yacht Club and sailed in several Chicago-Mackinaw races. Pieter then moved in 1980 to Connecticut, where he joined the Pequot Yacht Club and crewed on Block Island and Vineyard races. Work placements in Minneapolis and Paris curtailed Pieter's sailing activities for several years, prior to his move to New York in 2000. Pieter then had the good fortune to meet up again with Joanna Miller, a friend from the Chicago YC, whose grandfather had been a CYC Commodore. In 2001, Pieter and Joanna married, purchased a Baltic DP42 *Moxie* in the BVI and sailed her back to Connecticut. They have since cruised the east coast up to Nova Scotia and Maine together, as well as to the Caribbean, on *Moxie* and, from 2008, on the Danish X442 *Pastime*. In addition, Pieter has found time to crew on deliveries and take part in races, including the Bermuda 1-2 race in 2011. His lifetime of experience on boats has made Pieter a real do-it-yourself sailor, with a high standard of maintenance. He is currently working on rebuilding and restoring a 1957 Dragon day-sailer.

Affiliations: New York Yacht Club; Stonington Harbor Yacht Club

## CLUB ETIQUETTE REMINDERS



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

AJ Evans, Fleet Captain

**ROSS A. DIERDORFF**

Annapolis, MD  
 Spouse: Sheree  
 Station: Chesapeake  
 Proposer: Tony Parker



Ross has been involved with sailing all his life, and has owned a number of boats, including a J24 and an Etchells. Those who have been fortunate to sail with him attest to his vast knowledge of all things mechanical, electrical or electronic on board, much of which was strengthened when he ran a boatyard in the 70's in Houston. Ross has cruised many hundreds of miles in the Chesapeake, Maine and Nova Scotia, often in the company of CCA members, who unanimously praise his helmsmanship in the worst of weathers. He has also been co-skipper/watch captain/helmsman and navigator in numerous Bermuda and Annapolis to Newport races, as well as the Texas Ocean Racing Series. In addition, Ross has sailed in excess of 100 major J24 races, including 3 World Championships (the last in the fall of 2012), 2 North American and 1 National Championship. His skills also include the ability to teach younger sailors in the ways of preparing a boat for offshore sailing. The fact that Ross seems to require very little sleep, and is the first to go forward to change a sail in a blow or to initiate repairs, has led some to liken him to the 'Energizer bunny', constantly on the go!

Affiliation: Indian Landing Boat Club, MD

**ANDREW M. FEDER**

Oyster Bay, New York  
 Spouse: Abigail  
 Yacht: *Cassiopeia* – North East 38' yawl  
 Station: New York  
 Proposer: Ian McCurdy



Andrew grew up on the shore in North Haven, NY, spending his childhood in and on the water racing and sailing with his family. In his teens he raced on ever larger competitive boats, participating in the major East Coast races, and took time out at the age of 18 to crew on *Mistress Quickly*, a custom 72', participating in the SORC, Antigua Race week, and sailing from Fort Lauderdale to Sardinia. Andrew continued to sail, race and frostbite through his college years on various boats until 1988 when he and his bride, Abigail, gave each other a Cal 29', *Anatole*, as a wedding gift. For four years they sailed her throughout New England out of Seawanhaka Corinthian YC, where Andrew is a member of the Board of Trustees. Andrew's competence as a skipper, combined with his offshore sailing experience, leads to frequent invitations to participate in deliveries and major races as Watch Captain/Tactician. In 1993, Andrew and Abigail acquired *Cassiopeia* to accommodate their growing family. They have since had the pleasure of bringing up their two children to be excellent sailors, spending their family vacations sailing between Oyster Bay and Maine.

Affiliations: Seawanhaka Corinthian YC

**JOHN T. HARRIS, MD**

Bellingham, WA  
 Spouse: Patricia  
 Yacht: Caliber 40' cutter *Kehaulani*  
 Station: PNW  
 Proposer: Roger A. Barnhart, MD



John is a retired orthopedic surgeon who had always enjoyed cruising in the PNW, prior to taking on the role of skipper and navigator and setting off on a 10-year circumnavigation. In the summer of 2001 John departed Oregon for Opuia, NZ, via Tahiti and Tonga, arriving in November. While hauled out in Whangarei, John had a chance encounter with Neil Sirman (PNW), with whom he shared his techniques for the best topsides paint job using a roller, tip and brush technique. In 2002, often single-handed, John sailed between New Zealand, Fiji and Tonga, before setting off in April 2003 for Australia, whose cruising grounds he traversed in 2004 and 2005. In 2006 and 2007 *Kehaulani* made passage to Cape Town from Geraldton, Australia by way of Mauritius and Reunion, 2008 led them from Cape Town to St. Helena, Rio de Janeiro and Trinidad. It should be noted that John generously shared his medical skills during much of his travels, especially in numerous rural tropical villages where medical help was scarce or not available. 2010 was dedicated to the voyage around the ABC's,

**Safety at Sea Resources:**

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

through the Canal to the French Polynesian Islands and Hawaii, finally returning to Bellingham in July 2011. Since then *Kehaulani* has been hauled for some much-needed deferred maintenance, with hopes to return to cruising again this summer.

## **WILLIAM T. HORD**

Ambler, PA  
Spouse: Lilly  
Yacht: Hinckley SW 51' *Lancer*  
Station: Chesapeake  
Proposer: William Read



In 1970 Bill and Lilly purchased their original *Lancer*, a Pearson Vanguard 33', which they sailed in the Chesapeake and up to Maine and Canada each year until 1985. In January 2008 they purchased their Hinckley in Virgin Gorda, and sailed her to Maine. They have since spent more and more time on board, departing the Chesapeake each fall for the past 5 years to spend the winter cruising in the eastern Caribbean. Bill and Lilly assisted in a delivery of Thacher Brown's *Samantha* from the Bahamas to the Chesapeake in less than pleasant weather conditions, and proved to be extremely competent and capable crew, as well as being good companions. Bill has also crewed and served as watch captain on Marblehead-Halifax races, as well as the 2007 Marion-Bermuda race on *Seadler*, and for several years was Race Committee Chairman for the annual cruises of the Corinthian YC of Philadelphia.

Military Service: 1964-1969: Captain US Army, Bronze Star, Commendation Medal, Cross of Gallantry

Affiliation: Corinthian YC of Philadelphia

## **HARRY A. HUNGATE**

Jacksonville, FL  
Spouse: Jane Ruth Lothrop  
Yacht: Corbin 39' cutter *Cormorant*  
Station: SoCal  
Proposer: Andrew Dossett



Harry served with the Louisiana Air National Guard until 1982, and the US Air Force Reserve from 1982 to 1998. During those years Harry honed his skills in diesel and gasoline engine maintenance and repair, electrical and electronic maintenance and repair and air-conditioning and refrigeration maintenance and repair, all essential maritime skills. In November 1997 Harry and Jane set off on *Cormorant* on a west-about circumnavigation, crossing their outbound track in St. Martin in December 2011, after a voyage of approx. 50,200 nm, visiting 61 countries. Both Harry and Jane are FCC licensed amateur radio operators, and Volunteer Examiners. They took much pleasure during their passage in sharing their knowledge with fellow cruisers, holding license examination sessions in such diverse places as Trinidad, Tonga and New Zealand, and helping

inhabitants of remote islands to improve their standard of living. In the summer of 2004 they rebuilt a village boat at Asanvari, Maewo Island, Vanuatu, at which time Harry was adopted by the village chief. In 2005, they received a grant from the Pacific Development and Trust Fund to design and construct a small hydro-electric plant at the village. Its purpose was to run a specially built freezer, thus allowing the local people to store perishable beef, pork and fish for their own use, and for sale to passing cruisers. Construction was completed in summer 2006. Both Harry and Jane contribute articles to several magazines such as *DIY Boat Owner*, *Good Old Boat*. Harry is now a contributing editor for *Ocean Navigator* magazine. Jane maintains a blog containing useful cruising information, at [www.harryjane.weebly.com](http://www.harryjane.weebly.com). With their circumnavigation complete, they plan to spend the next few years cruising US waters.

Military service: Louisiana Air National Guard 1966-1982; US Air Force Reserve 1982-1998. Retired as Master Sergeant E-7

## **A. DOUGLAS JORGENSEN (DOUG)**

Pasadena, CA  
Spouse: Margaret Simonds Jorgensen  
Yacht: J 133 43' sloop *Picante*  
Station: SoCal  
Proposer: Al Garnier



Doug has sailed his entire life, is an accomplished dinghy sailor, and has owned, raced and cruised a succession

### **What Inflatable PFD Should I Buy?**

This response was prepared for *US Sailing* by Ron Trossbach to answer the question "What inflatable should I buy?" It also serves as a reminder to review our personal life jacket situation as we go out on the water this spring. See our Safety at Sea section for this and more.

[http://www.cruisingclub.org/pdfs/safety\\_inflatable\\_pfds.pdf](http://www.cruisingclub.org/pdfs/safety_inflatable_pfds.pdf)

of larger J-boats, up to the current J-133 *Picante* which he co-owns with his brother Tom (SOC). Doug's long distance sailing began with Transpacs in 1975, 1977 and 1979. Also in 1979 Doug passaged from Opuia, NZ to Hawaii via the Marquesas Islands, and Tahiti/Morea in 1979 on *Westward*, a Lapworth 50' owned by Willard 'Willie' Bell (SOC), during which he displayed remarkable skills at celestial navigation using sun sights as well as stars and planets. While continuing to cruise and race locally, with his brother and their families, Doug has navigated in numerous west coast races, such as the LA to Mazatlan race and the San Diego to Manzanillo race. In 2003, Doug and Tom co-skipped on the Transpac on their J120 *Hot Tamale*, which continued to race through 2007, prior to acquiring *Picante*. They have sailed *Picante* in 4 Newport-to-Cabo San Lucas races. In 2003, Doug helped Jim Gregory (SAF) and his family in a memorable winter time delivery of Jim's newly launched Schumaker 50 *Morpheus* from Christchurch NZ to Gisborne, a passage of 400 miles that saw up to 55 knots of wind and a burst of 17 knots of boat-speed while sailing under a storm trysail. In 2012, Doug helped deliver *Morpheus* from the Virgin Islands to Bermuda, then took part in that year's Bermuda race with Al Garnier (SOC) on the J35 *Great Scot*, a boat he had often raced against in Southern California. Doug and Margaret intend to do more cruising, and have begun to do so most recently in the PNW.

Affiliation: Los Angeles YC

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

**The deadline for the Fall issue is October 31, 2013.**

## JOHN R. JOURDANE

Spouse: Greta Thompson  
Proposer: Alan V. Andrews  
Station: SOC



John has been sailing since he was 11 years old, and in that time has added up 300,000+ miles of ocean voyages, including 12 Atlantic crossings, 51 Pacific crossings from the West Coast to Hawaii and 3 circumnavigations, in addition to many non-stop Mexican races of 1,000 nm or more. John grew up in Long Beach, CA, and by his mid-twenties he owned a Cal 20'. A few years later he moved to Hawaii where he taught school for 10 years, during which time he acquired larger boats, sailing his Columbia 26' singlehanded through the Hawaiian archipelago. He also cruised to Papeete on a Cheoy Lee 36' and was able to use summer vacations to keep up his racing from the West Coast to Hawaii or Tahiti. John's skills as a competitive sailor and navigator led to his being invited to participate in larger boats, such as a couple of *Ondine*'s on the Maxi circuit, a couple of NZ boats in two Whitbread races, and on sleds such as *Silver Bullet* and *Pyewacket*. He has chronicled many of his experiences in two books, *Icebergs, Port and Starboard* and *Sailing with Scoundrels and Kings*. In 1994 John returned to CA to teach junior high science in Pasadena, allowing him to continue to spend his summers on deliveries or races across the Pacific or down to Mexico. John's navigational skills are very strong, he is an excellent helmsman, and above all he stresses the need for

attention to safety procedures even in the heat of competition. Following his retirement in 2011, John, with Greta, skippered a friend's Swan 57' from Gibraltar to Barbados via the Canary Islands, starting what will no doubt be an all-year round enjoyment of life on the water.

## BRENDEN KELLEY

Newport, RI  
Spouse: Pamela  
Yacht: J133 *Exile*  
Proposer: Robert W. Morton  
Station: Boston



Brendan and Pamela have cruised and raced together and with like-minded friends for over 40 years. They are both very competent and compatible sailors, whose interest in ocean racing began to grow with their ownership of *Attack*, a Contessa 35', with which they won line honors in their class in the 1980 Bermuda Race. After successfully campaigning *Attack* for eight years, Brendan captained his one-tonner *Full Tilt Boogie* for the next 20 years, with many successes in races in New England and Florida, including the Admirals Cup Trials. At the same time, he and Pamela have maintained a boat *City Lights* in the Caribbean where they enjoy the winter cruising grounds. Brendan has been responsible for launching the careers of a number of well-known sailors, and gives unstintingly of his time in a variety of non-profit sailing organizations in the Newport area, including Sail Newport, where he is a Board member, and in the Oliver Hazard Perry SSV project.

Military Service: US Marine Corp 1963-1969

Affiliations: New York Yacht Club; Ida Lewis Yacht Club

## BRUCE MACNEIL

Lincoln, MA  
Spouse: Linda  
Yacht: Morris 48' *Barra*  
Proposer: Jim Chambers  
Station: Boston



Bruce began sailing as a boy in Duxbury Bay on a series of small boats, eventually developing an interest in classic Murray Peterson schooners, including the 42' *Silver Heels*. He went on to purchase a Sequin 44' *Thistle* which he actively cruised on the east coast from the Chesapeake to Nova Scotia, as well as racing in five Bermuda races. In 2008 Bruce purchased *Barra*, but was unfortunately prevented at the last minute from taking part in their planned cruise to Ireland, however his son Stuart sailed the boat across, and the family subsequently circumnavigated Ireland visiting their ancestral home, and the boat's namesake island, in Scotland. Bruce has enjoyed cruising and racing *Barra* in the Caribbean, and placed second in Class 6 (IRC) in the most recent Bermuda race. Meanwhile he owned and campaigned his one design Christmas Cove 21' *Blue Skies*, and currently owns an antique Alvin Beal lobster boat *Nancy Snow*, which Linda operates as the Christmas Cove committee boat, where Bruce recently completed his term as Commodore. He continues to head up the Club's junior sailing program, and has volunteered at the Safety at Sea program with Garry and Leslie Schneider (Gulf of Maine Post).

Affiliations: Christmas Cove Improvement Association; Ocean Cruising Club

## TRISTAN C. MOULIGNE

Boston, MA  
Yacht: Quest 30' *Samba*  
Proposer: Murray S. Danforth III  
Station: Boston



Tristan grew up in an active sailing family, cruising the coast of New England from Rhode Island to Maine from the age of 7, and racing Opti's and 420's out of Newport. He attend Portsmouth Abbey School, where he was on the sailing team for 4 years. At age 14 Tristan honed his seamanship skills during the 8 months from 1993-1994 cruising with his family, including his father Patrick (BOS), on their Freedom 44' *Frog Kiss* from Newport to the Caribbean and back. While still in college, Tristan single-handed the same boat to Bermuda in the 1999 race in less than four days, finishing in first place as one of the youngest skippers in the race's history. Since acquiring *Samba* in 2010, Tristan has sailed her in many races, again single-handing to Bermuda in four days, despite the boat's smaller size. He has been a frequent co-skipper on races and deliveries for Joe Harris (BOS) on Joe's *Gryphon Solo 2*, and together in 2012 they raced double-handed in the all-Class-40 Atlantic Cup race, which was a challenging format of two offshore legs and a weekend of inshore racing. Their efforts were rewarded with a third place out of 15 very competitive boats. Besides being an excellent companion on board

and on shore, Tristan is regarded by his fellow sailors as a superb foredeck man, trimmer, navigator, tactician, and a tireless competitor.

## THOMAS I. PUETT

Atlanta, GA  
Spouse: Susan  
Yacht: Swan 56' *Perseverance*  
Proposer: David A. Fraizer  
Station: Boston



Tom has a lifetime of sailing and over 100,000 nm of cruising miles under his belt, many of them on his current *Perseverance*, which he had custom built in Finland in 1999, or on its predecessors, Swan 42' and 46', also named *Perseverance*. After taking possession of his current boat, Tom cruised the Baltic and the North Sea, down to Portugal, spent the following year cruising the Mediterranean, then crossed to the Caribbean where they cruised for several months before finally returning to Newport in July 2001. Tom has made countless passages from Newport to the Caribbean, and seven Atlantic crossings and quite simply loves to sail, planning every detail, including provisioning and logistics. He is known as a first class cook offshore, and has published an offshore cookbook featuring menus and recipes for cooking underway. Needless to say, an invitation to sail on *Perseverance* is much sought-after! *Perseverance* is currently in Valencia, Spain and plans are to cruise the Med for at least a year making monthly visits back and forth to Atlanta.

Military Service: US Army Artillery 1963-1966

**FRANCOISE RAMSAY**

Nevada City, CA  
 Spouse: Peter  
 Yacht: Catalina 36' Sloop  
 Proposer: Bill Edinger  
 Station: San Francisco



Francoise has been sailing since her childhood in France, and developed such a passion for life on the water that she chose the profession of marine surveyor. From 1982 to 1985, Francoise undertook an adventurous 3-year double-handed Atlantic loop aboard *Swing*, leaving France for the Canary Islands, Cape Verde, Senegal, Guinea Bissau and crossing to Brazil, Surinam, Venezuela, Florida, Bermuda, the Azores and back to Brittany after approx. 15,000 nm. In 1987, Francoise completed a solo transatlantic passage aboard *Swing*, then undertook her first transpacific passage in 1988 as first mate on a Trismus 37' on its crossing from Japan to San Francisco. She returned across the Pacific to Hawaii in the Pacific Cup of 2000 on *Sumatra* as navigator, then back on the east coast in July 2002, Francoise was watch captain on *War Baby* on the transatlantic from Rhode Island to Cowes. Since then, Francoise has married and taken up residence in the San Francisco, from where she continues to sail, and has also acted as Skipper, first mate and watch captain on a variety of boats with destinations as far apart as La Paz, MX and Brookins, OR. She most recently crewed for Bill Edinger (SAF) aboard his trimaran *Defiant* on a 2012 passage from Hawaii to San Francisco, during which her knowledge and expertise, as well as her calmness in the face of adverse conditions, made her, as ever, an ideal shipmate.

**DOUGLAS P. RASTELLO**

Glenbrook, NV  
 Spouse: Debra  
 Yacht: Moody 54' *Alexus*  
 Proposer: Brad Avery  
 Station: SoCal



Doug started sailing as a teenager, and was on the University of Southern California sailing team in the and an all-American in the early 1970's. He has raced in everything from Sabots to Maxis, participating in 3 Americas Cups for almost 20 years with Roy Disney on *Pyewacket*. Doug has a total of 13 Transpacs and innumerable Mexican races under his belt, as well as a couple of Fastnets, Victoria to Maui and Bermuda races, usually acting as navigator and/or Watch Captain. He and Debra have taken to cruising in the past few years, sailing with their children and friends on their well-maintained Moody *Alexus* around the Mediterranean between 2006 and 2008. In 2009 and 2010 they cruised the Eastern Caribbean waters to St. Maarten and St. Lucia, then in 2011 sailed from St Lucia to Cartagena and on to Costa Rica. Doug has earned a fine reputation as a smart, fair competitor, remaining calm and focused even in the close quarters world of high end buoy racing.

Affiliations: Newport Harbor YC; St. Francis YC

**SYLVIA SEABERG**

Mountain View, CA  
 Partner: Tom Condy  
 Yacht: Schumacher 52' *Cinnabar*  
 Proposer: Sally Lindsay Honey  
 Station: SAF



Sylvia has been an active San Francisco Bay and offshore racer for over 20 years, and was a key crew member on the Honey's Cal 40' *Illusion* in their wins in the YRA inshore racing series and OYRA series. In 2004, Sylvia and a friend, Synthia Petroka, decided to race Sylvia's Wylie 28' Hawkfarm *Eyrie* double-handed in the Pacific Cup race. Their in-depth boat preparation and sailing skills led to a safe and successful passage to Hawaii, and a division win by more than 11 hours over the second place boat. In 2010 Sylvia and Tom raced in the Pacific Cup, with a full crew, on *Cinnabar*. For the past four years Sylvia has been active on the Board of Directors of the Pacific Cup Yacht Club which organizes the Hawaii race. She served as Chief Inspector for the 2012 race, evolving the job from one of simple compliance verification to one of coaching in safety standards and mentoring, displaying articulation and thoroughness. Sylvia and Tom are currently cruising in Mexico and the Sea of Cortez, and are planning a multi-year circumnavigation on *Cinnabar*. They plan to set off in 2014, revisiting many of the remote locations they discovered during past SCUBA adventures.

Affiliation: Pacific Cup YC, Santa Cruz YC

**Offshore  
 Communications Resources:**

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

## **DENIS A. SEYNHAEVE**

Annapolis, MD

Spouse: Laure

Yacht: Alden 52' *Escapade*

Proposer: Earl (Tom) Schubert

Station: CHE



Denis began sailing with his father on summer vacations in his native France. In 1978, he undertook his first cruise, on his father's brand new 45' boat (an Amel Maramu) with Laure and friends from La Rochelle to Ireland and back without mishap to either boat or crew. The following year they set off again, this time to Scotland and Norway, beyond the Arctic Circle. Subsequent years saw them cruising to Madeira and around the Med to Tunisia. *Escapade* was launched in Newport, RI in 1988, after the family moved to the US, and for several of the following years they took part in the Marion to Bermuda race, with his father as skipper, or cruised around the Leeward Islands and the New England coast. In June 1996, Denis purchased *Escapade* from his father, with plans to take Laure and their 3 children on a 15 month cruise. They left from Turkey to sail through the Med down to the Canaries, crossing the Atlantic in December. In St. Lucia they joined the "Euro 98" Rally, staying with the fleet until French Polynesia, by way of Panama, Ecuador, the Galapagos and the Marquesas. They then continued on alone to Tonga and New Zealand, where they put *Escapade* on a freighter bound for Savannah, GA. Over the next few years their ocean sailing was limited, *Escapade* spent several

years in storage, and Denis spent several seasons sailing his J-105 with his son in Annapolis and East Coast races. In 2011, after *Escapade* had been through a substantial refit, Denis and Laure took her from Annapolis to the Bras d'Or, unfortunately meeting up with Hurricane Irene on the way back. Undaunted, they and several friends headed from Annapolis to St. Martin, bumping into Tropical Storm Sean on the way. Their beloved *Escapade* has since been berthed in Grenada.

Affiliations: Annapolis YC; Storm Trysail Club

## **SIDNEY H. SHAW**

Falls Church, VA

Spouse: Rebecca

Yacht: Hallberg Rassy 352 *DOVKA*

Proposer: Wolfgang Reuter

Station: CHE



After four years in the Navy, Sid returned to graduate school at Stanford. He dropped out of a doctoral engineering program when offered the opportunity to sail to Australia in February 1965 as one of a crew of three making an 11 month voyage on the 35 ft. trimaran, *CYGNUS A*, from Antigua to Sydney, via the Galapagos, Fiji, and the Cook Islands. After a year of working and sailing there, he participated in the 1966-67 Sydney-Hobart race before heading home via Bali, Java and Singapore aboard the 100 ft. schooner, *DANTE DEO*. This voyage ended abruptly in May, 1967, when the vessel ran aground on Bombay Reef, a coral atoll in the Paracel Islands south of

Hainan Island, China. After being rescued by a USAF seaplane and taken to Danang, Vietnam, Sid eventually made his way to Hong Kong where he joined the 50 ft. ketch *PHOENIX* on her return trip to Japan. From there he worked his way home on an American freighter. Sid then began his career as an ocean engineer, and in 1969, he married Rebecca. She insisted on trying the cruising lifestyle, so in 1970, they purchased the 33 ft. New Zealand built ferro-cement ketch, *KORORA*, and in the fall of 1971 they set off from Annapolis on a six-month sabbatical. This quickly stretched to a year as they sailed between the West Indies and Boston, before returning to the Chesapeake to work, raise a family and sail locally. After retiring in 1990, Sid and Rebecca bought their current boat, *DOVKA*. They have since been active cruisers on *DOVKA* and on other boats to ports as far afield as Venezuela, New Caledonia, Australia and Nova Scotia. In 2000, they sailed *DOVKA* to the Med where they cruised on her for eight summers from Gibraltar to Israel. In their joint role as Regional Rear Commodores for the OCC, with responsibility for an area stretching from Delaware Bay to the Mexican border, Sid and Rebecca have been indefatigable organizers of cruises and events. They are always willing to share their expertise, or come to the aid of fellow sailors in need of a tow. In addition, Sid has been active for over 15 years at the Alexandria Seaport Foundation working directly with at-risk inner city youth, teaching boat-building skills.

Military service: Lt US Navy  
1958- 1962

Affiliations: Ocean Cruising Club, regional RC

## **CCA Mission Statement**

The mission of the Cruising Club of America is to promote cruising by amateurs, to encourage the development of suitable types of cruising craft, to stimulate interest in seamanship, navigation and handling of small vessels, and to gather and keep on file all information which may be of assistance to members in cruising.

## JOHN STORCK, JR.

Huntington, NY  
Spouse: Colette  
Yacht: Ericson 39' *Jonrob*  
Proposer: Richard du Moulin  
Station: NYS



John grew up cruising on his father's wooden boat on the waters of Long Island, NY, with his earliest memories involving many hours pumping the bilge after school. At age 14 John cruised with friends on Long Island Sound on his Rhodes 19', with enough success that his father gave him his 32' Pearson Vanguard for longer distance cruises with friends by age 16. While at Northeastern University, he was Team Captain and Commodore of the Yacht Club. Since acquiring the current *Jonrob* in 1972, John and Colette and their family, which grew to include 4 children, have cruised the coast of New England regularly, as well as Florida and the northern Bahamas when they were taking part in SORC races. On one cruise, they had a 3-year old, a 1-year old and a 2-week old baby on board. All four children were on board when they arrived in Block Island in 1991 the day before Hurricane Bob wreaked havoc on the island. Richard du Moulin assisted John in preparing *Jonrob* for the oncoming storm, then took the family to his home. *Jonrob* was one of 12 boats out of a fleet of over 70 which survived intact. It is a testament to their upbringing that all four children love to cruise as well as race. Prior to commencing graduate school recently, their daughter Kaity squeezed in an overnight sail to Cuttyhunk with her brother.

Besides cruising, John has been navigator on sixteen Bermuda races, and for the past 12 years has taken part in the wooden boat regatta in Maine on *Falcon*, a NY 32.

Affiliations: Lloyd Harbor YC, Past Commodore; Storm Trysail Club, Past Commodore; Centerport YC

## BRIAN E. SWIGGETT

Huntington, NY  
Spouse: Laura  
Yacht: Hinckley SW 42 *Zest*  
Proposer: John Rousmaniere  
Station: NYS



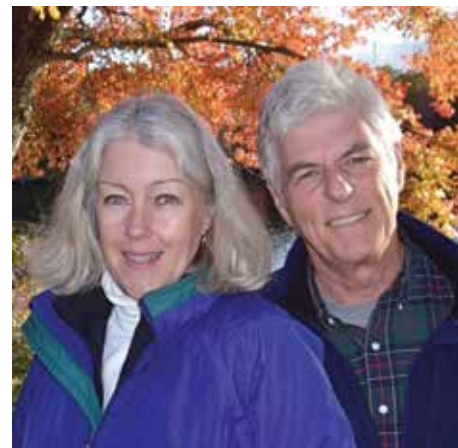
Brian grew up sailing and racing on Long Island Sound from the age of 5. He cruised most summers with his family between Long Island and Maine, first in close quarters on his father's Tripp-Lentsch 29, and ultimately on *Loon*, a Hinckley SW 42, as crew and captain. He was helmsman in two Marion-Bermuda races on *Loon*. In the late '80's and early '90's he had the great pleasure of crewing aboard David Noyes' Ohlsen 38 *Elixir* for numerous Vineyard Races and various around the buoys regattas on Long Island Sound. Brian owned and raced a 30' one-design Atlantic from 1996-2011, at the same time as cruising and racing his Hinckley SW 42 *Zest*, which he has owned since 2001. For many years *Zest* was in winter storage in Southwest Harbor, ME coming back to her home port of Cold Spring Harbor, Long Island each spring. Their record delivery time for the trip was under 48 hours in a biting spring nor'easter. Besides numerous Block Island and Vineyard Races, Brian skippered *Zest* in the 2008, 2010 and 2012

Bermuda races. John Rousmaniere was on board the meticulously maintained *Zest* in the 2012 return voyage, and recalls that a 60-knot squall knocked her over as far as a McCurdy & Rhodes boat can be knocked, in the process blowing away the forestay and staysail. Brian remained the consummate captain throughout, calm and in total command of the situation. An engineering graduate from Dartmouth, Brian is never happier than when facing a mechanical or electrical challenge, upside down in the lazarette or improvising a gasket by cutting up a sea boot. Besides being former President and Yachting Chairman of the Cold Spring Harbor Beach Club, Brian has served on the Board of the Cold Spring Harbor Whaling Museum.

Affiliation: Cold Spring Harbor Beach Club

## RICHARD (DICK) TRACY

Middletown, RI  
Spouse: Jane  
Yacht: 1936 Herreshoff 12.5  
Proposer: Robert Morton  
Station: Boston



While Dick and Jane are often to be seen sailing around Newport Harbor on their Herreshoff Classic day sailer, Dick has a long sailing resume in high profile events. After sailing on the US Naval Academy's 74' ketch *Jubilee III* in 1972 from Annapolis to Newport to Bermuda, Dick then raced across the Atlantic to Spain, achieving a win for their class, and sailed her back to Annapolis. His seamanship, navigational skills and leadership qualities in sailing a wide variety of boats are well known, such that he has

frequently been invited to sail as Captain or Watch Captain. Dick has completed 13 Bermuda races and countless deliveries in one or other of these roles, with CCA members who appreciate the fact that he is competent at every task, while his professional knowledge of marine insurance adds another level of awareness. Dick and Jane and their two sons are enthusiastic members of the Newport sailing community, and they are now spending more time cruising. In addition, Dick is an avid cyclist, who takes part in 100 mile + rides around the country in aid of charity.

**Military Service:** US Navy 1965-1969, Quartermaster 2nd class, stationed at USNA as coach and yachtkeeper for Class A Yacht program.

**Affiliation:** New York Yacht Club

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## **RICHARD B. WALSH**

Clearwater, Florida

Spouse: Helena

Sponsor: John Brooks

Station: Essex



Rich is a Lt. Commander in the US Coast Guard, currently assigned to Air Station Clearwater as a Helo pilot, involved in search and rescue operations. From an early age, Rich sailed New England waters out of Plymouth Yacht Club with his family, either on their 28' Southern Cross or a 32' Jeanneau. He was a cadet at USCGA until graduation in 1999, during which time he completed a 5-week tour of the Baltic and North Sea on the USCG 295' *Eagle*, he was Lead Cadet Helmsman on the 1996 Bermuda Race on the USGA *Eddystone Light* (a C&C 40'), and on the

1998 race on USCGA 39' *Rampage*. He obtained an advanced degree in Applied Physics from the University of South Florida in 2008, and taught physics at the USCGA for a few years prior to his present posting. Between 2008 and 2011, he was Safety Officer and Officer in Charge of cadet sail training on the USCGA Luders 44' yawls, holding the same post in the 2010 Bermuda Race on the USCGA J120 *Ricochet*. Given his expertise in off-shore safety issues, Rich brought a special perspective to his presentations at pre-Bermuda race Safety at Sea seminars in Newport in 2010 and 2012. He took part in the 2012 race aboard *Selkie*, and was initially assigned duties as watch captain, however when Sheila McCurdy suffered a detached retina shortly before the race, he more than ably filled in for her as navigator. His future involvement on the Safety at Sea Committee will be a valuable asset to the CCA. Rich and Helena have recently welcomed their first child, Julia, into their world.

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## **ROBERT DAVID WARTERS (DAVE)**

Charleston, SC

Spouse: Shelly

Yacht: Able Apogee 50' *Cadence*

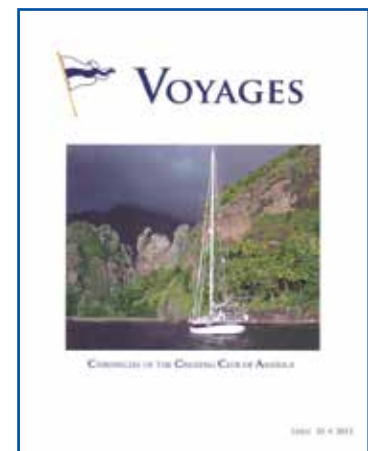
Sponsor: John Harries

Station: BDO



Dave has been sailing since childhood, learning a lot about the inner workings of boats from his father, who was a submariner in the US Navy. He grew up sailing with his family in the San Francisco area aboard their Yankee 30. Dave's first command was an El Toro which he actively sailed and raced, starting at age seven. He eventually graduated to a laser and sailed 420s with the sailing team at the University of Texas. During his studies at medi-

cal school and subsequent residency, Dave continued to race, on an Pearson 23', and following graduation as an anesthesiologist, he went on to compete in many ocean and middle distance races, including several Bermuda races, as skipper or watch captain. Dave is Chief Anesthesiologist at the Charleston Medical Center. His medical knowledge has already been of use to the CCA, as he has written and presented compelling medical safety briefings for other sailors, and made a presentation at a Safety at Sea Seminar. In 2000, he was a crew member aboard SV *Pelagic* on a passage of almost four weeks from Ushuaia around Cape Horn, and then in 2006 he and Shelly purchased *Cadence*, which they have found time to cruise between Charleston and the Bahamas, as well as race her to Bermuda in 2008, 2009 and 2010. In 2011, they undertook a three-week trip from Newfoundland to Greenland on *Morgan's Cloud* with John Harries, and have since spent a month sailing in the Chesapeake, as well as continuing to cruise and race locally in Charleston. They are planning to spend several months in the North East in 2013, where they will join the Maine cruise, and take part in the Marblehead to Halifax race.



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

## ARTHUR K. WATSON JR. (KIT)

New Canaan, CT

Spouse: Dianne

Yacht: Southern Ocean 80' ketch

*Too Elusive*

Proposer: Merle Hallett

Station: Boston



As a member of the Watson sailing family (father Arthur, and uncle Tom Watson), Kitt has been in an around boats since childhood. As a teenager in 1974, he spent 5 months sailing on Tom Watson's *Palawan* on its voyage from Camden, ME to Greenland, and developed a love of sailing offshore. From 1974 through 1980, Kitt skippered the family-owned yacht *Anjaca* in numerous New England regattas, including the Marblehead to Halifax and GMORA series. In 1980 he returned to *Palawan*, and spent much of the next three years aboard her on her passages to Greenland and Newfoundland. In 1984 Kitt purchased *Too Elusive* and set off on a three-year circumnavigation, setting off from Camden for Australia (which he circumnavigated), returning in 1988. Since then, Kitt has skippered the annual southern migration to the US and BVI, via Bermuda aboard a number of yachts, followed by extensive winter cruising throughout the Caribbean with family and friends. Those who observed Kitt handle his beautifully maintained 80' yacht in tight quarters in Baddeck to take on fuel and water during the recent Bras d'Or cruise can warmly endorse his seamanship and leadership skills. Kitt and his family

have always remained actively involved in promoting and supporting youth sailing endeavors, including the Hurricane Island Outward Bound program.

Affiliations: Camden YC; St. Francis YC; Bora Bora YC; Gulf of Maine Racing Association

## RONALD B. WEISS

Ridgefield, CT

Spouse: Martha (Marty)

Yacht: Little Harbor 46'sloop *Rocinante*


Sponsor: Jonathan C. Goldweitz, M.D.

Station: New York



Ron grew up in a sailing family and by the age of 12 he was single-handing the family's Rhodes 19, as well as cruising with his family on the New England coast. In his teens, Ron crewed on larger boats, first in local regattas and evening races, then graduating to middle distance and longer races such as the Block Island Race and Vineyard Race. While in college, he was part of Dennis Connor's Freedom/America's Cup team where he developed a photography-based sail shape analysis system, and worked with Boeing's Arvel Gentry at MIT on early

boundary layer physics research. After college, Ron served as tactician, navigator and/or watch captain on a number of successful boats, taking part in over 30 Vineyard Races, and as many Block Islands. In 1999 Ron and Marty purchased a Frers Competition 45' which they named *Crazy Horse* (nee *Brigadoon VI*), on which they raced and cruised extensively. Ron skippered her in two Newport-Bermuda races, placing 2nd in division in the 2008 race. In 2010, Ron and Marty donated *Crazy Horse* to SUNY Maritime College, where Ron mentors cadets in their offshore sailing program (they are currently ranked #3 in the country). In 2012, he led NY Maritime on their first Newport-Bermuda race in decades. In the fall of 2009, Ron and Marty acquired *Rocinante*, sailing her south from New York to the Bahamas in the winter of that year. They experienced some serious weather in this shakedown cruise, which convinced them that *Rocinante* was built to handle this kind of sailing with aplomb. In 2012, they cruised her up the New England coast, first to Massachusetts with the NYYC cruise, then on up to Maine, returning to their home port in the fall. Future cruising plans include the Caribbean, a Marion-Bermuda Race, and the 2013 NYYC and CCA Cruises to Maine. When they are not on the water, Marty enjoys riding horses and Ron participates in Sporting Clays and Trap Shooting.

Affiliations: NYYC (Sponsorship Committee); Storm Trysail Club; Young Mariners Foundation; The Buzzard's Society (for those with 10+ Vineyard Races). 

## 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 



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**298 Winslow Way W.**  
**Bainbridge Island, WA 98110**

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## *Deadline for Fall 2013 Issue is October 31*

### Calendar of Events

- |             |  |
|-------------|--|
| <b>2013</b> | <b>August 6-15, Maine, Club Cruise, GMP</b><br><b>October 23-25, Fall Members Meeting, San Diego, SOC</b>  |
| <b>2014</b> | <b>February 21-28, Utah Ski Gam</b><br><b>March 7, Annual Meeting and Awards Dinner, NYYC</b><br><b>March 15-16, Safety at Sea Seminar, Newport</b><br><b>June 20, Newport Bermuda Race</b><br><b>September 2-10, Desolation Sound, Club Cruise, PNW</b><br><b>October 16-18, Fall Members Meeting, Toronto, GLS</b> |
| <b>2015</b> | <b>March, Annual Meeting and Awards Dinner, NYYC</b><br><b>Spring, Cruise in the Caribbean</b><br><b>September, Cruise in the Ionian Islands of Greece</b><br><b>October, Fall Members Meeting, Bermuda, BDA</b>   |

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

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

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

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

