

Awards Dinner at New York Yacht Club

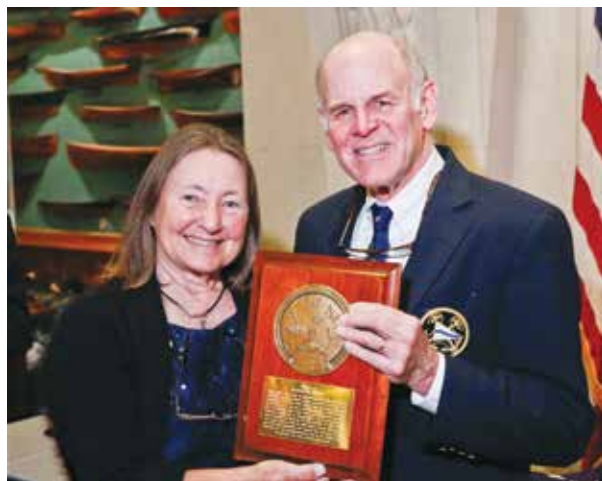
Blue Water Medal

Blue Water Medal

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

The esteemed 2013 Blue Water Medal was awarded to Jeanne Socrates (Ealing, West London, England) for her completion of a solo nonstop circumnavigation of the world on her third attempt. 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 Tad Lhamon at the annual CCA Awards Dinner on March 7 at the New York Yacht Club.

At the age of 48, when her children were grown, Socrates started sailing. She and her husband George began taking classes in dinghies and windsurfers and moved into cruising boats in 1994. In 1997, the two bought the 36-foot Najad 361 *Nereida*, and in 1999, they entered the annual Atlantic Rally for Cruisers, which takes participants on a 2,700 nautical mile journey across the Atlantic Ocean from the Canary Islands' Gran Canaria to St. Lucia in the Caribbean. It was in Grenada in September 2001 that, sadly, George was diagnosed with cancer. He passed away in London in March 2003.



Dan Nerney

Jeanne Socrates with Blue Water Medal award presented by Commodore Tad Lhamon

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Far Horizons and Charles H. Vilas Award

The Far Horizons Award

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



Dan Nerney

Tom and Dorothy Wadlow with the Far Horizons and Vilas Awards presented by Commodore Tad Lhamon

Tom and Dorothy Wadlow were awarded not one but two awards.

First they were awarded the 2013 Far Horizons Award for an admirable 18 years and 75,000 miles of cruising. The award is given to recognize specific members "for a particularly meritorious cruise or series of cruises that exemplify the objectives of the Club."

In addition, they were awarded the Charles H. Vilas Award for their beautiful article and photos "*Joyant* in Labrador" that was included in one of the recent *VOYAGES*.

In 1995, the Wadlows had their Chuck Paine designed Apogee 50 *Joyant* built at Able Marine in Mt. Desert Island. The boat was shipped to San Diego and outfitted before the couple took her south on a shakedown cruise to Mexico then north to Seattle.

In 1997, the duo embarked on a year-long cruise, which included Alaska's Glacier Bay, the Gulf of Alaska, and Prince William Sound. From there, the Wadlows cruised *Joyant* south to Baja (Mexico) and back north to San Diego where *Joyant* stayed until 1999 when the

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From the Commodore



Dear Fellow CCA Members,

As you read this, the covers are coming off our boats and planning for the spring and summer activities is well underway. News of our Annual Meeting and Awards Banquet in New York in March is past tense but the memories linger – after the round of meetings and elections, we were treated to a wonderful dinner in the New York Yacht Club Model Room, where Awards Chairman Bob Drew served as emcee. He presented our most prestigious award, the Blue Water Medal, to Jeanne Socrates for her fantastic nonstop single-handed voyage around the globe. Also feted were Tom and Dorothy Wadlow who received the Vilas Literary Prize for their *Voyages* article “Joyant in Labrador” and Finley Perry who received the Royal Cruising Club Trophy for his challenging cruise in Hudson Strait. The Richard S. Nye Award went to Steve Taylor, for his long service to the club including 12 years as Secretary and 16 years as database manager.

By now you will have received and surely enjoyed the delightful current issue of *Voyages* edited by Doug and Dale Bruce. Once called the *National Geographic of Sailing* this beautiful collection of articles written mostly by our members is a perfect companion while in a bunk underway.

Looking ahead for this year, we welcome Vice Commodore Jim Binch and Secretary Chris Otorowski to our team of officers, with sincere thanks to Chris and Shawn Otorowski for their service as *GAM* editors this past six years. And we thank our past Webmaster Dorsey Beard for her many years spent keeping our website up to date, and now welcome Michael Moradzadeh to this position. You can see what’s been achieved when you check out our new website at www.cruisingclub.org.

We’re poised for a season of activity on and off the water. When you take this new issue of the CCA *GAM* aboard for



Tad and Joyce Lhamon on their boat Lyric while rounding Cape of Good Hope

the summer, be sure to thank our new editors, Pieter and Joanna de Zwart, for volunteering to produce this publication. And shortly, you will receive the annual Yearbook, prepared again by Tony Will, with the assistance of Michael Moradzadeh; this will surely be a valuable companion as you begin the season afloat. And finally, give a loud thanks to our Club Treasurer, Peter Chandler, who manages to hold down a day job as well as to respond quickly and appropriately to any of the financial questions that come along for our Club.

Take a moment and reflect on the unique characteristics of our Club. In the CCA, unlike most other clubs, we share the common bond of sea voyages, friendships and stories, without the baggage of monuments – no clubhouse, no property. Wherever you see the CCA Burgee, you’ll find fellowship. At the Club level our gatherings will be:

1. Newport Bermuda Race, starting June 20.
2. Desolation Sound Cruise, British Columbia beginning September 2.
3. Fall Club Meeting, Toronto, beginning October 16.

As we have grown in recent years, now numbering almost 1,300 members, many of us seek participation at the station or post level, where crowds are smaller, more like the “good old days.” Periodic luncheons and station cruises, off-season winter events, and other activities provide ample opportunity for local gatherings wherever our stations and posts are located; see the website for details.

And speaking of those locations, it is a tradition that the Commodore attempt to visit as many CCA stations as possible. My predecessors have done a terrific job at that, and Joyce and I intend to do likewise, with a twist – since this is a Cruising Club, we hope to do it on our own beloved *Lyric*. Following the Desolation Sound Cruise, we’ll sail south down the West Coast this fall, and up the East Coast next spring and summer, with a detour out to Bermuda and back in the late spring. We look forward to visiting with many of you in your local waters; our fenders will always be over the side.

Tad



The CCA GAM

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Coming Up...Cruises and Meetings




Safety at Sea Seminar

June 18, 2014, Newport

This US Sailing Sanctioned Seminar is organized by the Cruising Club of America for Bermuda Race participants and it satisfies the requirements of most US-originated near shore and ocean races.


Contents of the seminar follow the curriculum provided by the ISAF Offshore Special Regulations and include topics of interest to both racing and cruising sailors: care and maintenance of safety equipment; storm sails; damage control and repair; heavy weather sailing; man overboard prevention and recovery; giving assistance to other craft; seasickness and hypothermia; search and rescue organization and methods; weather forecasting; life raft and life jacket demos; and communications. Speakers have been selected by moderator Ron Trossbach to provide a maximum amount of information in this day-long session. The certificate earned is issued through US Sailing and is valid for five years.

Please send any inquiries to safety@bermudarace.com

Participants will be notified of seminar address by May 1. 

of classic to high-tech offshore yachts are at the docks. Crews are enjoying the town and noted watering holes like the Black Pearl and the Candy Store. The New York Yacht Club's Harbour Court is also the site of the Race.

Headquarters staffed by many CCA volunteers. If there is interest we can arrange tickets to the Gosling Rum crew party on Wednesday and on Thursday a tour of the docks where some of the notable boats will be moored. On Friday, the Gam will get going at 1230 at the Inn at Castle Hill which is within a few hundred yards of the starting area. The first gun is at or close to 1250 with the first start at 1300. Box lunches and refreshments will be available from the Inn. Beach chairs or blankets are recommended. Carpool if possible, parking is first-come first-served so come early!

You can learn all sorts of things about the 2014 Race and past races from the website www.newportbermudarace.com. Hotels will be busy in June, but the area has a full range of accommodations. Check out www.gonewport.com for links and useful information about Newport and environs. For information check the CCA website or contact Jane Berriman at jeber-riman@gmail.com 

Bermuda Race Gam

June 20, 2014



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

Desolation Sound Cruise

September 2-10, 2014



Desolation Sound is the jewel of the inside passage between the British Columbia mainland and Vancouver Island. It is a cruising destination of renown and offers stunning vistas, surprisingly warm waters, secluded coves and the great history of its exploration. The Pacific Northwest Station is working hard to prepare for the Fall Cruise and a great series of events is planned. We will gather on the east side of Malaspina Peninsula at Okeover Inlet on September 2 to kick off the cruise. Other planned gatherings for the entire fleet will

follow with a rendezvous at the wonderful new First Nation's Lodge at Squirrel Cove on Cortes Island and a final event on September 10 at Gorge Harbour. The month of September offers the best window of the year for visiting Desolation. The crowds have largely dissipated, the days are long enough and summer weather often continues. There are never guarantees of sunshine but the chances are pretty good. The cruise book is well underway and will hopefully be informative and complete, allowing those new to the area to feel comfortable in the swift currents and deep waters of the area. Those in the PNW Station will do all we can to guide and welcome everyone to our special part of the world.



Charles Guildner II

At this writing the Fall Cruise is fully subscribed with 200 participants and approximately 60 boats participating. The waiting list is being managed by Cruise Chairs Brian and Mary Alice O'Neill and questions regarding it should be directed to them. For those who are signed up, please check the website for updates and look forward to receiving the cruise book well before you head out. It promises to be a wonderful event.

Douglas Adkins, Publicity Chair

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.

2015 Caribbean Cruise

Plans for the 2015 Caribbean cruise are coming together. The dates have been moved up one day. The NEW dates are Friday, March 20 through Friday evening, March 28; and the cruise begins at Captain Oliver's Resort and Marina, on St. Martin in the Leeward Islands. Here is some additional information to help "wet your whistle" for this exciting adventure next spring—now less than a year away!



Caribbean anchorage

Yacht-transport.com

OUR ITINERARY:

DAY 1, Friday, March 20: Afternoon: Check in/board charter yachts at Moorings/Sunsail at Captain Oliver's, Oyster Pond, St. Martin

Evening: Kick-off cocktail and dinner event at Captain Oliver's

DAYS 2-3, Saturday-Sunday, March 21-22: Open itinerary. We will provide lots of suggestions on places to go and things to do.

DAY 4, Monday, March 23 Optional Rendezvous/Dinner in Road Bay on the North side of Anguilla (about 20 NM northwest of St. Martin). Road Bay (British) is the main port of entry for Anguilla with a large anchorage.

DAY 5-6, Tuesday-Thursday, March 24-26: Open itinerary

DAY 7, Friday, March 27: Final Rendezvous/Dinner in Marigot Bay, St. Martin (French side). Marigot is a port of entry for St. Martin's French side, has a large anchorage, and also several marinas (Port St. Louis in Marigot Bay; and several others nearby in Simpson Bay Lagoon, which is accessible from the south end of Marigot Bay through a canal with a lift bridge).

DAY 8, Saturday, March 28: Cruise ends; charter boats to be returned to Captain Oliver's in Oyster Pond by 11 am.

OUR TIMING/OTHER LOCAL EVENTS: The dates chosen for the cruise avoid Easter (April 5), College Spring Break (likely March 9-13), and the St.

Martin Heineken Regatta (March 5-8). The St. Bart's Bucket Regatta is March 19-22.

SIGN UP! For those of you who have not yet signed up, now is the time! To sign up, simply scroll down to the "Pay your reservation fee here" button at the bottom of this update. And below this button, you can keep track of those who have signed up already. You can also find a "Pay your reservation fee" button on the calendar on the left side of your CCA sign in screen, below the button for the CCA 2015 Caribbean cruise. The reservation fee of \$150 per person will ensure your inclusion in the fleet.

CHARTERING? Barb Daetwyler at Moorings/Sunsail awaits your email or call to reserve your boat at Captain Oliver's. Contact Barb by email at barb.daetwyler@moorings.com, or by phone at 888-703-3173, or 727-530-5424, ext. 13308. Barb can work with you to extend your charter either before or after the cruise. Barb's office also has a travel desk that can help you with flights—just ask her to connect you when you contact her.

READ UP! There are two very good publications we recommend that you consider purchasing for your cruise. The first is the brand new, 13th Edition of Chris Doyle's *The Cruising Guide to the Leeward Islands*, considered by most to be "the bible" for cruising this area. For those of you chartering boats, Moorings/Sunsail has told us that this book will be on the charter boats, but we imagine many will want to get their hands on the books long before they arrive in St. Martin.

The second book, also by Chris Doyle, is *Leeward Anchorages*, which features aerial views of the most popular anchorages in the Leewards, with helpful graphics to get you safely into the anchorage.

If you are interested in purchasing one or both of these books, please email Marty Weiss at marthajweiss@gmail.com. If we have enough interest, we will contact Chris Doyle (a CCA member) to see if we can get a volume discount on purchases of these books through his website, www.cruisingguides.com.

Chris Doyle also has a website that enables you to download **GPS waypoints** directly to your GPS. Go to www.doyle-guides.com, where he has posted the waypoints and a link to the appropriate software.

The paper **charts** you may wish to acquire are IMRAY charts, and are available through www.imray.com (this web-site provides chart corrections, too). The main chart that covers the areas where there will be cruise events (St. Martin and Anguilla) is **Chart A24** (St. Martin, Anguilla, St. Bart's).

For those thinking of venturing further, **Chart A25** covers Saba, St. Eustatius (aka Statia), St. Christopher (aka St. Kitts), Nevis, and Montserrat; **Chart A26** covers Barbuda; and **Charts A27 and A271** cover Antigua. For a larger scale view, **CHART A3** covers Anguilla to the north, all the way south to the north half of Dominica.

GETTING IN: IMMIGRATION AND CUSTOMS. For those of you who have cruised in the Caribbean before, you know that clearing in and out can be a hassle, given that each little island can be, or be governed by, a different country; and that everyone there is on "island time". We are *cautiously* optimistic that things are improving a bit, at least where this cruise will take us, and that on-line electronic clearance may be possible. Just be sure to have the correct courtesy flag for each island/nation you plan to visit, and a yellow quarantine flag. (For charterers, we are checking to see which flags Moorings/Sunsail provide). *We promise we will provide you with the latest information before you sail, and that we will try to make this as simple and smooth as possible!* 🇺🇸

2015 Ionian Islands Cruise



IONIAN ISLANDS

Now is not too early to begin making your plans to join us in the Ionian Islands of Greece in September 2015. Over 250 people on 50 boats have already indicated initial interest in the cruise by logging into our online survey. (<http://tinyurl.com/CCAIonianSurvey>.)

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



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

Consider your options now and be established on our early notification list. It is tentatively planned to limit the confirmed cruise participants to 250 people



and 50 boats. Confirmations and deposits will be solicited in a few months for what is likely to become an over-subscribed cruise.

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Cruising Guides to the Canadian Maritimes



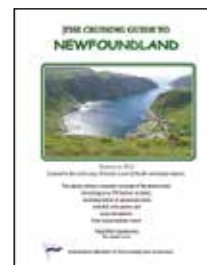
There are new editions to the *Cruising Guide to the Nova Scotia Coast* and the *Cruising Guide to Newfoundland*, both are dated January 2014. Our other two guides, the *Cruising Guide to the Labrador* and the *Cruising Guide to the Gulf of St. Lawrence*, are as of 2012. Go to www.pilot-press.com to find who carries these guides and/or to download the latest updates for each guide.

These guides came about in 1950 when Charles Bartlett commented to a group of CCA members in Boston after two summers of cruising the Nova Scotia coast that he and his crew were unhappy that there was nothing available to give them some idea as to which were the attractive and safe harbors and which were not. His point was that the cruiser with limited time cruising an area appreciates a few tips from those who have been there before.

As a natural offshoot of the *Cruising Guide to the Nova Scotia Coast*, in 1955 the *Cruising Guide to Newfoundland* with some material on Labrador was published. In 1983 the Labrador section became the *Cruising Guide to The Labrador*, a stand-alone publication and in 2010 the *Cruising Guide to the Gulf of St. Lawrence* began its second edition.

Don't forget the Chart Loaning Service if you are cruising in northern European or North American waters and want to borrow paper charts.

Sandy Weld, Chairman Chart Loan Service 🇺🇸



Bonnell Cove Foundation Awards \$36,000 in Grants

As we all know, the sea is a place of wonderment and peril. The mission of the Bonnell Cove Foundation reflects both by supporting the environmental awareness of the waters and shores, and diminishing the risk of venturing at sea toward near and far horizons. With this in mind, the Trustees award grants to 501(c)(3) nonprofits that are making measurable progress in marine research and education or in the improvement of safety at sea practices and equipment.

The Trustees would like to thank the CCA members who generously donated nearly \$30,000 over the past year. Information about the Foundation and the grant application process is on the CCA website.


In March, Bonnell Cove awarded \$36,000 divided among five worthy organizations:

Assemble (a not-for-profit creative studio, Washington, D.C.): A \$10,000 grant will further the development of a traveling, young scientists' "sea chest" to assist educators in teaching science curriculum by establishing the connection between the oceans, food supply and sustainability.

Bayshore Center at Bivalve (a youth and adult educational institution focused on the history, culture and environment, Port Norris, N.J.): A \$1,000 grant will purchase a neuston net for coastal water sampling aboard the restored oyster schooner A.J. Meerwald of Delaware Bay.

Hurricane Island Foundation (the developer of an island-based sustainable educational community, Rockland, Me.): A \$10,000 grant contributes to off-the-grid, low impact facilities necessary for the educational and research programs on the famous Maine island.

Schoodic Institute at Acadia National Park (a partner of the Schoodic Education and Research Center, Winter Harbor, Me.): A \$5,000 grant supports a modern, 30-foot sailing vessel that will advance data collection and educational opportunities in Frenchman Bay.

World Ocean School (shipboard academic programs on the schooner Roseway, Camden, Me.): A \$10,000 grant covers SOLAS-level, navigational equipment for improved offshore capability. The programs benefit students of all ages in the Caribbean, South Carolina and New England. 



Courtesy of Hurricane Island Foundation

CCA Membership Standards

Prior to the Rear Commodores' meeting in New York, Commodore Lhamon asked each RC for his thoughts on what is important to their respective stations. Virtually all included "new members" as a priority; most emphasized that they were seeking younger members, and also that we should maintain the CCA's high standards. We on the Membership Committee are eager to do everything we can to further these goals, so it is timely for me to remind all members of what the club expects, and what it does not require.


The CCA insists that a candidate have "at sea" experience, and not just be a coastal cruiser or racer, however skilled and dedicated he may be, and we define "at sea" as passages of at least 2-3 days' duration. The candidate must have shown command skills, but he need not have been the skipper. The long-standing phrase is

"capacity to command, navigate or hold a responsible position." Many of our members cruise with 2-4 people, often with each standing a solo watch – in most such cases, each person might have considerable responsibility, though the Committee expects to hear the details on the proposal form and in the letters. We also understand that younger candidates may not have the same amount of experience as older ones.

Of course, we want to ensure that the candidate's at sea experience is credible. Sailing with a candidate is, of course, an excellent way to ascertain his abilities, but it is not the only way. In past years, the membership standards asked that a candidate have sailed with his proposer and seconders, but this was from an era where the Club's fraternity was smaller and more homogeneous. Our membership is much more diverse now, and not only geographi-

cally, and we do not require that a candidate have sailed with his proposer. If, for example, a couple has made a long cruise or passage with some challenging conditions, and arrived with the boat in good shape and the crew still amicable, that is good evidence of both seamanship and personality. The Membership Committee wants to ascertain a resume's credibility by any means available, so if you come across someone who appears to have "the right stuff", don't hesitate to bring it up to your station membership chairman.

For many years, the CCA has specified that a candidate's experience must be current, and the Committee will not recommend a candidate who has not been "at sea" in recent years.

Bill Cook 



Bermuda

Station members have been busy over the winter working with the Royal Bermuda Yacht Club and the CCA Bermuda Race Organizing Committee getting ready for the 2014 Newport to Bermuda Race taking place in June. Entries for the race have been coming in well this year and it promises to be one of the larger race fleets. This always provides challenges at the Bermuda end but preparations are well in hand.

The stations Quarterly luncheon meeting was held at the Royal Bermuda Yacht Club on the first day of spring. Members were brought up to date on preparations for the Newport to Bermuda Race and volunteers signed up as post-race inspectors. Rear Commodore Stephen Kempe and Jim Burnett-Herkes will be giving a "short course" to the volunteers before the yachts arrive in Bermuda.

The Station congratulated Jonathan Brewin on his election, at the CCA Annual meeting, to the Board of Governors. It was also a pleasure to welcome Tom Vesey who has been living and cruising extensively in British Columbia in his Freedom 44 *Jack-rabbit*. Closer to home, Nick Weare and Susan on *Magic*, Derek Rattery on *Alida* and Jon Brewin on *Big Bear* have all, been sailing in the Caribbean at various times this season.

Jim Burnett-Herkes 

Boston

Boston Station members filled the upstairs of the handsome Dedham Polo Club on a Thursday night in November to lift a glass, enjoy a repast, watch the awarding of two fifty year CCA Medals, and pipe aboard our new Rear Commodore, Steve Taylor. Commodore Dyer and Boston Station Rear Commodore Howland presided.

With some seventy members in attendance on a clear and warm evening the upstairs bar was filled to capacity with conversations overflowing into adjoining rooms. Once Rear Commodore Howland announced the serving of dinner,



Past RC Bill Cook presenting a thank you to RC Kin Howland

we all were served a deliciously spiced pumpkin soup, and roasted chicken with roasted veggies. Red and white wine were included with dinner and all at our table agreed that Tim Surgenor, the Station's Entertainment Chair, runs a tight ship.

Commodore Dyer spoke briefly of the upcoming Newport Bermuda Race and encouraged member participation; also mentioned were plans for the 2022 celebration of the Club's founding. RC Howland introduced several past Club Commodores: Sheila McCurdy accompanied by David Brown, Ross Sherbrooke and Kathleen, Jim Harvie and Ruthie. Several past Rear Commodores of the Boston Station at the tables included Bill Cook, Nancy McKelvy, Rob Kiley, Brad Wil-



Past Commodore Sheila McCurdy, David Brown, Ruth Harvie listening

applause for his many years of contributions to the Club and to the Gulf of Maine Post. Steve Parsons was unable to attend but will receive his medal at a later date.

The major event of the evening was the announcement by nominating chair Bill Cook that the square Burgee of the Rear Commodore of the Boston Station would now be in the hands of Steve Taylor. Rear Commodore Taylor has meritoriously served as the Club's Secretary for the past decade and overseen the elevation of our Club's published magazines and books to a level that is the envy of many larger organizations. Commodore Taylor did not apprise us of his plans for the next two years, but we may be sure to see his new flag flying from *Meridian's* mast head at all of our gatherings and gams. Past Rear Commodore Nancy McKelvy pinned



Former yearbook editor Jean Myer poses with current editor Tony Will

Garry Schneider

Garry Schneider

Garry Schneider

News from Stations & Posts

Boston continued

on the Commodore's new flag pin in the accompanying photo.



Garry Schneider

Past RC Nancy McKelvy placing the RC pin on Steve Taylor's jacket

Newly installed Rear Commodore Steve Taylor and Entertainment Chair/Secretary Tim Surgenor brought the Boston Station's Winter Dinner to Weston's Henderson House. For a number of years the Station has used this location for our New Members' fall dinner and we felt just as welcome in January. The fire in the great hall was a focal point for some forty mem-



Garry Schneider

Proposed member Abbott Reeve and his wife Kay talk with Commodore Dyer

bers on a cold night. The hors d'oeuvres were generous, as were the drinks and the dinner that followed.

As a special treat for the evening, Kathy Patterson, manager of the Ocean Science Exhibit Center of the Woods Hole Oceanographic Institute gave us an informative slide presentation summarizing some of Woods Hole's history. Many of the slides were aerial views of the various buildings and ships of the collaborative that brings many different Oceanographic entities together to share facilities, faculty

and their growing knowledge of the sea. Our thanks to Ted Brainard for arranging to enhance our knowledge of WHOI.

In attendance were Rear Commodore Taylor and Tami Honey, Commodore Dan Dyer and Mimi, past Commodore Ross Sherbrooke and Kathleen, past Commodore Sheila McCurdy and David Brown,

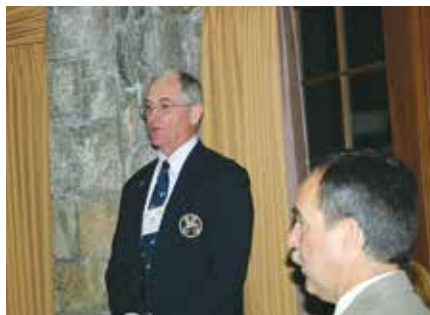


Garry Schneider

Nancy McKelvy, Jean Myer talk with Tom Walker

past Rear Commodores Kin Howland and Nancy McKelvy, Ted and Liz Brainard, Dev Barker, Rick and Nonnie Burnes, Sam and Gerry Gray, Ernest Godshalk and Ann Noble-Kiley, Robert MacLeod, Steve McInnis and Nancy Jamison, Jean Myer, Kathleen O'Donnell, Karl Schoettle, Tim and Charlotte Surgenor, Tom Walker, Tony Wills, Garry and Leslie Schneider and guests Abbott and Kay Reeve.

Those who are familiar with the Boston Station will know of the famous Rats Club lunches, held on the third Friday of the month during win-



Garry Schneider

RC Taylor mentioning past and present officers present with Tony Will in foreground



Garry Schneider

Speaker Kathy Patterson of Woods Hole Oceanographic Institute

ter months, at times with speakers. As of December a new location at #3 Boylston Place in Boston, a few doors from its previous meeting place at the India Wharf Rats Club was necessitated, and Chris Knight noted: "Rats are adaptable omnivores and will survive the move, as itinerant rats have for millennia".

The Station will gather together for a lunch at Dedham on April 18th and a Spring dinner on May 8th.. RC Stephen Taylor has solicited input from his committee members and welcomes comments and suggestions from the Station membership. The CCA's award this March of the Richard S. Nye Award to Stephen E. Taylor is well worth reading. We are fortunate to have such leadership in our Station.

Thirty-four rugged souls braved a scenic, if non-threatening, snow storm to gather at the home of past Commodore Jim and Ruth Harvie the second Saturday of January. The size of the crowd, despite the reported lure of some football game to watch, attested to the Harvies' well-earned reputation for hosting a fine party. Word of the gam had spread as far south as Boston and west to San Francisco, attracting the Boston Station's new Rear Commodore, Steve Taylor and his delightful friend, Tami Honey.

The Gulf of Maine Post's keg was adequately mixed and accompanied by numerous bottles of wine and beer, all laid out in the Harvie's Great Hall, née garage. Hors d'oeuvres included a couple of pounds of shrimp, aged cheeses, and a marvelous platter of smoked salmon with



News from Stations & Posts



Boston continued

sour cream and capers. Surprisingly, a line quickly formed when large casseroles appeared in the kitchen along with an

John and Tania Chandler, Doug and Dale Bruce, Brad and Ann Willauer, Peter and Marina Passano and guest Bruce Schwab and lady, Charlie and Tinker Whittier, Ted Haffenreffer, Max Fletcher,



Phil Wash

L to R: Erwin and Dianne Wanderer, Erik De Jong, Thelma Costello, Wilson Fitt and Peter Watts

with terrific views and, that day at least, a brutal wind. A bald eagle hovered on the updrafts off the cliffs as we huddled in the trees to eat our lunch before setting out on our way back. We re-convened at Peter and Barbara Watt's wonderful home to refuel with drinks and food before joining the rest of the Station members for supper and conversation."



Phil Wash

Photo of Cape Split

This year at our winter gathering we were delighted to have Ted and Liz Brainard (*Curlew*) join us from Marion, Ma. (BOS Station). We welcomed two new members – Bill Greenwood who will be entering his second Newport – Bermuda Race aboard *Airborne IV* this June and



Wilson Fitt

Erik and Ekaterina de Jong



Garry Schneider

Left to right: Front row: Jim Harvie, Leslie Schneider, Max Fletcher, Peter Passano, Paul Rogers, Steve Taylor, Bruce Schwab and lady, Abby Smith, Nikki Tofield.

Middle row: Ann Willauer, Phyllis Paris, Harriet Tobin, Ruth Harvie, Brad Willauer, Dale Bruce, Marty Rogers, Doug Bruce, Marina Passano, Charles Whittier and Ted Haffenreffer
Rear: Frank Cassidy, Tami Honey, Mike Smith, Susi Homer

array of greenery and bread. The Swedish meatballs were carefully counted out in interest of fairness but the lasagnas, especially one containing eggplant, went away heaped high on our plates. Desserts were in fine Club tradition. Conversation and food flowed smoothly as we moved from living room to kitchen and back.

Since our Post Captain, Steve Tofield was in South Africa on a mission of mercy, and Post Secretary, Maggie Salter, was on her sailboat in the Caribbean, a past post captain introduced Rear Commodore Taylor. Steve spoke briefly of his gratitude to the Harvies for their support of his sailing endeavors both before and after his joining the Club, and expressed thanks to them from all of us for another lovely evening in their company.

Those in attendance included: Jim and Ruth Harvie, RC Steve Taylor and Tami Honey, Nikki Tofield, Paul and Marty Rogers, Peter and Liza Chandler,

Susi Homer, Frank Cassidy, Mike and Abby Smith, Harriet Tobin, Garry and Leslie Schneider, Jay and Phyllis Paris and Kevin and Sheila McManus (guests of the Harvies).

Garry Schneider, Historian

Bras d'Or

Starting with our annual winter social, Wilson Fitt (*Christina Grant*) writes:

"Some of the Bras d'Or Station members have fallen into the habit of taking a moderately strenuous hike before the regular January gathering of the Station at the Blomidon Inn in Wolfville. Those of us who participate think it entitles us to drink and eat with greater enthusiasm and righteousness than the non-hikers. This year seven of us walked to Cape Split, about five miles each way along a track through the woods, on a cold day with enough loose snow underfoot to make the going a bit of a slog. The hike ends on a barren headland

Bras d'Or continued

Erik De Jong who will be going to the High Arctic aboard *Bagheera* this summer. For the Greenland and eastern NW Passage portions of this voyage Erik will be accompanied by a National Geographic expedition film crew.

Also at our winter gathering we awarded Rick and Bonnie Salsman (*Aisling I*) with the Millennium Bowl for their contributions to our Bras d'Or Station and excellent writings of their recent Mediterranean adventures.



Rick and Bonnie Salsman

Charles Westropp (*Wind Free*) was recognized for his ten years of excellent work editing the *Cruising Guide to the Nova Scotia Coast*. The latest version is complete and Sandy Weld has published it and it is now available in all the best nautical book stores. All the fine guides that Sandy publishes have annual updates available on line at www.pilot-press.com. Our RC Sandy MacMillan will be continuing this important work and welcomes contributions (sandymacmillan@gmail.com) from CCA members sailing in our waters. In a recent email, Charles reports: "I am off to Newport RI for a spot of training as an inspector for the Newport Bermuda Race next week. The safety regulations have been much improved and made more "North American," hence the need for a training update. This is my fifth race as an inspector and I find it a most worthwhile and enjoyable task helping to keep our race safe."

Judy Robertson (*Semper Vivens*) sent the following recent update: "Also organized for Keri Pashuk and Greg Landreth to do a slide talk of ventures in Greenland, Labrador and Antarctica and southern islands. This is a link to an article <http://www.alpinist.com/doc/web11x/wfeature-nautical-series-greg-landreth-keri-pashuk>

I am actually going to join them in Chile in April to do about 1400 nautical miles through the fjords ending in Puente Arenas. We are in Saint John now en route to New York to the annual meeting and then my daughter Marine and I will continue on to Panama where we hope to find a boat to go on to do the Panama Canal!"

We recently had an update from Sam Rogers and Suezan Aikins: "Hello to all of you dear ones from the upper reaches of the Chindwin River, where we loved being river gypsies with Soe Paing. The travel and accommodation can be a little rough, but we are used to it and the daily great

new adventures make it so worthwhile. We are currently in Mawlaik which is the old western Burmese British logging center and site of the emergency evacuation of thousands of Brits and Burmese from



David Arenburg's Piper Cub

the approaching Japanese in World War II, who scrambled many hundreds of miles through wild jungle and over the rugged Naga mountains, trying to get to safety in India."

Hans Himmelman (*Delawana*) will be leaving for Vigo, Spain on June 28 with plans to cruise that area in September. Then in the spring of 2015 he will return to Nova Scotia via Horta, Azores. Our RC Sandy MacMillan will be on board for the transatlantic leg to Spain.

This summer, Dennis Linton (*Carpe Diem I*) is joining the Royal Nova Scotia Yacht Squadron Cruise to the Magdeline Islands and the Bras d'Or Lakes.

Short accounts by Jim Evans (*Nellie Lamb*) of his recent adventures, Ernest Hamilton (*Glooscap II*) of his Maine CCA cruise last summer and by David Arenburg (*Sable*) of a soft landing in his Piper Cub this winter.

Al Bishop, Historian 

Buzzards Bay

The primary venue for members of the Buzzards Bay Post over the fall and winter has been the lunch table. Bob Morris, as usual, was an exception. He reports that *Apogee* crossed from the Canaries to Grenada in December with Skip Garfield and Frank Cassidy as crew. Also aboard was Calvin Underwood, a young man sponsored by the Ocean Cruising Club in their Youth Bursary program. *Apogee* is in Les Saintes and will be returning to Cape Cod in May.

Speaking of the OCC, they invited members of our Post to join them for a lunchtime talk at the Naval War College in Newport in December, where a professor made a presentation about new developments in the world of open ocean piracy, with particular emphasis on current pirate activity off both the east and west coasts of Africa. A good turnout in a very interesting venue. The "take away" for us was clearly "Don't Go There." Before that, there was a lunch the day after Thanksgiving at the old Kinsale Inn in Mattapoisett, now known as the Inn on Shipyard Park but unchanged in look, feel and choice of beers on draft.

Buzzards Bay continued

In January, Fin Perry gave a terrific slide show and talk at the Beverly Yacht Club entitled “Hudson Strait – Why Would Anyone Go There?” It left many with the answer to that question, but some still pondering it. February brought Bill Hickman to the BYC with a short movie of the 1952 Bermuda Race. It had been professionally filmed aboard Bill Snaith’s *Figaro IV* and provided a fascinating look at the top of the line racing vessels of the day. Much of course has changed in that department, but the pre and post race hustle and bustle in Newport and Hamilton seems to have survived unchanged. February also found Sandy Weld representing our Post on the ski slopes with the Club. He reports that “the snow conditions were just like what I left in New England, hard packed and well groomed. In six days many of us skied five different resorts. It was good fun with a big snow storm arriving the day after we left!” March 28 brought Halsey Herreshoff to the BYC with a slide presentation about the America’s Cup racers in San Francisco, and attracted a good turnout of 24 members. The Annual Dinner of the Post, which once again will be held at the Hope Club in Providence thanks to our own Kin Howland, is scheduled for April 11 and we will be treated to some old film footage of pre-war America’s Cup racing including a short, unique clip taken on board *Ranger* which Zene Bliss is going to bring. With the crocuses now up here in New England, all are beginning to think about Spring launching.

Chesapeake

SPRING CAN’T COME TOO SOON!

It has been a long hard winter on the Chesapeake, as it has been for much of the country. Ice on the water severely limits frostbiting! And on December 4th the tragic death of one of our most active and treasured members, Ned Shuman, from a fall on his boat put a further chill on the season. Out of respect for Ned, the usually festive Christmas luncheon was canceled this year.



Everglades Challenge 2014 starting line Mullet Key, Tampa Bay

We resumed regular monthly luncheons at Annapolis Yacht Club on January 14 with 25 attending. Rear Commodore Tad duPont explained the new trophy planned as a memorial to commemorate Chesapeake Station members who had taken their own boats in two or more Newport-Bermuda Races during their sailing careers. The trophy is a tiered wooden base with individual nameplates topped by an open sextant box with a trophy inscription in the lid. Jim Thompson donated his personal sextant, and a committee labored both here and in the CCA archives at Mystic Seaport to compile the names of departed members to be honored, 28 since the Station was founded in 1948.

The February 11 luncheon on was an early celebration of Valentine’s Day with spouses invited. This mid-winter reunion attracted forty-seven members and guests who enjoyed a beautiful view of Annapolis harbor from the Bridge Deck of the Annapolis Yacht Club. During the regular “safety moment”, Jon Wright of Chesapeake Station, who oversees the safety of Naval Academy yachts sailing offshore, presented fifteen important criteria for preparing for bluewater sailing. He has had lots of experience inspecting boats for the Newport-Bermuda race and kept his audience enthralled. The Valentine conviviality lasted well into the afternoon with lots of conversation over second cups of coffee.

Rod Price

March 11 found the Station lunching in the Skipjack Room on the dock level of AYC. The Skipjack Room features a collection of yacht models in display cases, with an actual Skipjack hull, bowsprit and all, serving as a bar. Fleet Captain Bob Mathews presided in the RC’s absence, recounting his visit to the New York YC for the CCA Annual Meeting. Jahn Tihansky, one of our newer Station members who is head coach of the

Naval Academy’s varsity offshore sailing team, provided a good deal of hilarity describing his latest crewing experience. He just returned from sailing with a Florida friend in the 2014 Everglades Challenge, a 300-mile race from Tampa Bay to Key Largo. They were sailing a highly



Everglades Challenge 2014 starting line Mullet Key, Tampa Bay

Simon Lew

modified Flying Scot with four downwind sails plus oars. This very unconventional race starts from the high water mark on Mullet Key when a bagpiper begins to play. Canoes, kayaks and all sorts of sailing craft must be launched and portaged by their crews without help, check-in at three checkpoints along the way but sail-




Everglades Challenge 2014 starting line Mullet Key, Tampa Bay

Simon Lew

Chesapeake continued

ing any route they choose. They can go ashore to sleep if necessary and jump overboard to walk the boat over any shoals they encounter. When the wind quits, they can row, paddle or get out and push. Needless to say, it draws some very competitive, determined and ingenious sailors. If you would like to see Jahn's excellent video of the race, go to <http://www.youtube.com/watch?v=gysVX948iKY> for Section 1 and <http://www.youtube.com/watch?v=MWeCxU0--Cs> for Section two. It is a very different kind of sailboat racing, but obviously a lot of fun!

Fred Hallett, Historian 

Essex

The Essex Station is looking forward to spring. We have had an unusually long, cold and snowy winter. The February 4 Potluck Supper had to be postponed as there was no parking in the lot at Mason's Island Yacht Club due to the amount of snow. With any luck March will be a kinder month and will "go out like a lamb" and allow us to get to the tasks of preparing our boats for launching.

Our Annual Meeting on December 3 was held at our usual spot, the Essex

Corinthian Yacht Club where we have held our annual meetings since the 1940s. Sixty-seven members and guests attended. Helping us celebrate were National Commodore Dan Dyer and his wife Mimi, who sailed around the world with Dan on *Rabbit*, their Tartan 37' Black Watch and Henry H. (Harry) Anderson Jr. (BDO) long time member about whom the book *The Strenuous Life of Harry Anderson* by Roger Vaughan was just published.

The elected officers of the Station remained the same with the exception of the Secretary, to which office Bob Green was elected. Our past Secretary Peter Littlefield served for a number of years, and we thank him for a great job well done. Sean Saslo was appointed Entertainment Chairman, taking over from Bob Green. He will be assisted by Mark Ellis and Denis Powers. Denis will have the additional responsibility of "Keeper of the Keg." It was decided that this year the B. Bruce Edmonds award for Excellence and the Vernon Merritt Farthest East trophy would not be awarded.

Also at this meeting Robert Drew, Past Commodore and current Awards Chairman announced that the Far Horizons Award and the Charles H. Vilas Literary Prize would be presented to Tom and Dorothy

Wadlow at the March 7 National Meeting at the New York Yacht Club. The Far Horizons award is for the 79,000 +/- miles which Tom and Dorothy have travelled on *Joyant*, their 1995 Apogee 50' sloop. The Vilas prize is for their article in *Voyages* – "Joyant in Labrador."

On November 2, *Joyant* left to go south – way south – to Chile. First to Jamaica, and then on to Panama. After a short visit home to CT for Christmas they returned to Panama. It was a family-crewed passage through the Canal to Perlas Island. After their family left, Tom and Dorothy were joined by Frank Bohlen for the long passage down the west coast of South America to Iquique, Chile.

On December 14 many Essex Station members travelled to the Ocean Cruising Club event at the U.S. Naval War College in Newport, RI. Despite the bitter cold and snowy day we had a very nice lunch at the Officers Club and Topside Bar, followed by a talk on piracy given by Dr. Andrea J. Dew, Co-Director, Center on Irregular Warfare and Armed Groups. After the lecture we were given a brisk tour of the facilities and a very interesting guided tour of the Museum of the War College.

On February 7, 2014, Paul and Carol Connor invited a few station members for a Ski Gam weekend at their house in West Dover, VT. Mike and Carol McBee, Paul Hamilton and Patti Young, Sandy and Sydney van Zandt and your scribe and Dianne Embree all made our way to the snow covered Green Mountains. The weather was bitter cold, but fine for cross-country skiing, snow-shoeing and downhill. Paul's wood pile is somewhat lower and the recycling bin is a lot higher. The galley turned out memorable breakfasts and terrific dinners, all contributing to a fine Gam.

Our 3rd Thursday of the month lunches, September through June, continue to be popular with our station, as well as with members and guests from outside our area. The lunches are held at Brewer's Pilots Point Marina Yachting Center, north or south yards, in Westbrook, CT, unless the pipes are frozen, then we go to the Dauntless Club in Essex. Please contact Bob Green at robertagreen321@me.com for details and reservations. You will like the



Carol Connor

February ski weekend in VT for a few Essex station members at Paul & Carol's West Dover farmhouse. Left to right Carol and Paul Connor, Mike and Carol McBee, Jeb Embree, Sandy and Sidney Van Zandt, Dianne Embree, Paul Hamilton and Patti Young.

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Essex continued

price. Soup, wraps, chips, dessert (usually made by Sue Dickerson) and open bar, all for \$15.00, if you reserve ahead. Looking forward to seeing you.

Jeb Embree, Historian

Florida

Greetings from the ageless Florida Station, where the sun shines and the temps are warm in the winter. That's one of the reasons why some of our members who would normally be making offshore passages are on the beach. Having said that, several of our members have enjoyed, or perhaps endured, a productive cruising itinerary as well as a number of get togethers ashore and afloat.

Pam Wall, who recently lost her delightful young daughter Samantha, Sammy, to cancer and also lost her husband, Andy, the Australian gentle giant, a few years ago, writes that she and her son Jamie are once again sailing their beautiful sloop *Kandarik*, Dancing Kangaroo in Aborigine, with a sadly reduced family. "Sammy and Andy are both in the clouds watching us and thrilled that we are sailing again". This writer can attest to their sailing, rigging and building skills, having cruised in company with them on countless Bahamas cruises.

Milt Baker reports that *Bluewater*, his and Judy's Nordhavn 47, is on the hard in Palm Beach getting her mechanical nine year refit so as to get ready for the next



Rum Keg Gals: Jane Anne Knowlton, Brooke Talliaferro, Barbara Watson, Renée Athey, hostess Sandy Ripberger, Tricia Billings and Peggy Krippendorff

decade. *Bluewater* has served the Bakers well and has seen a lot of serious blue water, no pun intended, in many ports near and far.

Tom Kenney writes, about his cruise from Turkey to the Canaries. In the early summer of 2013 it was time to start home to US waters after six years in the Mediterranean. His Westsail 42 needed a rest and some TLC so a few crews were rounded up for the slog up the Med to Spain, about 2,000 nm. They left SW Turkey and sailed out to Rhodes and stayed a week seeing the great sights in this ancient port while anchored out. They made their way down the coast of Crete to Santorini,

site of the great volcano that wiped out the Minoan culture about 1,500 BC. They climbed the mountain and looked down on their tiny yacht below. Late afternoon found them off to Milos and the Peloponnesus to their crew change in Corfu. They took the inside route up the pre-Christian era canal. A day sail later they were in the new marina at St. Maria di Luca which is on the heel of the boot of Italy. Southern Italy was quite warm but charming and rustic after the

rest of Italy. Their passage through the Straits of Messina was rewarded by a couple of days in Reggio, another jewel in the crown of the far south. Their route across the top of Sicily went rapidly and with an overnight they were in Southern Sardinia. Here they met the auto pilot genius who was able to repair the unit which came in handy for the two day passage to the Balearics! They day-hopped down

the Spanish coast looking for a good spot to leave the yacht till the next leg. Almeria met all the requirements he was looking for: security, access and a charming town.

In January 2014 they returned with a new crew for the 900 mile fetch through the Straits of Gibraltar down to the Canaries. They provisioned, painted, fixed and launched the boat in

three days and were off motor-sailing the coast to Gibraltar. Weather forced a four day stay in Malaga after which they got underway. They experienced cool days



Rum Keg Guys: Skip Barlow, Joel Taliaferro, Tito Vargas, RC Don Krippendorff, David Knowlton, Art Billings and host Bill Ripberger



Rum Keg: Jane Anne Knowlton, RC Don Krippendorff, David Knowlton



Pig Roast: Steve James, Milt Baker

and cold nights, this was not t-shirt and shorts weather! They missed the turn of the tide and spent a couple of days thrashing around in the mouth of the straits out in the Atlantic waiting for their wind. When it finally arrived it brought 4.5 meter seas

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Florida continued

and 20 to 25 knots. With only a small staysail set they were clocking 6.5 aver-



Pig Roast: Skip Barlow, Irene Monroe, Jack Towle, Joel Taliaferro

age. Sleep was difficult and warm dinners hard to come by with all the motion and noise inside the yacht. A day and a half out the autopilot drive unit came loose and they were forced to lay ahull for several hours to secure it. Then came the fun of hand steering at night with all the rocking and rolling going on! When things settled down the last day they decided maybe this type of voyaging was for a younger and stronger crowd of boys. Their landfall in



Pig Roast: Bill and Irene Monroe, Carl DeHart

Lanzarote was a blessing as they found a brand new marina looking for clients. At their victory dinner of steaks and red wine they decided they were all tired but still friends and happy to be ashore. It was a learning experience and perhaps in a few years they will laugh at the adventure!

Jim and Betsy Long completed their circumnavigation of the Caribbean returning in February after six and a half years and logging 6800 miles on their Cape Horn 65, *Two By Sea*. They departed Lake Worth inlet in November 2007 and cruised

up and down the eastern Caribbean from the Virgin Islands to Trinidad for two years before turning west and exploring the barrier islands of Venezuela and the ABCs. They then moved on to Columbia and Panama where they spent two years exploring the San Blas Islands. They enjoyed side trips to Argentina, Peru, Costa Rica and China before moving on to Bocas del Toro, Panama. After extensively cruising Western Panama they moved up the Western Caribbean to Roatan, Honduras where *Two By Sea* was painted from top to bottom at the Roatan Shipyard which specializes in steel boats. Completing their adventure in Isla Mujeres, Mexico they made the three day trip through the Yucatan Channel past Cuba and the Keys and back into Lake Worth Inlet. After a successful sea trial *Two By Sea* was sold three weeks after their return. Jim and Betsy are currently building a house in Murphy, North Carolina.

Tanner Rose and *Glide*, having missed the CCA cruise in Maine last August, will hopefully head down east this summer. Tanner plans to take *Glide* to Sorrento, Maine in late July with a view to using that lovely harbor as jumping off point for some family cruising. In early September the plan is to go east of Schoodic for a ten day cruise. Ray Munsch (CHE) and Michael Stubbs (NYS) have signed on. "To be headed east by Schoodic whistle before a summer sou'wester with Mt. Desert astern and the lone spire Petit Manan just visible on the port bow is about as close to perfect as a man can expect to come on this imperfect earth." Duncan and Ware *A Cruising Guide to the New England Coast*.

Steve and Karyn James will be returning to Didim, Turkey, where *Threshold* has been on the hard for eighteen months. After a repaint job they will be cruising the northern Aegean islands of Greece and the west coast of Turkey.

Sean Guinness, a third generation member, reported that as captain of the 130'



Pig Roast: Ron Shaper, Ann Devereux, Charlie Monroe

Feadship *Sirenuse*, he has lived aboard with his family for the past ten years. For the past five years they have been working with National Geographic, the Ocean Foundation and several other Ocean Advo-



*Biscayne Bay YC Lunch February 25:
BBYC Cdre Lloyd Hooper, Bill Monroe, Clint Bush, Jack Towle, Chris Willets, Adair Bush, Daye Woolsey, Ken Hege, Charlie Monroe, Pat Montgomery, Sean Guinness, Pam & Jamie Wall*

cacy groups. This work has taken them to the east and west coasts of the US, to the eastern Tropical Pacific, central America and Cuba. During this time *Sirenuse* has been used to create documentary films and for scientific work including shark and turtle tagging, reef mapping, as well as



FLA Annual Mtg: Commodore Dan and Mimi Dyer at BBYC

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Florida continued

raising money for various projects, also for education. Sean's wife, Christine, is a photographer and has documented the trip, and their 14-year-old daughter Eliza has been with them for the entire time. Sean is also directly related to the Guinness Brewery's famous Book of World Records.



Sirenuse in Grand Manan, Canada, area.

Christine Guinness

The Annual meeting and Rendezvous was held in early January in the Miami area. The first event was a great gam at the beautiful waterfront home of Sennett and Ann Duttonhofer on Key Biscayne, featuring an authentic Cuban pig roast. A tremendous amount of work went into the planning and implementing of this evening and kudos go to the Miami members and their wives; Bill & Irene Munroe, Charlie & Mimi Munroe, Ken Hege and friend Pat and, of course, the Duttonhofers. The weather was perfect and the brand new rum keg, the old one died and was relegated to the dumpster after a long and very productive life, was once again prepared by the indomitable and perennial mix master, Jim Chambers and his helpers, using the tried and true recipe, developed by the late departed Junius Beebe, with slight modifying improvements over the years.

The following day, a morning tour of the Barnacle was organized by Charlie Munroe. This home was designed, built and lived

in by his grandfather, Ralph Middleton Munroe, better known as the Commodore, the founder of Biscayne Bay Yacht Club and the uncontested grandfather of Biscayne Bay yachting. You should see it now. A delightful book was written about these early days, called *The Commodore's Story*. The Barnacle was livable year round due to its unusual ventilation system, which caused the bay breezes to funneled through the house and up through the roof, air conditioning a la late 1800s.

The business meeting was chaired by RC Don Krippendorf and was, as usual, short and sweet. A number of issues were actually discussed and resolved,

one of which was to have the next Annual meeting in Naples, Florida. The evening festivities were held at the Biscayne Bay Yacht Club, located in Coconut Grove, the oldest club in the Miami area. A great dinner was had with adequate adult libations prior thereto, mostly Mt. Gay. A brief safety presentation was given by Clint Bush and the speeches were held to a minimum, but each prior RC was asked to introduce themselves and the years in which they served. Your Historian couldn't remember the exact years, but did remember who preceded and followed him.

The main speaker and most valued guest was our club commodore, Dan Dyer,



The Barnacle: Jim & Babs Gourd

Don Krippendorf



Pam Wall on Kandarik

Billy Black

who gave a wonderful background history of himself. Both he and Mimi just wanted to get out of Rhode Island in January! We were delighted to have them in our neck of the coast and hope they will make a habit of it.

Charlie Munroe reported on the South Florida luncheon at Biscayne Bay Yacht Club, where they had a great time telling sea stories, what else! There are a few lunches planned before the summer, so check the new club website for dates.

The Station Spring cruise took place just before St. Patrick's day, luckily, as the weather deteriorated rapidly on the 17th. Dinner at the St Petersburg Yacht Club at Pass-a-Grille started the event on Thursday 13th. Cruise chairman Joel Taliaferro's *Orient Express* led the fleet down to the Manatee River, looking especially smart after her major refit, following her dismasting, along with RC Don Krippendorf's *First Light*, Tito Vargas's *Bachué* and David Knowlton's *Albireo*. Friday night everyone enjoyed the St. Paddy's dinner at the Bradenton Yacht Club. The next morning everybody explored Terra Ceia bay and there was a competition for the best birding shots, to be announced at the next west coast lunch at St Petersburg YC, April 10th. The concluding Rum Keg was kindly hosted at Bill and Sandy Ripberger's lovely home on the banks of the Manatee river, with Joel's Uncle Dingus's famous Irish stew, enjoyed by all. Thanks

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Florida continued

to Joel and Brooke for all their work arranging the event. Glorious weather throughout, then a brisk southerly on Sunday had everyone sailing home in record time.

In closing, we sincerely regret the loss of Buck Gillette and Frank Capers.

Jim Gourd, Historian 🚩

Great Lakes

Mostly it was Torontonians representing the Station at this year's Annual CCA Meeting and Station dinner in New York: R/C Bob and Sally Medland, Mike and Donna Hill, Arthur and Barbara English, Andy and Jo Jones, Mark and Barbara Ellis. Our Station officers have agreed to continue in their posts until further notice.



Arthur English and Andy Jones of the Great Lakes Station, along with Dennis Powers

Arrangements have been finalized for the GLS-hosted Fall meeting October 16-18, 2014, with many events scheduled at the two in-town RCYC clubhouses in urban Toronto. The organizing committee of R/C Bob and Sally Medland, Mike and Donna Hill, Arthur and Barbara English, Andy and Jo Jones, and Rob and Kate Beebe are pretty excited about that, and you will now be able to find a detailed posting on the CCA Members website, with registration open to all club members.



Station R/C Bob Medland, Sally Medland, with Jeanne Socrates, Blue Water Medal recipient, and Bill Cook

GLS cruising reports from around the world include the following:

We have heard from Gus and Carol Hancock, who had been wintering out in Palma de Mallorca, and living ashore for the first time after 12 years of cruising. But now they are again aboard their *Indigo*, a 52' aluminum sloop, after something of a complete refit while hauled out. When milder weather arrives they will certainly have more stories for us about their European sailing adventures.

Skip Novak continues his activities in the south polar regions aboard both of the *Pelagics*, while his sailing partner, Rob Lansing, joins Skip from Chicago when he is able. Both are among the most adventure-bound of Station members. You can check out their activities at www.youtube.com/watch?v=_oFuFP6RegQ.



The Foley's *Onora* at anchor in Victory Harbor, Recherche Archipelago

The very experienced Jim and Jeanne Foley, also of Chicago, had a grueling crossing of the Indian Ocean from Cape Town to Australia in January, where they are currently sailing in *Onora*, their 62' Chuck Paine designed and Kelley Archer built welded aluminum sloop. A blog runs continuous updates and you can check it out at www.foleysail.com. On January 22, 2014, they were at 38°54S 91°11E when Jim wrote on one of the few more favorable days of that ocean crossing: "our albatross, aka *Lonesome*, glides majestically about us as *Onora* moves into the warm morning sun. We are surrounded by blue sea and a few faint fair weather cumulous clouds in a powder blue sky. The one meter sea swell rolls from the southwest every eleven seconds. This says the low and its storm is southwest but far off. There is just a slight break on the wavelets – Beaufort

force three, which agrees with *Onora*'s B&G knot meter reading of seven knots. All this and the slowly rising barometer speak of good conditions. We could sail at 5 knots but the motor will stay on for a while, charging our batteries and moving us toward Albany two knots faster, using three liters an hour of the 1300 we will have left, enough to motor all of the way. The wind will come up soon and we will return to sails to drive us quicker and more comfortably as the seas build... as well as knowing another cold front will surely come with maddening seas and howling winds. When it does we will climb into our boots, bib overalls, foul weather jackets and harnesses and crawl onto the wave washed deck to reduce sail."



Jeanne and Jim Foley, *Onora* in background, relieved to be across the Great Australian Bight

We here in the Great Lakes Region can only dream of the Foleys' morning sun, blue seas and being a little warmer ourselves, because we have experienced one of the harshest winters here in a long time. One where all five Great Lakes were almost completely frozen over for the first time in 130 years, with ice as much as ten feet thick in places, and the local iceboaters on inland lakes have seen good ice, but are unhappy about the inordinate amount of snow covering it; then there are those persistent rumors circulating that spring has been cancelled for this year.

Rob Beebe,
Communications Co-Chair 🚩

New York

During the past year the New York Station has worked very hard to seek new members and as a result of our efforts



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New York continued

the Station brought in five new members in October of 2013. Of particular significance is the younger age group of these new members and at least two being "Legacy" members. The Station's Membership Committee continues its efforts in 2015 and looks towards station members to recommend potential candidates.

The NYS Annual Meeting was held in November of 2013 (held at the Larchmont YC thanks to the help of CCA member/past LYC commodore) and was well attended. Cocktails followed by a very nice dinner led into a brief moment of station business including our "Safety Moment" headed nationally by station member Anne Glenn and locally by Dick York. This was followed by the evening's engaging guest speaker, Dallas Murphy, author of several fascinating books on the Atlantic gyre. He spoke about his most recent scientific trip and book *To the Denmark Strait*. This new book, a continuation from his other book *To Follow the Water*, describes the scientific research on the mapping and findings of deep ocean currents and resultant climatic weather patterns of the North Atlantic Ocean.

A spring get together is planned for April to shake off this year's winter followed by the annual clam bake in June at Dave Tunick's home in Stamford.

William Ewing, Historian 

Pacific Northwest



The biggest news for the PNW is the upcoming Fall CCA Cruise in Desolation Sound beginning on September 2nd. This spectacular and world-renown cruising ground serves up a long

and fascinating history forged over thousands of years by the coastal First Nations People until its discovery and exploration



Desolation Sound with Mt Denman

in the late eighteenth century by Spanish, British and Russian adventurers, many looking for the western entrance to the famed Northwest Passage. We are calling our cruise "In Vancouver's Wake", linking our travels to the exploits of Captain George Vancouver, protégé of James Cook, who mapped the rugged, tide swept region in 1791 and 1792 along with equally daring Spanish voyagers, swapping English and Spanish place-names along the way. The carving of a resource-based economy out of this wilderness in the nineteenth and twentieth centuries has changed the land in some ways but the history of new world settlers adds to its texture and takes away none of the beauty and ancient mystery that we can still enjoy today. The cruise will begin in Okeover Inlet down the throat of Malaspina Inlet

and proceed in several beautiful and interesting stops as it makes its way through the heart of Desolation Sound. There will be plenty of time for quiet exploration in the warm waters and sheltered nooks of the area. PNW members are very excited about the prospect of welcoming back those who have cruised here before and showing new visitors a very special place.

Station cruising news since the last GAM importantly focuses on the west-around non-stop solo circumnavigation attempt of Glenn Wakefield in *West Wind II*, a 42' S&S Comanche. Glenn left Victoria on September 2 and was 116 days out, having rounded the southern capes of New Zealand and Australia. Before him stretched the Indian Ocean and the longest point-to-point leg of his track. A day of fair weather and a routine trip aloft disclosed rigging deterioration which could not be ignored or remedied and he chose, reluctantly but wisely, to return to Fremantle, abandoning his second attempt at the solo trip. He was at sea alone for 135 days. Despite the disappointment, he provided those of us who followed his daily rituals and challenges with as close a narrative of real life at sea as one could find on the screen of a land-based computer. He inspired adventure and calculated risk-taking while sharing his thoughts about life, the small chal-

Brian O'Neill



Phil Swigert shows what to expect from fishing in British Columbia

Phil Swigert



Prideaux Haven

Chuck Guildner

News from Stations & Posts

Pacific Northwest continued

lenges of his day and the wonders of the sea and natural world around him. His voice was clear and always engaging and



Chuck Guildner

The Beauty of Desolation

my guess it that his wonderful reports will inspire many, young and old, to find what he has found in the majesty of the open ocean. Glenn has left *West Wind II* in Australia for sale and returned to Victoria and

Finally, the PNW Station is growing and vibrant. We even seem to be growing statistically younger! We meet for lunch at the Seattle Yacht Club on the second Monday of all months except those in the summer and it is expected that we will forego this year's September meeting with "In Vancouver's Wake", the Fall Cruise, being in full swing. But if you are near and can join us on those other Mondays, wonderful luncheon speakers and a warm welcome awaits

you.

PNW Station members Mark Royce and Nancy Krill were honored to be part of Mystic Seaport's 2013-2014 Adventure Series, presenting their slide lecture "Polar Bears to Penguins" November 21, 2013. Having first come to the attention of curators at Mystic Seaport when one of Nancy's photographs was selected for the entrance panel to the exhibit "Adventurous Use of the Sea" in CCA's Olin Stevens Room, the couple was invited to do their feature

show for two enthusiastic audiences at the museum.

Doug and Dale Bruce, editors of CCA *Voyages*, hosted Mark and Nancy while

they were east, and seized the opportunity by organizing three additional venues, including a joint session of the CCA GMP and the OCC in Portland, ME. In Mystic, the couple was hosted by Essex Station members Frank and Elizabeth Bohlen, and a number of CCA members attended each of the Mystic presentations.

Mark and Nancy had long dreamed of sailing to challenging high latitude destinations, and were determined to follow the routes of early Yankee maritime fur traders, sealers and whalers, particularly those who had ventured around Cape Horn, to Antarctica, and on to the Pacific Northwest and Alaska.

Mark's passion for storytelling and maritime history, combined with Nancy's fine photography chronicles voyages aboard their ketch *Tamara* from Hudson Strait to Alaska, by way of Newfoundland, the Azores, Cape Verde, Brazil, Argentina, the Falklands, Cape Horn, Antarctica, Chile and the Galapagos. The couple was



Chuck Guildner

Chuck Guildner's Encore in Desolation Sound

his lovely and much missed bride Mary-Lou but his trip has been a real success and we all admire him immensely.

The station will undertake a Spring Cruise in the first full week of May under the capable and creative direction of Tom White. It will circumnavigate Bainbridge Island, beginning on May 5th in Kingston on the Kitsap Peninsula and ending in Poulsbo, a seemingly minor loop but not to be belittled in the fun department with this group. Cruisers from all of CCA are truly welcome to join us.



Phil Swigert

Safety Equipment Training PNW Station style. Off of Phil Swigert's Eventide.

awarded the 2011 Charles H. Vilas Prize and the 2013 Royal Cruising Club trophy, and their work has appeared in a number of *Voyages* issues, as well as in numerous sailing publications.

Douglas Adkins, Historian



Chuck Guildner

Refuge Cove



San Francisco

The Annual Dinner 2013 was a fest of congratulations, special appreciations, and toasts. The year's nine new members were welcomed: Bob Cadranell, Michal Johnson, Lee Simpson, Michael Lael, David Cohan, Peter Stromberg and Matt Brooks, along with two transferees, Fred Huffman (from the Southern California Station, sailing *La Diana*) and Gary Schwartzman (from the Boston Station/Buzzards Bay Post, sailing *Anasazi*, now wintering in Newfoundland).

Extra congratulations were extended to Matt Brooks, awarded Mosbacher Yachtsman of the Year by the New York Yacht Club. Matt and his wife, Pam Rorke Levy, restored *Dorade* to her original beauty, demonstrating that with beauty comes speed.

Station members Stan and Sally Honey were honored. Stan was honored for bringing the America's Cup racing into homes worldwide; and Sally, as chair of the Station's Safety-at-Sea Committee, has helped us make our voyages just a little safer. She also was a principal member of the boards of inquiry into two tragic West Coast racing accidents.

Rear Commodore Zia Ahari presented the Station's 2013 Cruiser of the Year award to Steve and Ginger Mason, who have sailed for 23 years on three boats they rebuilt almost entirely. On *Sea Jay*, their new Pearson 42, they have been up and down the coast as far as Alaska.

Three cheers and multiple toasts were made in honor of Bob Van Blaricom, trusted friend, confidante and boat buddy of the Station. Bob has rendered innumerable services, literally for decades, to the Cruising Club of America generally and to the Station in particular. The 50-Year CCA Member award, yet another of Bob's many recognitions, was presented at the dinner by the Rear Commodore. The 50-year award is bestowed only on those who live long, persevere, pay the dues regularly and, most of all, start early. Also honored was Jane Van Blaricom, who has been at Bob's side since they were both very young. They purchased and sailed

their first big boat, *Amarelle*, from England to San Francisco on their honeymoon some 60 years ago.

New principal officers of the Station installed at the Annual Dinner were: Terry Klaus, Rear Commodore; Bob Hanelt, Secretary Treasurer; Zia Ahari, Chair of the Membership and Nominating Committees; Mark Lindlow, Chair of the Cruise Committee; and Mary Crowley, Program Chair. The Station is lucky to have Michael Moradzadeh, Jim Cornelius, Sally Honey and Dick Enersen staying on as Webmaster, Fleet Surgeon, Safety at Sea Chair, and Station Photographer, respectively.

At the January meeting at the St. Francis Yacht Club, Stan Honey recounted his experiences as navigator during the Sydney-Hobart Race aboard the 100-foot *Perpetual LOYAL*. Stan explained that race conditions, which had relatively light winds early but were followed by gear-busting, stormy conditions, did not favor the larger yachts that sailed and finished before the stronger winds arose. *LOYAL* came in second to *Wild Oats XI*, another 100-footer, which finished the 628 nautical mile race in 54 hours and 7 minutes, beating *LOYAL* by 3 hours and 12 minutes. It's remarkable that yachts intentionally enter this race fully expecting winds of 40-50 knots and seas exceeding 15 feet!

Following the meeting, we attended a Celebration of Life at the San Francisco Yacht Club for our departed friend and shipmate Eugene C. Harter. Gene had been an active member of the Club, also of the Cruising Club of America and the St. Francis Yacht Club, where Gene was a staff commodore.


The February meeting was a decided change-in-tempo. We went from a gear-busting romp across the Bass Strait to wine and hors d'oeuvres on board David Olson's spectacularly restored 136-foot power yacht, *Acania*. Dave was a wonderful host, plying us with cheese and wine on board before lunch at the San Francisco Yacht Club, where he gave an engaging talk on the restoration, and afterwards inviting us back on board to check out everything from crystal and silverware to the two new 600-horsepower Caterpillar engines that were hoisted in through the stack.

The March annual succulent crab feast, organized over the years by Robby Robinson, is one of the Station's favorite get-togethers. This year's meeting, moved across the Bay to the Encinal Yacht Club in Alameda, was as good as ever. Things were a little on the quiet side however, because Zia Ahari, Doug Finley and Fred Huffman were off sailing in Patagonia.

Upcoming Station cruises include a sail down to Half Moon Bay overnight on May 16-18; a run up the Petaluma River on June 22-24; and a trip to Tomales Bay, above Pt. Reyes, about 40 miles north of the Golden Gate, starting on September 12. During the September cruise we often hook up with the Station's Coastal Clean-up work party and picnic on 20th. The regular New Year's Cruise to Clipper Cove, off of Treasure Island adjacent to the Bay Bridge, occurs every December 31st. Please feel free to join the fun. Cruise Master is Mark Lindlow (mark@archplastics.com).

Remember that all CCA members are welcome to join us for our Station's monthly luncheons at noon the first Wednesday of each month (except for our cruising months, July and August) at various yacht clubs around the Bay. If you would like to attend, please contact Bob Hanelt (bonhanelt@aol.com).

I would be remiss if I did not report that our Station Member Mike Johnson is looking to fill out his crew for what he hopes will be the second half of his Northwest Passage voyage, cut short last winter when he became ice-bound in Cambridge Bay, Nunavut, Canada.

Stafford Keegin, Historian 

Southern California

Our annual Fall Cruise was to San Diego in conjunction with the Fall Meeting of the CCA. This was organized by Larry Somers on *Amorita* and consisted of a stop-off at Mission Bay, followed by guest moorage at the San Diego Yacht Club. Participating were Brad Avery on *Galatea*, Steve Barnard and Jack Hutchinson on *Tonic*, Andy Dossett on *Bonnie Doone*, Al Garnier on *Chez Nous*, Ed Meserve and Bob Winters on *Tonic*, Frank Trane on *Hallelujah*, Tod

News from Stations & Posts

Southern California continued

White on *Seascope*, and Rick Williams on *Festival*. Also joining in was PNW member Brian Saunders on *Traveller*.



Jack Cahill

Handing over the gavel

They served as hosts for some out of town guests who could live aboard for the meetings and joined up for the final event of the meeting, a harbor tour of San Diego. The Annual Meeting in San Diego as was previously reported was attended by 152 members and guests.

Our big party of the year was the annual Christmas party at the Newport Harbor Yacht Club and was well received by over 150 members and guests. The highlight this year was a very complete talk given by 2013 Bluewater Medalist, Jeanne Socrates from Victoria and her record making solo circumnavigation, unassisted. Jerry Montgomery handed over the gavel to newly elected Rear Commodore Bill Barsz.

The first luncheon of 2014 was held in February at the Los Angeles Yacht Club. Our speaker was Captain Kip Loutitt, USCG, who gave a very informative presentation about the San Pedro-Long Beach Vessel Traffic System which he now directs. For those of us who transit this very congested and busy corridor, this was very helpful indeed.

The next event on the docket is a departure from the usual cruising schedule and is a land cruise to the desert in Palm Springs for a party at Frank Trane's house and to attend the closing performance of the very popular Palm Springs Follies

which is closing after 24 successful seasons. It should be fun.

Members participating in the biennial San Diego-Puerto Vallarta Race in March included Peter Isler, who navigated the record setting Mod 70 trimaran, *Orion* that broke the speed record for the 1000 mile course in 2 days, 8 hours and 33 minutes at an average speed of 17.7 knots. At the other end of the spectrum were Willi Bell, with Ric Saunders on *Westward* which was the oldest boat in the fleet, a 1962 Lapworth designed wooden sloop that finished in 7 days and change, having been becalmed for 24 hours just 16 miles from the finish line at Punta Mita. Ric said that they did make it in time for

the awards dinner at the Westin in Marina Vallarta. Tom O'Keefe and Bob Steel also crewed in the race.

Another March highlight was the third annual BZ and Thad Jones memorial hike on Catalina Island organized by Brad Avery and other members of the Newport Harbor Yacht Club. This is a fund raising event for the Catalina Island Conservancy and consists of a 23 mile overnight hike with camping on the beach and a 13 mile mostly uphill hike over the top of the Island and down to Avalon. Our ambitious and energetic RC Bill Barsz reports that it is not for every CCA member but he will be back to do it again next year. 🚩



CCA CLUB STORE

NEW SUPPLIER



Martha Parker

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

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

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

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



Ski Gam



On February 21, 2014, 43 members and guests met in the Silver King Club Room in Park City to kick off the 6th Ski Gam. A record number of attendees! All, bar one, of the 2013 attendees returned, thirty attendees had attended at least three Ski Gams and five stations were represented. Over the last six years 69 different people have participated in a Ski Gam.

Registration was followed by drinks and ultimately a sumptuous buffet dinner, illicitly catered by Barbara and her staff. Vice Commodore Tad Lhamon welcomed

skied. Saturday it was Park City, on the doorstep of the Silver King, with three distinct groups, John Robinson leading the off-piste loose cannons, as described by Bill Polleys, Steve James in charge of the cruisers, and Barbara Watson, having not been able to ski for the last two years, was thrilled to lead the gentle swoopers. Sadly Frank Trane's daughter, Marty fell on the first run, tore a ligament in her thumb and badly bruised her shoulder. This resulted in the Trane



K. Robinson

Lucia Santy

family departing early for home, and they were missed. By the time of the Annual Meeting, Marty had had her hand successfully operated on.

Lucia Santy, Karyn James, and K Robinson were the cross country skiers this year and enjoyed fair if not actually warm weather for this pursuit. Joyce Lhamon, Kathleen Sherbrooke, Lucia, and K also visited the Swaner Preserve and EcoCenter,

Fondue, Veal, Apple strudel and a special dessert and candle for birthday girl Bobbi Schaus. Finally taking a run down Last Chance to see the Raccoon House and the Bear House, every year another bear appears to be added to the sloth. The Club Room that night was full to hear Sandy Weld talk about one of his cruises to Labrador aboard *Windigo*. Lonely and desolate but stunning.

An early start on Monday morning for Snow Basin. This mountain has fewer trees and there needs to be good visibility



K. Robinson

Ross and Lucia Santy

all. Barbara and John introduced the four new attendees, Barbara Barnard, Ann Noble-Kiley, Jim and Sue Corenman. The original Gam Meister, Bill Polleys, was welcomed too. Everybody was so pleased to have Ski Gam Founder Ross and Kathleen Sherbrooke back in their midst again. Bill duly presented Ross with a Gam Meister Maker vest and matching Gam Meister 2014 vests for Barbara and John.

Six days of skiing were planned. Sandy Weld was enthusiastic about a different ski area each day while others wished to ski locally. In the end five mountains were

ter, where Vivian Harquail was a docent that day. Joyce and K took many photos for future painting inspiration.

Every evening, around five, the group would assemble in the Silver King Club Room to review the day and discuss the plans for the next day. This gathering together is the soul of the event. Several entertained the group with stories, especially Ernie Godshalk's nautical poem and the Bear Story with his now famous, one thumb up and one thumb down punchline. In the evenings without planned events, everyone was free to explore Park City and dine at a restaurant of their choice, of which there are many, some within walking distance at the base of PC Mountain or a quick bus ride into town and Main street.

Deer Valley, a non-snowboarding mountain, was skied Sunday with a stop for lunch at the Goldener Hirsch, back by general request. A delightful Austrian restaurant with



Barbara Watson

Opening night: Lucia, Katie, Marty, Cindy, Bobbie and Karyn

to enjoy it, so planning to visit there early in the week is now a priority. A glorious day was had with great views/vistas from the top from southwest to north over the Great Salt Lake. Although a little overcast after lunch, it cleared for the final runs. Several of the non-downhillers also came. The lodges are some of the finest, four with roaring fires and gold plated chandeliers! Snow Basin and Sun Valley are both owned by the same company.

Everybody has their favorite resort and for some it was Canyons on Tuesday.

continued next page



K. Robinson

Kathleen Sherbrooke, Luli Mac Naught, Joyce Lhamon

Ski Gam

continued from previous page

Finally Kathleen Sherbrooke, Nancy Polleys, Luli MacNaught and Nick Schaus set up the card table in the Club Room for Bridge. But not for long, as Malcolm MacNaught had a nasty fall that resulted in Luli's departure to the emergency room, thankfully nothing broken.



Tequila tasting: John pours for Nick under instructions from Peter

Tuesday night is usually the theme night and this year it was an early Cinco de Mayo with Mexican dress suggested, or just red, white and /or green. Peter Pallette had studied for many hours and duly delivered his excellent treatise on Tequila. A variety of Tequilas, Blanco to Reposado to Agave were there to be tried and sipped, with a definite smoothness gained from start to finish. Steve James became the Margarita Mixer and that proved very pop-

ular. Following Orion, we all headed out to the Baja Cantina for dinner. Nancy had quietly informed us that it was Bill Polleys' birthday and the Baja girls duly sang, presented him with a Volcano dessert and a very large Sombrero to wear.

An early start on Wednesday for Alta, yet another non-snowboarding mountain. Ernie Godshalk's friend, Bob Sweet joined the fast group and they skied with Instructor Dieter all over! Bobbi Schaus making all the climbs to remoter and higher spots. That evening we cruised vicariously with Ernie and Ann on Goldeneye from Denmark, via Sweden to Norway, taking in four of the main fjords. Superb photos and tales were enjoyed and hopefully next year we look forward to hearing more from even further north.

We also celebrated Lucia Santy's birthday that evening and presented her with a Park City memento jigsaw puzzle.

Horrors! Thursday we woke to rain! "Shocking!" said Bill Polleys, "it does not rain in February in Park City!" Sandy Weld and Carl Besse were undeterred and skied. Several visited the newly upgraded Park City Museum. The final gathering in the Club Room was a little later and all the thank-yous were made: Allan Rae the Tick-

etmaster; Sandy Weld and Ernie Godshalk for their slide shows; Steve James the Car Csar; Bill and Nancy Polleys for coping with all our remaining Classic Malts, tumblers, napkins etc and kindly storing them until next year; Vivian Harquail for putting together the excellent welcome packets; Katie Christie and Karyn James the K2 Galley helpers; and Joyce Lhamon, Kathleen Sherbrooke and K Robinson for hosting everyone and coping in the galley, in their Club Room condo. In conclusion VC Tad presented Ski Gam 2014 vests to Barbara and John.

Buses and cars got everyone up to Main Street for the final Dinner at Ciseros, then a last malt in the Club Room before the fond farewells. An unusually mild week, skiing in open neck shirts! Of course one, Ernie, stayed on and had four days of powder! As this goes to press the survey results are coming in and it appears that a Ski Gam will happen in February 2015. The magic number this year was 43 and is just the perfect maximum number for the Club Room.

For more beautiful and fun pictures of the Ski GAM, please go to the CCA website.

*Barbara Watson and
John Robinson*

A New Electronic "Notice" to Mariners

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

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

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

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

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

IMPORTANT NOTE

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

The website to obtain the BookletChart is:
www.nauticalcharts.noaa.gov/staff/BookletChart.html



Where to get CCA Burgees

The **Sail Bag Lady** is the supplier of **CCA burgees**. There is a separate page for them on the CCA web site:

CCA Burgees –
sailbaglady.com;
or call Bettina

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

Tracing Our History X – 1950

Rod Stephens had been elected commodore at the Annual Meeting in 1949. Commodore Stephens chaired the January dinner at the New York Yacht Club and, for the third consecutive year, there was no Blue Water Medal. The Havana Race was sailed in light weather and won by CCA member Walter Gubelmann. *Windigo*, Gubelmann's 71 foot yawl won the overall race, plus Class A honors. Built in 1937 for CCA member Carl J. Schmidlap Jr., *Windigo* has had a long history of CCA ownership and racing.

Sadly, politics have brought an end, temporarily we hope, to this famous and festive race. CCA member George S. Gandy, Jr. and Com-

modore Rafael Pooso of the Havana Yacht Club instituted the race in 1930 with eleven entries. The first race was won by *Haligonian*, setting a record that held until 1935. The 284 mile course was covered in 41 hours, 42 minutes. Presenting the trophy was Cuban President General Gerardo Machado. The race, usually sailed in March, was challenging. Clearing Tampa Bay, the 180 mile course ran southeast to Rebecca Shoal Light and then another 87 miles through the Gulfstream to Havana. As the race evolved and more boats entered, classes and handicaps were assigned and trophies awarded. Trophies aside, the social life at the International Club Nautico made the sometimes arduous passage worthwhile. What happened in Havana, stayed in Havana.



Sliver of Annual St. Pauli Havana Yacht Race - 284 Mi. - Feb. 28 - 1924

Artemis died of a heart attack, the incident not discovered until the yacht docked. During the war years the race was interrupted, but 1951 saw its rebirth and the introduction of women to the event. The *Tropicair* and its all-woman crew was dropped from the race due to a "technicality", but the intrepid ladies sailed the race regardless, beating some of their male rivals.

Fifty-five yachts were on the line June 18 for the start of the Bermuda Race. Heavy weather plagued the race and two boats lost their rigs within the first two days. Nevertheless, fifty boats crossed the finish line in Bermuda, the race having set a record for the most boats to start. CCA member Bill Moore's yacht, *Argyll*, took honors as overall winner and first in Class A. Finishing first and taking second place in Class A was J. Nicholas Brown's *Bolero*, still seen sailing and as pretty as she was in 1950. The Sparkman Stephens designed 75 foot yawl was close to beating the previous record set by *Highland Light*.

The Club's cruise that summer included approximately sixty yachts and ranged from Deering



Windigo

modore Rafael Pooso of the Havana Yacht Club instituted the race in 1930 with eleven entries. The first race was won by *Haligonian*, setting a record that held until 1935. The 284 mile course was covered in 41 hours, 42 minutes. Presenting the

The race was not without its problems, however. In 1936, the 34 foot *Sea Calla* and her seven-man crew was missing for five days, eventually found in the Dry Tortugas with her crew, hungry but intact. In 1938 a crew member onboard

HISTORY OF THE CCA

Harbor to Padanaram where the group disbanded on July 26. While in Hadley Harbor an event occurred that would change the Bermuda Race forever. CCA member Alfred C. Redfield, Associate Director of the Woods Hole Oceanographic Insti-



Alfred C. Redfield

tute hosted the group for a guided tour and dinner. During the tour, the group learned about work the Institute was doing with the Gulf Stream and in particular with its meandering and vagrancies. Racers were suddenly aware of the phenomena that had set them one way or the other on their passages to The Onion Patch. The light came on for the group and the rest is history. (In a future issue we'll discuss one of those sailors and how this research affected his passage.)

The Board of Governors met in the fall and voted to donate \$581 to the Marine Historical Association at Mystic at Connecticut. (Now known as Mystic Seaport.) The Seaport was building a fleet of one-design dinghies and CCA sponsored the first two. Other clubs along the

coast were also sponsoring these dinghies and the fleet began to grow. Each year, usually in October, the clubs would gather at Mystic to race.

The relationship between Mystic Seaport and the Cruising Club of America predates the purchase of the dinghies by many years. This close relationship continues. Founded in December 1929 as the Marine Historical Association, CCA member Clifford D. Mallory, whose ancestors ran a shipyard in the Mystic area, became one of the founding members. "Their dream was to create a dynamic, educational institution to preserve America's maritime culture and to turn the achievements of the past into an inspirational force for the future." Over the years, Mystic Seaport has achieved and surpassed these goals.

Of special interest to our members is the Olin Stephens / CCA Room at the museum. It houses an

exhibit honoring CCA member Olin Stephens and displays information concerning the mission of the Cruising Club of America and the history of the Bermuda Race. CCA member Don McGraw left his extensive collection of Buttersworth paintings to the museum, creating the largest single holding of Buttersworths. The whaler *Charles W. Morgan* has long been the backbone of the displays and recently underwent a five-year rebuild. Dylan Conforti, grandson of CCA member and past Seaport Chairman Bill Cook, placed a coin under the mast when it was stepped. With ongoing support from the CCA and other groups, Mystic Seaport is considered one of the world's leading maritime museums today.

CCA member Charles J. Hubbard died in an airplane crash on Ellesmere Island. Head of the U.S. Weather Bureau's Arctic Weather Project, Hubbard had sailed with Alexander Forbes onboard *Ramah*



Dylan Conforti, grandson of CCA member and past Seaport Chairman Bill Cook, placed a coin under the mast when it was stepped

Bill Cook

HISTORY OF THE CCA

while Forbes was charting the coast of Labrador and again with Forbes during World War II when Forbes was surveying sites for airbases along the route to Europe. (See Forbes' book *Quest for a Northern*



Air Route.) Hubbard was instrumental in the location and construction of the DEW (Distant Early Warning) string of defensive radar bases in the Canadian Arctic. Hubbard had been working in Labrador for Sir Wilfred Grenfell and purchased the 57 foot schooner, *Zavorah*, from Grenfell. Sailing her from Labrador to Boston, Hubbard and his wife lived onboard for the winter. The couple wisely decided to cruise in warmer climes. Leaving Woods Hole in 1936 they began their 8,000 mile passage to Cuba, the Panama Canal, Columbia, Ecuador, the Galapagos and on to California. In today's world this voyage would be more common; but imagine sailing to those exotic and unspoiled places 77 years ago?

Maritime artist and CCA member Dwight Shepler accompanied Hubbard on many of his passages. Upon Hubbard's death, Shepler created a bronze plaque honoring his work in the Arctic. Mounted on a stone monument facing the Polar Sea, it is considered the most northerly piece of art in the world. Shepler's World War II title of "United States Naval Combat Artist" put him in some interesting and precarious

positions. This was in addition to his duties as line officer where his activities won him the Bronze Star. As a combat artist, Shepler painted scenes from some of the greatest battles of the Pacific and Europe. Painting "mostly from visual memory increased by fright", Shepler created the memorable works: *First Marine Division on Guadalcanal*, *Anti-aircraft Cruiser San Juan*, *USS South Dakota with British Home Fleet*, *Amphibious Force O*, *Operation Mulberry*, *Destroyers and PT Boats*, *Moro Guerillas on Jolo*, *USS Hornet* and *Task Force 58*. After the war Hubbard's work was displayed at the Metropolitan Museum, New York. The Naval Academy displays three of his murals: *Santa Cruz*, *Omaha Beach* and *Corregidor*.



In Parkinson's discussion of Arctic Explorers, he mentions two CCA members whose short books are well worth reading. Paul Sheldon's *Lure of the Labrador* (Seven Seas Press; 1973) is a compilation of four cruises that Sheldon made to the Labrador coast, winning Dr. Sheldon the CCA Blue Water Medal with "no date" (probably about 1961). Sheldon cruised his beloved ketch, the 37-foot, Crocker designed *Crescent*, along the Nova Scotia, Newfoundland and Labrador coasts. Most of his emphasis is on the Labrador shore where he sailed with

minimal aids to navigation, a coal stove and a seldom-used engine, as did local seafarers. The Grenfell Missions were still in operation as was the onshore fishing fleet. Dr. Sheldon's exploits are a must read for anyone who has sailed the coast or intends to explore the area. Although dated, included in the booklet are chartlets of the area and guides to harbors.

Another lesser known early (1924) CCA member to have sailed the Arctic is John Rowland who described his adventures in his book *North to Baffin Island* (Seven Seas Press; 1973). Rowland's extensive sailing resume began at age seventeen with a twenty-eight day trans-Atlantic passage from Southampton, England, onboard the schooner *Endymion*. At age 20 Rowland, as master, delivered the 30-foot schooner *Pomituk* from Gloucester, Massachusetts to Battle Harbour, Labrador for the Grenfell Mission. In 1910 he repeated the delivery for them, this time with the ketch *Yale*.

In 1911 in his last year as an undergraduate at Yale, Rowland received a letter from Dr. Grenfell stating that he had sold the *Daryl*, and asking Rowland if he would deliver the boat from St. Anthony, Newfoundland to Baffin Island. Fresh out of college and having already experienced the *Lure of the Labrador* Rowland jumped at the chance and who would blame him?

In his book Rowland pays homage to the Labrador of his later days (1973) and to his close friend, Dr. Grenfell, "...*The only thing remaining (in Labrador) was the fishery, represented by hundreds of small fishing vessels from Newfoundland which each summer cruised the*

HISTORY OF THE CCA

coast of Labrador in pursuit of an inferior grade of cod. It was to succor their crews that an Englishman, Dr. Wilfred Grenfell, established his medical mission on the Labrador as an offshoot of the Royal National Mission to Deep Sea Fishermen and pursued it with great energy and success throughout the remainder of his life. By 1911 I had already spent three summer vacations in its service and had gained some familiarity with the southern portion of that wild and desolate coast."



Dr. Wilfred Grenfell, 1910

Memorial University of Newfoundland

The history of Dr. Grenfell and the Grenfell mission are deeply interwoven with some earlier members of the Cruising Club. Many members spent their "summer vacations" working for the mission as a "WOP" (WithOut Pay) while many of our current members who have sailed the Labrador remember the welcoming Grenfell Missions stationed along the coast. After his passage on the *Daryl*, Rowland continued his sailing career but his book detailing this adventure gives vivid insight to the Labrador coast of his time.

Boston Station member Charles Bartlett was one of the early members who liked to cruise "far down east". Most sailors were content to keep west of Mount Desert Island but that was not for Bartlett. As a result of his extensive sailing on the coasts of Nova Scotia, Newfoundland and Labrador, Bartlett became the editor of the Club's *Cruising Guide to the Nova Scotia Coast*, sponsored by the CCA and the Royal Nova Scotia Yacht Squadron. His other guide, sponsored by the Boston Station was entitled *Cruising Directions - Newfoundland - With Some Material On The Labrador*. These were the precursors to our cruising Guides upon which anyone sailing in the Canadian Maritimes has become so dependant.

As mentioned, there had been no Blue Water Medal awarded since 1947. At the Annual Meeting at the New York Yacht Club November 10, 1950, Mr. and Mrs. William P. Crowe of Honolulu were presented the medal for their circumnavigation onboard their 39 foot, double-ended schooner, *Lang Syne*. The Crowes built and equipped their boat based on their previous sailing experiences incorporating a "handy" rig of their own design. Departing Honolulu on Easter Sunday, 1948, they headed west for Samoa and a rendezvous with Irving Johnson and *Yankee* on April 17. Continuing west with exotic stops along the way, *Lang Syne* was the first American yacht to make port in Mombasa and with stops in Zanzibar, Durban, and Cape Town, they eventually

sailed up the Congo River in July 1948. The Crowes crossed their original line of longitude in 1949. The award stressed that throughout the arduous journey and several mishaps, the Crowes kept their composure and delt with each mishap as it occurred.

Phyllis Crowe was... "the third woman ever admitted into the bar at the Brisbane Yacht

Club. The previous two were ladies of title, but the Australian yachtsmen considered her 'entitled.' "

[The material for this article was obtained from John Parkinson's, 'Nowhere is too Far', CCA yearbooks, Mystic Seaport Museum, New York Times Archives, St. Petersburg Times, William Cook and Wikipedia.]

As you can see, there was a great deal happening in 1950. In the next




William Crowe Collection



Lang Syne, the 39-foot Block Island schooner in which the Crowes circumnavigated in the post-World War II period. (William Crowe)

William Crowe Collection

installment we'll move further into the 1950s. If you have information you'd like to share, please contact me.

Jack Towle, Historian 



Bermuda Race 2014




Fred Deichmann
Participation Chair
2014 Newport Bermuda Race
Participation@BermudaRace.com

The April 1st deadline for timely filing of an Application for Entry for our 2014 race has passed. I am pleased to report that applications for 180 yachts have been filed. The 49th Newport

Bermuda Race will begin at Castle Hill in Newport on June 20. The 2014 fleet promises once again a highly competitive Thrash to the Onion Patch. Broken down by the biennial race's five divisions, the entries are: St. David's Lighthouse, 91 boats; Gibbs Hill Lighthouse, 10; Cruiser, 36; Double-Handed, 26; Open, 2. Fifteen boats have yet to be assigned. Fifty-one captains have indicated that this is their boats' first Newport Bermuda Race. The 2012 race had 165 starters.

The Bermuda Race Organizing Committee involves over 40 members of the Cruising Club and Royal Bermuda Yacht Club beginning shortly after the conclusion of one race to prepare for the next. Many more volunteers from the clubs come together to run the race and the pre and post-race activities.

For more information about the Newport Bermuda Race, visit BermudaRace.com.

Fred Deichmann, Participation Chair, Bermuda Race 



RBYC basin

Chris Otorowski



The return home for Selkie

Rhonda Halfman



Royal Bermuda Yacht Club

Chris Otorowski



CAL40 Sinn Fein – severely damaged during SANDY and hopefully repaired in time for the race

Daniel Foster/PPL

2013 Blue Water Medal

continued from page 1

Jeanne kept the couple's sailing dream alive, continuing on with long-distance cruising. In 2007, she made her first attempt at a solo circumnavigation of the world, starting out in March of that year from Mexico aboard *Nereida*. She sailed southwest to Australia, then on to South Africa, arriving in Richards Bay on November 16. In February 2008, she departed Cape Town for the Caribbean where she encountered setbacks due to the need for boat repair, which was undertaken in Trinidad. From there, Socrates sailed to Panama and Guatemala. Unfortunately, the final leg of her journey to San Francisco – where she planned to race in the 2008 Singlehanded Transpac – was cut short on June 19 when *Nereida's* autopilot remote control ran out of battery power, and the boat was grounded on a steep surf beach north of Acapulco (Mexico), less than twelve hours away (and 60 miles short) from crossing her outbound track and completing the circumnavigation.

She was determined to try again, but this time it would be a non-stop circumnavigation. Socrates purchased a new custom-fitted Najad 380 (also named *Nereida*), and in November 2009 she set


out from the Canaries but was forced to stop in South Africa where *Nereida* underwent rigging repairs and an engine replacement. Three months later, she sailed to Australia and New Zealand and then on to Port Townsend, Wash., where she worked on the boat in preparation for her second nonstop circumnavigation attempt.

In order to satisfy official record regulations – which called for the voyage to be in excess of 40,000 kilometers (25,000 miles) – her journey would have to start and finish in British Columbia's capital city of Victoria (Canada).

In October 25, 2010, Socrates began her second nonstop attempt from Victoria, but on January 5, just 100 miles west of Cape Horn (Chile), *Nereida* suffered a severe knockdown, which broke the boom, tore away her dodger and damaged the rigging. Socrates emerged uninjured and was able to sail around the Horn, and then motor-sailed to Ushuaia (Argentina) – known by many as the world's southernmost city. Although the city lacked yacht repair facilities, Socrates was able to have replacement parts shipped in. In less than two months, Socrates and *Nereida* were underway again, sailing east

around the globe by way of the Falkland Islands, Cape Town, Hobart (Tasmania, Australia), Stewart Island (New Zealand), Tahiti (French Polynesia) and Hawaii.

On August 1, 2012, Socrates sailed through the Strait of Juan de Fuca to Washington and to Victoria, completing a solo circumnavigation via the Five Great Capes of the Southern Ocean.

On October 22, 2012, Socrates set out again, determined to complete the journey nonstop. She started from Victoria, and sailed around the world by way of Cape Horn, Cape of Good Hope (South Africa), Cape Leeuwin (Australia), the South East Cape (Tasmania). From there, Socrates sailed up the Tasman Sea, where avoidance of a tropical storm forced her to sail west of Fiji and on north, passing west of the Hawaiian Islands. After 259 days alone and unassisted at sea, Socrates sailed past the Ogden Point breakwater in Victoria, on July 8, 2013 at 2:26 a.m., completing her nonstop goal and becoming the first woman to sail nonstop around the world (on a route that started and finished in North America) and the oldest woman to sail solo nonstop around the world. 

2013 Far Horizons Award

continued from page 1

couple set out on a 1,500 nautical mile journey south to Zihuatanejo (Mexico) and through the Panama Canal. In 2000 the couple toured Costa Rica's San Blas Islands and Columbia's Bay Islands. From there they cruised Guatemala's Rio Dulce and then on to Belize. After that, the Wadlows took *Joyant* up the eastern coast of Mexico to Florida and then north to New England.


From 2001 to 2005 the Wadlows cruised *Joyant* along the eastern coast of North America. They sailed to Florida, the Bahamas, the Turks and Caicos Islands and the Dominican Republic. After that, the couple sailed north to circumnavigate the Canadian province of Newfoundland before sailing south again to Bermuda and continuing on to the Caribbean Islands where they cruised to Trinidad and the eastern Caribbean before returning to Maine.

In 2006, the Wadlows took *Joyant* on a 16-day transatlantic passage from Mystic, Conn., to Ireland, where they cruised the country's west coast, and continued on to the Outer Hebrides, a chain of islands along the western coast of Scotland. In 2007 they cruised the Orkneys and Shetland Islands. From there, they sailed to a latitude of 80 degrees north to Svalbard (Norway) and then south to Sweden. In 2008 the couple explored the Baltic Sea, touring Finland, Denmark and Sweden. In 2009 they cruised to Germany, Holland, Belgium, London (England), and the Isles of Scilly before returning to Ireland.

In 2010, the Wadlows cruised the Faroe Islands off the mainland of Scotland and then headed south to the Isle of Man. After that they crossed the Bay of Biscay to get to Spain and Portugal, and from there they sailed to Gibraltar and Morocco. In 2011

they cruised the Western Mediterranean, touring Barcelona (Spain), Cannes and St. Tropez (France), Monaco, Italy, Corsica (France), Sardinia and the Balearic Islands (Spain). From there, the couple sailed south to the island of Madeira and continued on to the Canary Islands.

In 2012, the Wadlows departed from the Canary Islands and sailed back across the Atlantic Ocean to New England, via the Cape Verde Islands, Antigua and the Eastern Caribbean.

In 2013 the couple embarked on yet another cruise, starting and ending in Mystic, which took them to Cape Chidley on the northeastern tip of the Labrador Peninsula (Canada). Currently the Wadlows are embarking on a new excursion, which will take them to the west coast of South America by way of the Panama Canal. 

Annual Meeting and 2013 Awards Banquet at NYYC

Rod Stephens Trophy

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



Jean-Pierre Dick

Virbac Paprec Sailing Team
Yvan Zedda

The Cruising Club of America (CCA) has selected Jean-Pierre Dick (Nice, France) to receive the Rod Stephens Trophy for Outstanding Seamanship for his completion of the Vendée Globe 2012-2013 after sailing without a keel for the last 2,650 miles of the solo non-stop around-the-world race. The award will be presented on May 21, 2014, at the New York Yacht Club in Manhattan.

Dick, a qualified veterinary surgeon with a master's degree in business, spent many years as a business executive before devoting his life to ocean racing. His accomplishments include four circumnavigations and five transatlantic crossings.

In the Vendée Globe 2008-2009 Dick had to retire to New Zealand after suffering rudder damage due to an unidentified floating object.

In 2013, Dick was racing in his third Vendée Globe aboard the IMOCA 60 *Virbac-Paprec3*. Going into the final stretch of the race, Dick was in the running for third place, but on January 21st about 500 miles northwest of the Cape Verde Islands, the canting keel broke off

the boat. In order to keep the boat upright without the keel, Dick filled the water ballast tanks, outran a 50-knot storm and anchored in a cove off the coast of Spain.

After 48 hours, he continued racing without the keel, and on February 4, 2013, after sailing 27,734 miles, Dick crossed the finish line in fourth place with an elapsed time of 86 days, three hours, three minutes and 40 seconds. His other major accomplishment during the race was covering the greatest distance in a 24-hour period, clocking 517.23 miles while racing on December 10th with an average speed of 21.6 knots.

Jean-Pierre Dick's Ocean Racing Accomplishments:

- 2013 Vendée Globe (fourth place)
- 2011 French Sailor of the Year
- 2011 Transat Jacques Vabre (first place with Jeremie Beyou)
- 2010-2011 Barcelona World Race (first place with Loick Peyron)
- 2010 Route du Rhum (fourth place)
- 2007-2008 Barcelona World Race (first place with Damian Foxall)
- 2006 Route du Rhum (third place)
- 2005 Transat Jacques Vabre (first place with Loick Peyron)
- 2004-2005 Vendée Globe (sixth place)
- 2003 Transat Jacques Vabre (first place with Nicolas Abiven)
- 2001 Tour de France Sailing Race (first place)

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

Richard S. Nye Trophy



Stephen E. Taylor was awarded the Richard S. Nye Trophy for twelve years of meritorious service as Secretary, sixteen years managing the Club database, and for his extensive cruising which includes two transatlantic crossings.

CLUB ETIQUETTE REMINDERS



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

Paul Hamilton, Fleet Captain



Jean-Pierre Dick and his boat

Wikipedia.org

CCA Annual Awards Night at New York Yacht Club



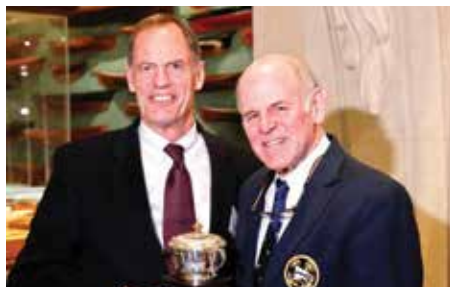
Sandy Veitor with Owen, Chris and Shannon Smith



The family Wallner receiving the Circumnavigation Award from Commodore Lhamon



Jean and Gary Coard with John and K Robinson



Finlay Perry receiving the Royal Cruising Club Award from Commodore Lhamon



Murray and Carole Buttner with Ross and Lucia Santy



Dan Dyer receives the past Commodore's flag



Commodore Tad Lhamon and wife Joyce



Cocktails



A beautiful collection of awards



Michael and Veronica Stubbs



Dianne Embree with Gretchen and Kit McCurdy



Andy Jones and Mark Ellis



Charles Rose, Joanna de Zwart, Paul Connor, Pieter de Zwart and Larry Somers



Past Commodore Ross Sherbrooke and Vice Commodore Jim Binch



Bob and Mindy Drew

Photo Credits: Dan Nerney

CCA Annual Awards Night at New York Yacht Club



Annual Dinner in the NYYC Model Room



Dick York, Kitty and Scott Kuhner and Garry Fisher



Garry Schneider and Charlie Willauer



Marguerite Mangin, Sheila McCurdy, Joyce Lhamon and Elizabeth Bohlen



Commodore Tad Lhamon, Karen and Steve James and Mags Crane



Nancy McKelvy and Sandy VanZandt



Jeri Barsz, Pam Barker and Jack Towle



Tim and Suzanne O'Keeffe



Dick Holiday, Mike McBee and Tom Wadlow



Frank Bohlen and Les Crane



Carol Connor, Lizzie Sweet, Shawn Otorowski



Chris and Shawn Otorowski, Joe Hoopes and Sheila McCurdy



Bill Cook, Jeanne Socrates, Toni Cook



Andy Smith, Charles Rose



Phil Walsh, Judy Robertson, Steve Kempton

Photo Credits: Dan Nerney

Safety at Sea Seminar Weekend

NEWPORT, Rhode Island, March 15-16 2014—The weekend started with a Friday afternoon meeting of the BROCC committee chaired by Fred Deichmann with new CCA flag officers Tad Lhamon, Jim Binch and Chris Otorowski joining. RBYC

Janet Garnier and partner Henry DiPietro, Jay and Liz Gowell. For the first time in five Newport SAS Seminars, the registration crew was ahead of the crowd, and there was almost no line at the tables.



SAS lunch

Chris Otorowski

was represented by its new Commodore Somers Kempe and VC Leatrice Roman. It was reported that participation in the Race is approaching 150 and will probably be similar to the level of 2012. An inspector's meeting followed.

Cindy Wisch did a masterful job of arranging and hosting Commodore Lhamon's Friday evening reception for one hundred race committee members, inspectors, volunteers, speakers, race associated personnel, and exhibitors.

The Safety at Sea Seminar itself began on time at 0800 on Saturday with a number of CCA members assisting our registrar, Leslie Schneider, as they enrolled 312 people in the seminar. Among those at the receiving tables and assisting were Carol Vernon, Cindy Wisch, Dick Holliday, Ernest Godshalk and friend Ann Noble-Kiley, Kathleen O'Donnell, Jack Madden,



Vice Commodore Jim Binch and Patty Young

Gary Schneider

CCA member Ralph Naranjo moderated the Saturday Safety at Sea Seminar which included speakers John Rousmaniere, Ron Trossbach, Frank Bohlen, Chris McNally, Dr. Jeff Wisch, Howard Lapsley, Rives Potts, Will Keene, and Henry Marx. CCA Commodore Tad Lhamon and RBYC Somers Kempe addressed the audience at the start, with Commodore Lhamon also providing a bit of historical perspective on the development of the Lifesling. The lineup was noteworthy for the large number of CCA members, and received a very positive review from the audience. Dan O'Connor offered an ISAF refresher, attracting 29 attendees for that certificate, and an additional 55 Attendees for Sunday's full day Practical Hands-on training also will receive ISAF certificates.

Saturday evening Chris and Shawn Otorowski hosted a dinner for the seminar's speakers and volunteers at their lovely dwelling in Newport.

Since the weekend was designed to meet the needs of Newport-Bermuda Race participants, two Sunday morning sessions offered race preparation review and medical scenario discussion. The Race Preparation seminar was moderated by Kenyon Kellogg with speakers Bjorn Johnson, Nick Nicholson, Frank Bohlen, Mike Keyworth and Robbie Doyle. Attendees at both race prep and SAS sessions were encouraged to review a drogue Mike used for rudderless steering. There is always new information on



Rives Potts presenting

Gary Schneider

prizes, and race techniques change with new information available online and newer materials and designs in sails.

The medical seminar this year had been redesigned by Doctors Barbara Masser (Race Medical Doctor at BIDM) and Jeff Wisch to address scenarios which medical



Ann Noble-Kiley, Ernest Goldshalk and Leslie Schneider

Gary Schneider

officers might likely encounter in offshore passages. The scenarios were realistic, and the seminar, which attracted over 50 attendees, received positive reviews.

Also new this year were three sessions offering an inside look at satellite phone configurations hosted by Chris McNally with Jeff Thomassen of Oceans. While many were considering satphones from the race standpoint, others were interested in options as they contemplated offshore cruising. Look for the seminar information to be posted on www.bermudarace.com.

The CCA will host a second US Sailing Sanctioned Safety at Sea Seminar in conjunction with the Newport-Bermuda Race on Wednesday, June 18th with Ron Trossbach, the Race's safety officer, as moderator.



An attentive crowd

Chris Otorowski

GENERAL TOPICS ON SAFETY AT SEA WEB PAGES

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

In Memoriam



George W. Brooks, Dec. 17, 2103
Alan G. Buchan, Dec. 14, 2013
Francis L. Capers IV, Jan. 6, 2013
Garrison R. Corwin Jr., Jul. 7, 2013
Dennis Gillette, Dec 7, 2013
Kenneth Gumley, Mar 18, 2014
Niels C. Helleberg, Feb 21, 2014
Robert L. Loomis, Sept 29, 2013
J. Sheppard Poor, Dec 15, 2013
Richard S. Shulman, Mar 21, 2014
Edwin A. Shuman III, Dec 4, 2013

Voyages will continue to carry full remembrances with photos.

“Safety Moment” Mission Statement

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

Ron Trossbach (703) 403-8408
Safety Advisor, 2014 Newport Bermuda Race
Head, CCA Station Safety Officer Sub-Committee
CCA Contact, *SUDDENLY ALONE* Program
US Sailing SAS Seminar Coordinator
Editor, ISAF OSR with US Sailing Prescriptions



Welcome New Members



PETER BAUER

Mamaroneck, NY
Spouse: Carol
Yacht: Hinckley 38' *Bonzer*
Station: New York
Proposer: Peter Kelly



Peter grew up sailing on Long Island Sound with his late father, George Bauer (NYS) on the family's Ranger 26', and was active in the junior sailing program at Larchmont YC. After several successful years, especially on Fireballs, Peter moved on to larger cruising boats, and at the age of 22 he double-handed a friend's Pearson 36' from Nova Scotia to Larchmont, following that up with a season as an instructor at the Offshore Sailing School in Tortola. Over the years since, Peter has taken part in ten Block Island Races, four Vineyard Races, several SORC races, and eight Newport to Bermuda races (to date), many times on CCA boats. The latest of these was in 2010 when he was Watch Captain on *Wazimo*. During his working career, Peter, Carol and their two sons cruised on chartered yachts in a variety of places between the San Juan Islands and the Caribbean, until 2002 when they purchased *Bonzer*. Peter is now a Trustee at Larchmont YC, and is a familiar sight single-handing *Bonzer* off Larchmont Harbor when the breeze is up. He has been actively campaigning his Viper 640 *Wild Hogs* for the last three years, and in the winter season, Peter and his son Jack frostbite on an Inter Club dinghy. Since his recent retirement, Peter will now have time to expand his and his family's cruising horizons.

Affiliations: Larchmont Yacht Club; New York Yacht Club; Storm Triesail Club

WILLIAM MATHEWS BROOKS (MATT)

Fremont, CA
Spouse: Pam Rorke Levy
Yacht: 1929 S&S Yawl *Dorade* 6 meter
Lucie
Station: SAF
Proposer: Robert L. Hanelt



Matt has been racing and cruising for over 40 years, during which he has developed a passion for classic wooden boats. This led to his 2010 purchase of the famed vessel *Dorade*. He and Pam spent over a year restoring *Dorade* to both her original splendor and blue water racing condition. They have now embarked on a plan to enter *Dorade* into the same races that she took part in during her heyday from 1931-1936. With that goal in mind, they participated in the 2012 Bermuda race, in which they finished 4th in class, following up in 2013 with a first overall ranking in the Transpac, an historic event, considering it was 77 years since *Dorade* had originally won the race. In honor of her win, August 22, 2013 was proclaimed as "Dorade Day" in San Francisco, and Governor Brown declared Friday, September 20, 2013 as "Dorade Day" in the State of California, and appointed *Dorade* as the Honorary Flag Ship for the State. Sparkman & Stephens have appointed *Dorade* as the official S&S flagship. To top this special year, Matt was named the 2013 NYYC Yachtsman of the Year (Mosbacher Trophy) and StFYC Sailor of the Year. In 2014, *Dorade* headed back to the East Coast for some cruising and racing in the Caribbean, and will take part in this year's Bermuda Race. Thereafter, she will continue to retrace her historic

past with the 2015 Atlantic and Fastnet Races. In addition to *Dorade*, Matt races his 6 meter *Lucie* which was built for Briggs Cunningham in 1931, and which Matt acquired and restored in 2011. He has successfully campaigned *Lucie* in both International 6 Metre World and European Championships. Matt, a former Trustee and honorary graduate of the US Maritime Academy, Kings Point, is an active Board member of IYRS based in Newport, RI. Both Matt and Pam are active in Conservation International, to which end they have chartered vessels in Indonesia over the past few years on oceanographic expeditions. They are also strong supporters of the San Francisco Leukemia Cup Regatta, donating *Dorade* to race in the 2012 Cup with an all-woman crew on board.

Affiliations: St. Francis Yacht Club, New York Yacht Club, *Yacht Club de Monaco*

DAVID COHAN

Los Altos, CA
Spouse: Sharon Jacobs
Yacht: Morris 46' cutter *Tahu Le'a* (a rough translation is *Joyful Magic*)
Station: SAF
Proposer: Scott Kuhner



David grew up sailing dinghies and began the cruising life over 40 years ago on his parents' Coronado 25' in the San Francisco Bay area. In 1986 he and Sharon ventured further afield on their Southern Cross 35' *Synergy*, finally set-

ting off in December 1987 on a Pacific circumnavigation. They covered 22,000 miles in the next two years, starting with a 3,000-mile crossing from San Diego to Hiva Oa in the Marquesas. During their adventure through French Polynesia, Samoa, Tonga, Fiji and the Solomon Islands they met CCA members on a similar pursuit, and are fondly remembered for their boundless enthusiasm and camaraderie, not to mention their navigation skills and boat maintenance capability. They returned home to San Francisco by way of Pohnpei, Truk, Guam, Japan, the Aleutian Islands and Alaska. During the next few years they greeted the arrival of two beautiful daughters, with whom they shared their love of sailing, each having their first local cruise by age three months. Sharon was diagnosed with MS, but they refused to let this affect their sailing lives, and went to Tom Morris in Maine to order *Tahu Le'a*. She was built with many custom features to accommodate Sharon's disability, and David has since designed and built additions including a seat which moves up and down the companionway and a bosun's chair hoist which swings over the cockpit coamings to lower her over the side. After her commissioning, the family spent three months on a shakedown cruise along the coast of Maine as far east as Roque Island. Back in California they spent the summer of 2000 cruising from the San Francisco Bay to the Channel Islands, Catalina, and Newport. In 2005 the family returned east with a two-year cruising plan. With their girls, then aged 13 and 9, they set off from Maine to Florida and winter in the Abacos, before heading back north to Cape Cod and Nova Scotia, returning to Maine in July 2006. They then set off again back to Florida, the Exumas and Abacos for the winter, before returning to Maine. Their adventures together as a team and a family and their joy of being on the water were chronicled in *Blue Water Sailing* in 2007. They sailed once more in 2009 from Maine to Nova Scotia, before returning home to the San Francisco area. Further health challenges have limited their recent sailing to local waters, but have not diminished their aspirations, nor their eagerness to spend time with cruising friends old and new.

Affiliations: Coyote Point Yacht Club

BILL CUFFEL

Seattle, WA
Spouse: Kathi
Yacht: J42 Jarana
Station: PNW
Proposer: Paul A. Baker



Bill has been sailing and racing since his youth on a variety of vessels from dinghies to 70-footers as both crew and skipper. He was an active racer out of Seattle from the early 1980s, successfully campaigning several boats all over the PNW, including *Impulse*, which was named Corinthian Yacht Club's boat of the year in 1988. Bill and Kathi won many Puget Sound races on their Thomas 35' *Bluefin*, which they also cruised in all over the PNW. In 2008 they purchased *Jarana* to fulfil their goal of long distance cruising. Having made meticulous preparations, Bill and Kathi set off in 2009 for Australia on a journey which would take them three years and 28,000 miles. They started off their journey by sailing down the west coast to take part in the Baja Ha-Ha rally from San Diego to Cabo San Lucas, exploring the coast of Mexico while they were there. They then spent the next year sailing across the South Pacific to New Zealand, cruising in Fiji, Vanuata and New Caledonia, often cruising in company with other CCA members, with whom they became fast friends. Bill and Kathi carried on the adventure to the east coast of Australia down to Tasmania, before returning home through the southern ocean in 2012 via the south island of New Zealand, Tahiti, Rangiroa and Hawaii. Bill continues to be much sought after as crew on other people's boats, and most recently has been racing crew as mainsail trimmer aboard the J145 *Double*

Take in many local races, including the Swiftsure.

Affiliation: Seattle Yacht Club, Corinthian Yacht Club Seattle

ERIK DE JONG

Halifax, Nova Scotia
Spouse: Ekaterina
Yacht: Custom 50' Steel Cutter *Bagheera*
Station: Bras d'Or
Proposer: Wilson Fitt



Erik grew up in a sailing family in Holland, and was taken cruising through northern and western Europe while still an infant. At the age of 13 he crossed the Arctic Circle for the first time, which was when Erik decided to skipper his own boat up there one day. He delved into the study of boats over the next few years, during which he voyaged to the Arctic many times, and by the age of 16 had a good idea what his future boat might look like. At 16 Erik made his first double-handed delivery from Holland to Dublin, and in November 1997, while still 16, he co-skipped on his first Atlantic crossing. He single-handed from Holland to Antigua on a Contest 48' at the age of 18, and at age 19 he single-handed a Blue Jay FF110 on a non-stop training cruise round Great Britain and Ireland. While it no doubt helped that his father was a yacht builder, Erik chose to study naval architecture at the university in order to fully hone his skills, and at the age of 22 he and his father began the process of building *Bagheera*. Erik had designed this steel Arctic expedition vessel when he was 16, and had had the design reviewed by professors while at university. After completing his studies, Erik initially worked as a sail maker/designer, but realized that this did not provide the

income necessary to outfit his boat, so he moved to a Dutch engineering firm which sent him world-wide to yards where their boats were under construction. During this time Erik also took part in offshore racing and deliveries.

In 2008 Erik and Ekaterina were married and decided to begin their life together in Canada. They provisioned *Bagheera*, which was without an interior at the time, and sailed her to Halifax where they have lived ever since, and where Erik works as a Naval Architect. Since 2010 they have taken charters to the Arctic, their favorite cruising grounds, and have enjoyed sailing together to Newfoundland and Labrador.

Affiliations: Dartmouth Yacht Club

H. L. (HARRY LEE) DEVORE

Larchmont, NY

Spouse: Cathy

Yacht: J 44 *Honahlee*

Station: New York

Sponsor: Richard C. Holliday



H.L. has been an active sailor his entire life on many different boats. He has a particular affinity for the Shields one-design class and is a past class President and winner of the Shields National Championship (2009). His love of sailing is diverse and includes distance racing and cruising on his beloved J/44 *Honahlee*. He met his bride-to-be Cathy McMichael cruising in the BVI where they both worked for "Sail Caribbean." Now married 25 years they have chartered and cruised the Caribbean from St. Thomas to Grenada and all of New England with their four now-teenage daughters, Katie, Jackie, Lindsey and Daisy. During his college years H.L. organized several spring break flotillas from Florida to the Bahamas, making about 20 Gulf Stream crossings

in the 80's. His flotilla organizing culminated in a charter adventure in the Northern Cyclades of Greece. In the 1990's and early 2000's H.L. took part in numerous distance races along the U.S. East Coast including three Newport-Bermuda races with Fred Allardyce on *Misty* before purchasing *Honahlee*. H.L. is currently in the process of preparing *Honahlee* for the 2014 Newport-Bermuda Race which will be his 7th race. H.L. has successfully balanced the demands of his career, raising his four daughters and finding time to enjoy his boats, as well as continuing to crew for friends. These friends are of one voice when they speak of H.L.'s depth of knowledge and safety consciousness. His successful weathering of the gale during the 2008 return from the Newport-Bermuda race, his towing of *Misty* (who had lost her engine) out of Hamilton harbor and his dive into the water under a capsized trimaran to rescue anyone who might be on the underside of the boat are all cited by friends as examples of his seamanship. We can look forward to seeing H.L., Cathy and their daughters, all ardent sailors, on future CCA cruises.

Affiliations: Larchmont Yacht Club, Storm Trysail Club

WILLIAM DONELAN (WILL)

Ramsey, NJ

Spouse: Kristen (Krissi)

Station: New York

Proposer: Mark Ellman



Will has been on the water since his teen years, racing, cruising and making deliveries. One of his earliest voyages was from Mackinac Island to Travers City, MI, double-handing on a custom trimaran. In the years since, he has logged over 30,000 miles on countless cruises

and races on the East Coast down to the Caribbean. Since 1998 Will has frequently double-handed with Mark Ellman on Mark's first *Next Boat*, a Morris 36' and Mark's next *Next Boat*, a Morris 45'. Besides cruising with family and friends, Will and Mark have done around 25 offshore races together, including the Marblehead to Halifax, and they won the Newport-Bermuda double-handed division in 2000. Besides his sailing expertise, Will has also been very instrumental in the sail selection and design for *Next Boat*. Will's camaraderie under any sailing conditions, his willingness to take on any task, as well as assisting other boats in distress are points which all who have sailed with him are in agreement. As an international businessman, his travels and background in economics make him a terrific conversationalist and raconteur during the long hours of the watch. Krissi is also well known for her skills as both foredeck spinnaker and helming crew on inshore and offshore races, and their enthusiasm and joy of sailing make them an ideal couple to welcome aboard.

ROBERT DWYER

Scituate, MA

Spouse: Maria

Yacht: Sabre 45 *Passage*

Station: Boston

Proposer: Robert J. Morris



Bob grew up in Scituate where he took sailing lessons, but his earliest experience was in boat building, building wood stripped canoes. He finally bought his first sailboat, an 18' Cape Dory Typhoon, at age 23, which he and Maria acquired in Cataumet, launched her and sailed her through the Cape Cod Canal back to Scituate, without motor or radio and few

navigational charts. This memorable and happy journey set them on their sailing life together, with a progression to bigger and bigger boats following the birth of their daughter, and then their son in 1988. In 1998 they purchased a 40' J boat named *Passage*, on which Bob participated in the Marion-Bermuda race. They cruised as a family from the Cape to Maine, chartering frequently in the Caribbean, and in 2011 they acquired their current Sabre, also named *Passage*. In 2011, Bob was Watch Captain on a 3-man voyage on *Apogee* from Woods Hole to Saint Martin during which it blew 70+ for five days as tropical depression Sean howled around them, and the cockpit was repeatedly filled. Bob's composure never wavered. On a subsequent voyage of 13 days from Woods Hole to the Azores in 2013, Bob was happy to have a dry bunk and be able to spend time on safety systems and fall back plans. Bob's love of boatbuilding has increased over the years, during which he has built numerous wooden and fiberglass dinghies, wood stripped kayaks and canoes, as well as electric powered canoes and picnic boats. Now that he and Maria are empty nesters, they cruised up to Nova Scotia in 2012, have been wintering in the Bahamas in 2013, and have long term plans to head for further horizons.

JANET C. GARNIER

Newport, RI
Station: SOC
Proposer: Albert J. Garnier (AI)



Janet and Al have sailed together since they were children. Their family owned a series of boats, starting with a Snipe, then a C and a M16 Scow. She has sailed on the east coast on a wide variety of ves-

sels over the intervening years, culminating with her 1999 purchase of *Reinrag*, a Bahama 25, which she owned until 2006. Janet has always been a ready crew for Al as Watch Captain during his voyages on *Chez Nous*, the Imperial 51 which he acquired in 1975. Janet was on board that summer for the shakedown cruise. In 1980 she sailed with Al as Watch Captain on *Chez Nous* from the Canary Islands to Martinique. Janet went into partnership on a Whitby 42 in 2004, refitting her over two years in preparation for a circumnavigation. She left her career as a LICSW in October 2006 to begin cruising the world, leaving from Cape Cod. Although the circumnavigation terminated in Tonga in September 2007, Janet carried on, taking passage on a Bowman 48, *Shandon*, as Watch Captain from Samoa to Auckland, NZ. She followed this trip in 2008 as Watch Captain on *Sumatra II* a Trintilla 53 on its passage from NZ to Fiji. She then joined *Changing Spots*, a Leopard 40' as Watch Captain in September 2008 on its passage to Grenada from Newport, RI. In 2011 she was back on *Shandon* sailing from Sydney down the west coast of Tasmania to Hobart. Between these far-off voyages, Janet has covered many miles on the east coast, to ports between Bermuda and Marblehead. It is worth noting that these voyages are all the more remarkable since Janet has always been prone to seasickness. However, while in Bermuda she found a remedy not offered in the US, Sturgeson. This has helped considerably to relieve the worst of her symptoms, making cruising even more of a pleasure. The Garnier family is well known on the water. Janet's son Jared is a graduate of the Massachusetts Maritime Academy, her nephews Darren and Kevin are experienced sailors, and brother Tom is a past winner of the Transpac. Janet's seafaring skills are admirable, and her enthusiasm boundless, as reflected in her 2012 award from Sail Newport as Outstanding Volunteer.

Affiliations: New York Yacht Club; Ocean Cruising Club

Offshore Communications Resources:

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

LAWRENCE R. GLENN, JR.

New York, New York
Spouse: Fabiana
Station: New York
Proposer: Andrew G. Kennedy



Larry grew up sailing in Oyster Bay, Long Island, where he was a member of the Junior Program at Seawanhaka Corinthian Yacht Club. Between the ages of 9 and 17 Larry sailed Dyer Dhows, Bluejays and 420's, interspersed with racing and cruising on the family yacht *Runaway*, a 38' centerboard sloop. The Block Island Race has been a family tradition in which Larry participated every year through the 1980's on the sloop *Runaway*, then throughout the 1990's to 2012 on the new *Runaway*, a J44. Larry's parents, Larry and Anne Glenn (NYS) have instilled the joy of sailing in each of their three children, none more so than Larry Jr. who completed his first passage to Bermuda in the 1985 Marion-Bermuda race aboard a 56' McCurdy & Rhodes, *Abbie Haymaker*. In 1993 he was on board a Tripp 55' *Aurora*, as it raced from Miami to Montego Bay. Larry has completed two Halifax Races and eight Bermuda Races on *Runaway*, two as Watch Captain, including the 2010 race when *Runaway* achieved second in class. Larry was Captain of *Runaway* on her return trip from Bermuda to Newport after the 2012 race. An indication of the

family's commitment to the Bermuda race were the awards established in 2008 in memory of Larry's uncle, William L. Glenn, for the family with the best performance in the Cruising Division and in the Lighthouse Division. Larry's chosen career in software development has proven extremely useful in dealing with modern boat electronic infrastructure, and he is gifted with the ability to share this knowledge with others in an understandable way. Whenever his busy work schedule permits, Larry and Fabiana enjoy cruising on *Runaway* with their two young daughters.

WILLIAM B. GREENWOOD III

Seabright, Nova Scotia
Spouse: Katharine
Yacht: Benetteau 50' *Airborne IV*
Station: Bras d'Or
Proposer: Erwin Wanderer



Bill has been sailing in Nova Scotia waters since his childhood on many vessels, from modest ones when he was a sailing counselor at Big Cove summer camp, to slightly larger ones which he co-owned with his brother, until his current *Airborne IV*. During his university days he was active in the Bluenose Class racing scene aboard his vessel *Madcap*. On *Confrere*, a C&C 37 which he previously owned, Bill skippered and navigated numerous races from Halifax to Marblehead and return between 1963 and 2007, as well as acting as Watch Captain on other vessels in the race. In 1993, he was Navigator on Hans Himmelman's CS 40 *Delawanna* from Nova Scotia to Bermuda. Bill and his eldest son (he has three) were familiar sights throughout the 1980's and 1990's as they raced on Code 40's over the frigid waters of Halifax Harbour between January and April

of each year in the RNSYS frostbiting series. They were usually in the top three finishers. He has been very active, and successful, on *Airborne IV* in the past few years, winning his division and overall in PHRF in both Marblehead to Halifax and Route Halifax to St Pierre races in 2010, and placing 2nd. In class in IRC and 4th. in class in ORR in the 2012 Newport to Bermuda race in a well-contested division. Since his early days as a camp counselor, Bill has shown a great example in volunteerism. He is a Past Commodore of the Royal Nova Scotia Yacht Squadron, and has chaired various cruising and racing programs at the Squadron, including the Marblehead to Halifax Ocean Race. It is no surprise then to learn that Bill is regarded as a stellar shipmate, be it cooking (at which he excels), cleaning or at the helm.

Affiliations: Royal Nova Scotia Yacht Squadron; Saint Margaret Sailing Club, Canadian Power Squadron

ANDREW F. KALLFELZ

Jamestown, RI
Spouse: Julie
Yacht: 1973 Tartan 41' *Aurora*
Station: Boston
Proposer: John R. Gowell



Andrew is an accomplished sailor, yacht owner and ocean racer, who has the pleasure of having his wife Julie as bowman on *Aurora*, and their two teenage daughters as crew. Andrew has been Captain and Navigator on *Aurora* for five Bermuda races and returns to Newport, the returns usually with Julie and the girls on board. They frequently cruise Down East as a family, and while the girls race in local, regional and national competitions out of Conanicut Yacht Club,

Andrew has clocked many hours on Race Committee duty at CYC where he is a Trustee. That is of course when he is not racing himself in the pre-eminent Newport one-design class, Shields Fleet 9. Andrew's engineering degree from Cornell, where he was a competitive rower, is evident in his meticulous attention to detail and planning. *Aurora* is an old boat with many miles under her keel, but she has always passed her pre-Bermuda race inspections with flying colors, thanks to his preparation. Andrew's approach to both buoy and ocean racing is smart and competitive, and he generously welcomes on board enthusiastic youngsters who are looking for experience. He is also a great raconteur, with many memorable stories to tell about off-season deliveries across the Gulf of Maine that would test the most seasoned sailors. In addition to his seamanship skills, Andrew is a world-class athlete, having qualified for and competed in the Kona Ironman World Championships, finishing in ten hours in the top 15% of his age group.

MICHAEL LAEL

Brisbane, CA
Yacht: Custom Trimaran 42 *Galatea*
Station: SAF
Proposer: Bill Edinger



After getting out of the military in 1967, Michael spent two years sailing in Hawaii, and realized that this would be a major thread in his life. He cruised and raced on a Hedley Nicole *Privateer*, a fast trimaran, on which he also raced in several Molokai Channel races. Michael's first crossing to the mainland was as co-captain in 1970 on a 28' monohull

Southern Cross which was built for day sailing on Lake Michigan (from plans in *Popular Mechanics*). After spending the winter in the San Francisco Bay area, he and his co-captain cruised south to Mexico and Central America, taking roughly two years before disembarking in Colombia in 1972. Michael returned to California and participated in the building of a Lock Crowther Buccaneer 40 which he sailed locally on the coast and then to Hawaii. In Hawaii Michael spent several years building and sailing medium-sized multihulls, mostly fast cruising designs. Sail and build-time there included a Norm Cross 36R and a 35' Jay Kantola design.

During this time, Michael developed skills in the fields of marine electronics, mechanical systems, rigging, wood-construction and composite-construction. This culminated in building a fast cruising trimaran for himself, *Galatea*, over a 3½ period, finishing in 1984. He enjoyed cruising her around the islands for several years, fishing commercially under sail for a year or two. He skippered *Galatea* back to San Francisco in 1985. He has done some local sailing on *Galatea*, and made deliveries up and down the coast between Anacortes and San Diego on a variety of vessels. Michael sailed on *Capricorn Cat* to Hawaii from La Paz in 2012 and completed a round trip to Hawaii on *Defiance* in 2013. In addition he has crewed with CCA members who much appreciate his fishing skills. Michael is known by many members of the SF station as an excellent marine craftsman and shipwright, with an impressive store of technical knowledge, which he is more than happy to share.

Military Service: US Navy – 1964-1967

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 Pieter de Zwart, dezwartp@gmail.com

The deadline for the Fall issue is October 15, 2014.

G. DAVID MacEWEN

Los Altos, CA

Spouse: Jenny

Yacht: Santa Cruz 52' *Lucky Duck*

Station: Chesapeake

Proposer: Cary W. Thomson



David grew up on the east coast, sailing extensively on the Chesapeake Bay and racing offshore. He has been a much valued crew member on board a succession of boats owned by Al Davies (CHE), with whom he has raced since the 1980's. In 1987 David was on board Al's Farr one ton *Gin* in its SORC races, then on his Frers 45 *NOW* from Annapolis to Newport in 1987, and on four Newport to Bermuda races on *NOW* through 1990. During those years, David owned a series of boats named *Lucky Duck* which he cruised and raced with his family in the Chesapeake area. The San Francisco waters were the beneficiary of David's sailing expertise when he moved out there for work-related reasons in the early 1990's. He first sailed a laser in the Bay, then a Melges 24 which he campaigned in various one-design regattas along the California coast. Eventually he established an 11 meter partnership that allowed him to continue to race despite his demanding work schedule. Around 2009 David purchased a Wauquiez 45 to begin his offshore program, inviting several of his Chesapeake friends to sail with him in 2011 from San Francisco to Catalina in the Coastal Cup. In 2012 he acquired the current *Lucky Duck*, which he has raced in the Coastal Cup and in the 2013 Trans-

pac. Jenny has been a staunch member of his crew throughout, and their children Melissa and Doug are both enthusiastic sailors. Melissa made her first offshore passage on board Cary Thomson's Sabre 452 in 2009 from Bermuda to Narragansett Bay. David and Jenny enjoyed the Phuket cruise on a trimaran with the Thomson and Davies family, and 2013 winter cruising with them in the Bahamas. David is currently making plans for the 2015 Transpac.

Affiliations: St Francis Yacht Club

STEVEN MICHAEL McINNIS

Newport, RI

Spouse: Nancy Jamison

Yacht: Jeanneau 39i *Alegria*

Station: Boston

Proposer: Nicholas Brown



Steve grew up in Rhode Island and began sailing at age 12 when he owned and raced Snipes at the Edgewood Yacht Club before moving on to Penguins at Bristol Yacht Club. Over the years since then, Steve has owned ever larger vessels, while gaining offshore experience with other sailors on their boats. He has taken part in the Halifax Race, Annapolis to Newport Race, Block Island Race weeks and no fewer than ten Bermuda Races, including 1984 when he was watch captain on the overall winner *Pamir*. Steve, who is an attorney, has become very proficient in maintenance on his own boats, from engine to plumbing and electronics to rigging. Until 1996 Steve owned a J29 which he used in a wide variety of PHRF racing. Then, he and Nancy cruised on

their Freedom 32' until 2006. He served for over ten years as Race Committee Chair at Jamestown (RI) YC. In 2007, he and Nancy acquired *Alegria*, a Jeanneau Sun Odyssey 39i, which they enjoy taking down east to Maine each year for several weeks. In addition to race committee work, Steve has been very generous with his time on the New York Yacht Club House Committee at Harbour Court, where he is now Chair of the Events Committee and the Waterfront Committee. Steve and Nancy are supporters of many charitable organizations in the Newport area, and chaired the most financially successful Leukemia Cup held in Newport. Nancy is currently on the Board of Directors of the Aquidneck Island Land Trust and is active with the Naval War College Foundation.

Affiliations: New York Yacht Club, Jamestown Yacht Club

J. RENEE MEHL

Annapolis, MD

Station: CHE

Sponsor: Jonathan Wright



Renee grew up on Harsens Island, MI where she developed a life-long love of sailing after learning to sail on a Styro-foam Snark! When she went to college at Michigan State, Renee became a skipper for the MSU Intercollegiate Sailing Team, and was Women's Team Captain in 1987-1988. Between 1987 and 1989, Renee was aboard some sizeable vessels either as boat captain, helmsman, navigator or foredeck in the Great Lakes, SORC and various east coast races. In 1990 and 1991 Renee crewed internationally in

World Cup regattas in International 50's, and in 1991 she crewed on the Fastnet Race for *Hunter's Child*, a BOC 60', as well as acting as first mate on a transatlantic delivery to Bermuda from Amsterdam. From June 1992 to November 1993, Renee was boat captain/navigator/foredeck or crew boss on a Concordia 46' *Dancer* on its various races and deliveries on the east coast from Bermuda to Maine. The experience and development of her skills on a boat in any position from bow to stern, led to Renee's inclusion as a key member of Dawn Riley's all-female Whitbread Round the World Race in 1993-1994. During the seven-month race, Renee acted as helmsman, bosun and videographer. Her racing career has continued both internationally and domestically, while at the same time she has contributed greatly to the sport of sailing by holding positions on the U.S. Sailing Safety at Sea Committee and is a member of the ISAF Offshore Special Regulations Committee. Renee served as



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 

the Vanderstar Chair at the Naval Academy from 2007 to 2011 before becoming the Director of the Offshore Sail Training Squadron, a position she currently holds. Since 2007 she has acted as the Skipper and Executive Officer on over seven 900-mile offshore midshipman sail training cruises.

Affiliations: Storm Trysail Club

ROBERT GREGG NOURJIAN (GREGG)

Marion, MA

Partner: Jennifer Council Jones

Yacht: Waquiez 47' Mirage

Station: Boston

Proposer: James D. Phyfe Sr.



Gregg grew up in a sailing family with whom he has cruised and raced since childhood. His parents were both accomplished sailors, and always made sailing a family affair involving Gregg and his three sisters. At the age of 21 he completed his first transatlantic passage on George Coumantaros' *Boomerang*, heading for a memorable summer of competition in the Maxi Worlds races in the Mediterranean. Gregg followed that in 1988 and 1990 with Newport-Bermuda races on board *Boomerang*, and a variety of other Maxi regattas. He then he spent 14 summers from 1992 through 2005 on Bob Stone's *Arcadia*, including six Bermuda races, and several New York Yacht Club cruises. During those years he also raced and cruised on Neil Finnegan's *Clover* in Marblehead-Halifax races and Swan Regattas, and was also on *Clover* for the 2006 and 2008 Newport-Bermuda races. Gregg's mother Wendy is sadly deceased, but he and his father Bruce are

carrying on the family sailing tradition, sharing in the 2013 acquisition of *Mirage*, which Gregg skippered from the BVI's to Marion. Greg is obviously very well-known to many CCA members, who are united in praise, not only of his seamanship skills, but of his valuable contributions to the sport. He has been a member of the Race Committees of the New York Yacht Club Race and Beverly Yacht Club, and an ardent supporter and organizer of local sailing events and races. In addition to being founder of the annual Flip Flop Regatta in Boston, a pursuit race and fund-raiser events to benefit the Ally Foundation, he has also served almost two decades on the Board of the Courageous Sailing Center of Boston, an inner city youth development program serving 1,000 kids annually. Gregg and Jennifer have two daughters who are developing their own passion for the sea, and quickly becoming good sailors and sportswomen.

Affiliations: New York Yacht Club; Beverly Yacht Club

KATHLEEN M. O'DONNELL

Milton, MA

Statio: Boston

Proposer: Sheila McCurdy



Kathleen grew up sailing with her family out of Larchmont Yacht Club, Larchmont starting in S Boats with her Dad, frostbiting with Bob Erskine, and was introduced to "big boats" by Freddie Gilbreth. She has just completed her term as a Flag Officer and is an adult sailing instructor at the Cohasset Yacht Club, where she co-owns and races a Bulls Eye.

Kathleen graduated from the University of Miami School of Law with a Specialization in Ocean and Coastal Law, a subject she has put to good use in her subsequent law career. Kathleen has a passion for off-shore sailing, and has become very experienced on short-handed passages. While she has never owned a large boat of her own, Kathleen has been at the helm of Truman Casner's Block Island 40' *Astral* since 1993 on offshore passages and summer cruises. These have included two passages between New England and Nova Scotia, two between Scotland and Norway, one to the Baltic, two between Cape Breton and Newfoundland, two between Ireland and Scotland and several between Padanaram and Maine. These passages were made with no more than four in crew, with Kathleen usually serving as the de facto captain of the watch that Truman was not on. Kathleen is very well read and a wonderful conversationalist with a great sense of humor, all excellent attributes for an enjoyable watch experience. She can transition effortlessly from helm to galley to nav. station, as was evident on Sheila McCurdy's *Selkie* during a passage to Bermuda in 2011. Kathleen, as watch captain, had had additional work to do during a rough 36-hour Gulf Stream crossing as some of the crew had been incapacitated by the movement. She cheerfully kept up communications between the watches, helped diagnose an engine problem and jury-rigged a fix which lasted until they arrived, at which time she competently handled the mooring process. Clearly Kathleen is an ideal sailing companion who we can look forward to meeting on future CCA cruises.

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.

Affiliations: Cohasset Yacht Club; Larchmont Yacht Club

NICHOLAS R. OREM, JR.

Belmont, MA

Spouse: Laura Scott

Station: Boston

Proposer: James C. Eaton



Nick grew up in a CCA family (his father is Nicholas R. Orem, Sr. (BOS)), and began sailing as a youngster on various family cruises along the New England coast and the ICW to Florida. He learned to skipper as a pre-teen sailing Dartmouth Sailing Club dinghies on Lake Mascoma in New Hampshire. While at University of Vermont, Nick was co-captain of the sailing team, competing in various classes all over the north-east. During his senior year in college, he and a friend purchased a run-down Morgan 36T *Grand Cru*. They completely refurbished the interior, removed the deck, replaced the soggy balsa core, and put the deck back in place. They competed on *Grand Cru* in Lake Champlain YC's races for three years and in five races of over 100 miles, generally placing 2nd or 3rd overall. Nick has sailed aboard the family boats *Arbuthnot* (Benetteau 43) and *Wassail* (Najad 440) on many occasions in the Caribbean and Scandinavia, both as crew and as skipper, with his son Dan on all the offshore passages, starting at age seven from Stockholm to Amsterdam. Nick was invaluable during one passage across the Atlantic from Las Palmas to St. Lucia when a masthead fitting broke, and he was able to effect a repair

which allowed them to continue in safety. Having completed his education with a PhD in Cellular and Molecular Biology from Dartmouth College, Nick's services on board have also included that of Chief Medical Officer. The only negative about sailing with Nick is that his skills in the galley can lead to gaining a few pounds on a cruise with him!

CHARLES TANNER ROSE III

Greenwich, CT

Spouse: Nicki Hill Rose

Station: NYS

Proposer: Owen C. Smith



Charles has had his feet wet since he was a lad, on board various boats owned by his father Tanner Rose (FLA), taking part in a variety of cruising and racing events with CCA members on Long Island Sound and around Martha's Vineyard. He was on the Varsity sailing team at St. George's School, where he spent a semester aboard *Geronimo*, and was elected to Commodore of the University of Virginia Sailing Team. His first opportunity for blue water sailing was at the age of 17 when he was Watch Captain on Owen Smith's Sabre 38' *Upbeat* on its return from Bermuda to Martha's Vineyard in 1992. In 1994 he stood watch on *Upbeat* on the Annapolis to Newport race, and again on its 1996 passage from Edgartown to Kinsale, Ireland. Charles is recognized as a gifted navigator and pilot, a skill he honed in 1997 on the Sea Education Association's 138' schooner *Corwith Cramer* out of Woods Hole, where he spent several months studying celestial navigation, nautical science and piloting. For over 14 years Charles has been Watch Captain, Watch Navigator or has stood watch during Newport-Bermuda, Block Island and Vineyard Races on *Bombardino*, Jim Sykes' Santa Cruz 52. At the

same time he has enjoyed family cruising on his father's Swan 48' *Witch of Pungo*, in Maine, Nova Scotia, Ireland, the Western Isles of Scotland in 2005 and 2010 and the Swedish Archipelago in 2007. On these passages Charles has been Navigator, and responsible for all decision-making. He was Navigator and second in command on his father's J42 *Glide* in the 2012 Newport-Bermuda race. It is worth noting that despite his busy career as a Portfolio Manager at Morgan Stanley, Charles is an active member of the New York Yacht Club's Library Committee, Oral History Committee and Heritage Committee.

Affiliation: New York Yacht Club;
Royal Ocean Racing Club

CHARLES M. STILLMAN

Seattle, WA

Spouse: Susan Jackson Stillman

Yacht: Malo 41 *Gratitude*

Station: PNW

Proposer: Daniel Schwartz



Charlie grew up in Boston, and at age 15 he taught himself to maintain and sail the old Montycat given to him by his parents. By the end of college, Susan had introduced him to sail camping in Buzzards Bay on her Rhodes 19. After marrying in 1970, the two were the impetus for her family's purchase of the Little Harbor 37 which the family cruised and raced on the East coast for over 20 years, as far as Nova Scotia and New Brunswick, and took part in two Marblehead to Halifax races (1973, 1977). After moving to Seattle in 1971, Charlie and Susan cruised the PNW waters in partnerships on a Cal 29 and a C&C 38 as far north as Desolation Sound. Their Malö 41 *Gratitude*, was built in 2002 with plans for more extensive cruising. In 2004 Charlie was

Watch Captain of a Malo 42 on his first long passage from San Diego to Hiva Oa, French Polynesia, on what was initially a routine 4-man voyage. They unfortunately encountered force 9 conditions for over 12 hours in the ITCZ. They ran before it under bare poles making close to hull speed. Luckily all four crew were able to hand steer, and although they took on plenty of boarding waves, Charlie's first long passage was not his last. Later that year, Charlie and Susan cruised from Seattle round the west coast of Vancouver Island aboard *Gratitude*. They have since been very involved in activities at the Seattle Yacht Club, organizing a successful NORPAC Cruising Regatta in Barkley Sound in 2008. They have also joined friends in numerous locations around the world for cruising and offshore ocean passages. In August 2011, Charlie and Susan outfitted *Gratitude* for a trip down the west coast and on to Mexican waters for the winter months. They set off from Seattle to Banderas Bay, Mexico, exploring the Sea of Cortez and Turtle Bay before returning to Seattle almost 3,000 miles later in June 2012. Later that year, Charlie and Susan were awarded the Seattle Yacht Club's cruising trophy for their offshore and distance cruising accomplishments. In February 2011, Charlie and Susan joined new members Bill and Kathi Cuffel on their sail in Hauraki Gulf, and in 2013, they joined friends on a Malo 42 *Bizim* at Puerto del Rey, Puerto Rico, from where they sailed to the Bahamas. This was their last hurrah with the boat and friends they had sailed with down the Baja Peninsula, in the Turkish and Greek Isles, and on a separate cruise in the Caribbean over a span of seven years. Desolation Sound beckons again this year and they are hankering to do a boat swap in Scandinavia soon.

Affiliation: Seattle Yacht Club

Military service: US Army 1967-1969

Fleet Surgeon



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

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

PETER B. STONEBERG

Tiburon, CA

Partner: Sue Hoeschler

Yacht: Prosail 40' *Shadow*/ *Far Niente*

86' motor yacht

Station: SF

Proposer: Bruce H. Munro



Peter began his passion for boats and sailing when he was 9 years old by building a wooden Sailfish over a cold and snowy winter with his Dad and brother in Naperville, IL. The project was a success (it floated!), and he loved sailing it on Lake Michigan and other inland lakes. Building high tech businesses and raising a family limited Peter's sailing to vacations and occasional races on Tartan 10's, Hobie Cats and J-24's, but after moving to San Francisco in 1989 he found more time to pursue his passion. He bought an 11 Metre and sailed with many top luminaries in our sport, winning many regattas, including twice winning the Citibank Cup. Peter also owned a Farr 40' *Shadow*, with which he and his team were Northern Cal Champions (twice), Pacific Coast Champions, Yachting Cup winner (twice) and the winner of the prestigious Cal Cup. It was during this era that Peter discovered his love for trans-oceanic passages, starting with two Pacific Cup races from San Francisco to Oahu on a Santa Cruz 50' *Gone with the Wind* (second in class) and on a TP52 *Flash* on which his team won second overall out of 60 boats. He campaigned *Flash* for three years in such offshore races as the Miami to Key West, San Diego to PV, Newport Beach to Cabo and the Chicago-Mac race. Peter's most exciting blue water passage was surely

the 2013 Transpac from LA to Honolulu on the ex-Artemis 72' *ORMA* trimaran, in which his team was first to finish, had the fastest elapsed time of 5 days, 12 hours for the 2,225 nm passage, and the fastest corrected time. Indeed, this monster trimaran only missed the all-time overall record by 3 hours in spite of losing 10 hours while recovering from two shattered carbon daggerboards after hitting not one, but two telephone poles from the Japanese tsunami!

Peter's latest sailboat is the Prosail 40' catamaran *Shadow*. Designed by Melvin and Morelli it is a pure in-shore racing machine. He has won many races on her, including the 2012 Rolex Big Boat Series, as well as setting records on the Delta Ditch run, the Jazz Cup, and the Big Daddy Around the Islands race.

Peter claims that "he's never met a boat that he doesn't like," so he quenches his powerboat passion with the 1939 86' classic motor yacht *Far Niente*, his 60' *Riva* and the AC45 power-cat that he acquired from the America's Cup Event Authority in 2013.

Peter was Commodore of the St. Francis Yacht Club in 2012, and a founder of the America's Cup Organizing Committee-San Francisco.

Affiliations: St. Francis Yacht Club, Belvedere Sailing Society

JAHN S. TIHANSKY

West River, MD

Spouse: Patricia (Patty)

Station: CHE

Proposer: William J. Kardash



Jahn began crewing on MORC-sized boats at age 13, and within a few years was

working summers in a sail loft and rigging shop. He became a full-time sail maker, first with Johnson Sails then with Hood. In 1981, at the age of 20, he bought the first of three J24s which he campaigned throughout Florida, winning the district championships many times. He continued racing the J24s through 1986, skippering in two World Championships, at the same time competing in big-boat regattas such as Block Island Race Week and in many SORCs. At age 22 Jahn opened his own sail making company in Tampa, FLA, and spent many hours on the water sailing with customers. He returned to sail-making in Annapolis, which provided the opportunity to take part in grand prix big-boat sailing, such the Corum Japan Cup, the Kenwood Cup and Key West Race Week with some of the world's top sailors. In 1993 Jahn accepted the position as manager of the new J World Sailing School franchise in Annapolis, later becoming owner/manager. During his tenure there, Jahn developed numerous specialized training programs including regatta competition with student crews in well-known races, taking part in 10 Key West races, and in 11 SORCs, six as Skipper. Jahn has competed on many boats domestically and internationally which were either Class winner or Overall winners. In 2005, Jahn moved to the US Naval Academy where he is presently Head Coach of the Varsity Offshore Sailing Team. Jahn has his USCG Master 50 ton Near Coastal certificate, and is a US Sailing certified instructor trainer, besides holding a private pilot's license. He has recently acquired an A Class catamaran which he plans to race locally. 🇺🇸

Check out the Website: www.cruisingclub.org

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

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

Safety at Sea Resources:

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



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Deadline for Fall 2014 Issue is October 15

Calendar of Events

- | | |
|-------------|--|
| 2014 | June 20, Newport Bermuda Race
September 2-10, Desolation Sound, Club Cruise, PNW
October 16-18, Fall Members Meeting, Toronto |
| 2015 | March 6, Annual Meeting and Awards Dinner, NYYC
March 20-28, Cruise in the Caribbean
September 14-25, Cruise in the Ionian Islands
October 15-17, Fall Members Meeting, St Michaels, Maryland |
| 2016 | March 4, Annual Meeting and Awards Dinner, NYYC |

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

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

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

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

