



Ionian Cruise

Two hundred and sixteen members and guests on forty one yachts gathered in the Ionian Islands of Greece during the middle two weeks of September for a long-planned and memorable cruise. The fleet consisted of 25 bareboat charters, three crewed charters and 13 member or guest owned yachts. Ranging in size from 38' to 125' we made an impressive fleet as we gathered in the small harbors on Meganisi and Ithaca. Even the large bay under the Corfu fortress was fully occupied for our Opening Event.


The Cruise formed up in Corfu at the north end of the Ionian Islands. During the next 12 days there were four events, each of a different character, scheduled to allow substantial time for individual exploration of the islands.

The Ionian weather pattern this year schemed to disrupt the best of plans. Each of the four events was spiced by the effects

of "interesting" weather. In fact, some members will have quite adventurous tales to tell having been required to literally jump

into action to save their yachts from serious damage during one night of violent squalls. The charter fleet was fortunate to have seasoned CCA members at the helm during this event. Or, possibly it was the Greek gods and goddesses in attendance that kept us safe from an unpredictable Aeolus.

Returning to Corfu for the final Gala, most yachts found they had sailed more than 200 miles. At the Achilleion Palace

we dodged the rain, ate very well, danced until we laughed, and everyone declared they had enjoyed each gathering of the fleet and the camaraderie of their mates in another far corner of the world. 



Nellie in Vahti Vali, a quiet cove on Kastos

Barbara Watson



Opening reception

Jim Corenman



Cruise fleet preparing to start the race

Betsy Ballie

more photos continuing on page 24

From the Commodore

Dear Fellow CCA Members,

Here in St Michaels, there's a chill in the air coupled with leaves turning bright fall colors showing the transition of the seasons. Hardy souls out on the water today have their heaters on, not the air conditioners needed only six weeks ago, and even some of the skinnier leashed pets are wearing sweaters. "Loopers" are gearing up for a voyage south while the rest of us layup our boats and plan for the next season.

Highlights for our Club during this past season include:

1. A delightful cruise in Greece for more than 200 members and guests, with 41 boats including 13 owned by members or their guests. (see page 1 of this GAM)



*Commodore Tad Lhamon and Joyce with **Lyric** in the background*

2. Many gatherings with CCA stations as they cruised locally and celebrated the summer with their own brand of station events. With *Lyric*, we attended cruises hosted by ESS, BDO, BOS, and CHE all of which managed to include members and boats from out of area.
3. Considerable behind the scenes work on the part of the Bermuda Race Organizing Committee (BROC), under the leadership of AJ Evans, to organize the 50th running of this race for 2016. Expect many new features here:

- an expanded fleet, some larger race boats, followed by a CCA cruise in Bermuda after the Race.
4. A survey of our membership conducted by VC Jim Binch and his committee, to guide us in the future; if you haven't responded, please go to <https://www.surveymonkey.com/r/CCA2015mem> to register your thoughts; we welcome all member feedback.
5. The Club's Fall meeting on the Chesapeake, where we enjoyed the laid back, warm Eastern Shore hospitality of this Station. The board considered a number of new initiatives stimulated in part by the preliminary results of the all-member survey. Among those were an extension of the term for Board Governors to three years, a more comprehensive and transparent financial reporting and review process, the foundation for a plan to house our Bermuda Race and Club Trophies at IYRS in Newport, a vote of support for ORA (the ocean racing association supporting the ORR rating system used by Newport Bermuda, Chicago-Mac, and Transpac Races), an indication of support for US Sailing's program for building online training modules for Safety at Sea Seminars, and a broad discussion of recruiting for new members.

Finally, Joyce and I have completed a 7000 mile tour of 10 of the 11 CCA stations on our trusty old *Lyric* (Toronto is coming in the late spring) and are now in the mode of digesting all we've learned from this experience. More on this over the winter but suffice it to say that the CCA contains the finest group of friends we know, with countless examples of sharing the passion for the sea with each and every one of the members we have met along the way.

Tad



The CCA GAM

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Editors: Pieter de Zwart and

Joanna Miller-de Zwart

New Members Editor: Dianne Embree

Photographer: Dan Nerney

CommodoreFrederic T. Lhamon

Vice Commodore...James G. Binch

SecretaryChristopher L. Otorowski

TreasurerPeter L. Chandler

HistorianJohn F. Towle

Fleet CaptainPaul J. Hamilton

Rear Commodores

BermudaStephen W. Kempe

BostonStephen E. Taylor

Bras d'OrReginald H.B. Goodday

ChesapeakeRobert M. Mathews

EssexDavid D. Dickerson

FloridaC. Tanner Rose

Great LakesJ.W. Robert Medland

New YorkPeter E. Kelly

Pacific Northwest ..John F. Robinson

San FranciscoRobert L. Hanelt

So. CaliforniaWilliam Barsz

Post Captains

Buzzards BayPeter J. Cassidy

Gulf of MaineStephen Tofield

Please email CCA news, photos and items
of interest to editor Pieter de Zwart,
dezwarpt@gmail.com

Pieter de Zwart

1615 NE 2nd Court

Fort Lauderdale, FL 33301

917-885-8020

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Coming Up...Cruises and Meetings



Wirth M. Munroe Race

December 4, 2015

By the time this GAM reaches your mailbox, the results will be in for the 2015 edition of the Wirth M. Munroe Race.

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

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



The 59th Annual Wirth M. Munroe Yacht Race from Fort Lauderdale to Palm Beach was held Friday, December 4, 2015. The race began at the Lauderdale Yacht Club in Fort Lauderdale and ended just outside of the Lake Worth inlet in Palm Beach, Florida.

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



Ski Gam 2016

The snow has begun to fall in Park City, and plans are in process for the annual Ski Gam which will take place from February 5 through 12.



The Silver King hotel will again be our base of operations this year.

Due to the size of the meeting room we are limited to 40 participants.

Since present reservations are nearing that magic number we encourage those who plan to come to sign up soon.

For more information and a registration form, visit "Ski Gam 2016" on the CCA website.

Allan Rae



Annual Meeting and Awards Dinner NYYC

March 4, 2016

The Annual Meeting and Awards Banquet will be held at the New York Yacht Club on Friday, March 4, and is a very special day that includes committee meetings and the opportunity to honor those so deserving in our sport.



All members are welcome, and you are especially encouraged to attend the Awards Dinner, which is a spectacular evening. Recently elected members are particularly encouraged to be part of one of the more significant international contributions to sailing that the CCA makes each year. As said by Past Commodore McCurdy about the Awards Banquet:

"The Awards Evening at the New York Yacht Club should never be missed as you saw from the coverage in the GAM. It was far more than a club dinner. It was a dazzling evening with the luminaries of our adventurous sport. Once a year, the CCA has the opportunity to honor those who inspire and amaze us with their exploits and contributions to sailing. Bob Drew and his committee put in an extraordinary amount of work to gather these significant characters from around the world. The honorees are genuinely impressed by the importance of the CCA and its mission."

CCA Membership Standards

The CCA requires that a candidate have "at sea" experience, and not just be a coastal cruiser or racer, and we define "at sea" as passages of at least two-three days' duration. The candidate must have shown command skills, though 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 two-four people, often with each standing a solo watch – in most such cases, each person might have considerable responsibility, though the Membership 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, and will take this into account when considering them.

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/her abilities, but it is not the only way. In bygone years, the membership standards asked that a candidate have sailed with his proposer and second-

Newport-Bermuda Race

June 17, 2016

Please go to page 28 for the latest on the race by BROC chairman AJ Evans

Bermuda Cruise

June 26-30, 2016

Following the prize giving for the 2016 Newport-Bermuda Race, there will be a celebratory five-day cruise through all the wonderful and rarely seen isles of Bermuda. (For more information, see page 6.) Stephen Kempe (BDA) will be the Cruise Chairman. Plans are in the development stages, and further information will be forthcoming.



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 website:
CCA Burgees –
sailbaglady.com;
or call Bettina
(the sailbag lady herself) at
203-245-8238.



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.

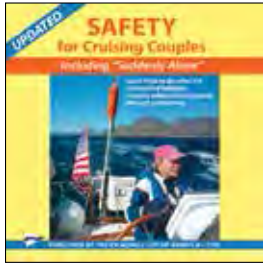
For those heading to Nova Scotia there is a new edition (2012) of the Cruising Guide to the Nova Scotia Coast. For those headed further north there is also a new edition (2012) of the Cruising Guide to The Labrador.

Sandy Weld, Chair

Peter Stoops,

Chair Membership Committee

SAFETY for Cruising Couples, Including “Suddenly Alone”




The CCA Safety at Sea Committee recently published an updated version of the highly regarded Suddenly Alone workbook now titled *Safety for Cruising Couples – Including “Suddenly Alone”*. The workbook revisions incorporate lessons learned from giving the Suddenly Alone course to approximately 2000 people, the experience of CCA members and the technology and techniques of safety and safety equipment that have evolved since it was first published about 15 years ago.

Safety for Cruising Couples Seminars are geared to short-handed coastal cruisers, both sail and power boaters. They give the less experienced partner the basic tools he/she needs to become a competent partner on the boat. Competence and mutual confidence leads to a partnership on board that makes cruising safer and more enjoyable. The workbook focuses on the essential onboard

teamwork of preparing for emergencies, such as Man Overboard Recovery, basic navigation skills, identifying the boat's location, boat handling and radio communications.

The workbook is also a handy reminder to both experienced and less experienced partners of safety procedures that should be practiced every year. The art of safety is increased when both individuals are confident in knowing what to do when the unexpected happens. Early feedback from reviewers recommend that a copy of this workbook should be aboard every boat operated by a shorthanded crew.

To purchase a copy of the workbook or receive information on how to set up and conduct a Safety for Cruising Couples Seminar at your CCA Station, yacht club or sailing organization, contact Ron Trossbach at rontrossbach@msn.com or (703) 403-8408. 

Cruising Guide Committee

The origin of the Cruising Guide Committee came about when in the late 1940's 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 to cruise an area appreciates a few tips from those who have been there before.


As is typical, he was appointed chairman to do something about it in 1950. Thus, he became editor of the *Cruising Guide to the Nova Scotia Coast*, which was first published in 1952. At that time it contained about 32 write-ups contributed by a dozen people.

As a natural offshoot of the *Cruising Guide to the Nova Scotia Coast*, the *Cruising Guide to Newfoundland* with some material on Labrador was published in 1955. In 1983, the Labrador section became the *Cruising Guide to The Labrador*, a stand-alone publication.

Until 1977, Charles Bartlett was editor of all three publications. Since then, there has been a succession of editors for the various guides. Currently Sandy MacMillan is editor of the *Cruising Guide to the Nova Scotia Coast*, Sandy Weld is editor of the *Cruising Guide to Newfoundland*, Fin Perry is editor of the *Cruising Guide to The Labrador* and Jim Evans is editor of the *Cruising Guide to the Gulf of St. Lawrence*.

New editions of these guides are published periodically, typically every three to five years. In between new editions, updated information is posted yearly, usually in February, on the guides' web site, www.pilot-press.com.

The guides are an aid for those who seek the challenges, adventures and rewards of sailing in one of the most beautiful and unspoiled cruising grounds of North America. And for those who appreciate a few tips from those who have been there before. For various reasons the guides are not all inclusive. Since their inception in the 1950s, the information is provided by a corps of “correspondents” – cruising men and women who have contributed their knowledge of the areas they have sailed.

The guides are available from most well-stocked nautical bookstores. Not counting the Canadian Government, each guide covers more territory of their respective areas than any other book purporting to deal with cruising these waters. Plus, there is more effort than in any other publication to keep the guides up to date. As anyone knows, a publication of this nature rapidly becomes obsolete. The forte of the CCA guides is avoiding obsolescence and therefore they have developed a loyal band of users and contributors. 

Bermuda

Members of the Bermuda Station have been working closely with Officers of the Royal Bermuda Yacht Club on plans for the 50th running of the Newport-Bermuda Race to be held in 2016. The Yacht Club has been in the midst of a project to rebuild the hardstand area over the waterfront but have had to deal with frequent stoppages due to events such as Argo Gold Cup Match Racing and the America's Cup World Series. When completed, the new area will greatly improve the facilities at the Club for events following the Race next year.

On the topic of post-race events, a Committee led by Rear Commodore Stephen Kempe has been tying up loose ends for the post Newport-Bermuda Race cruise that will begin on Sunday, June 26. Response to the cruise has been good but unfortunately numbers of participants will be restricted because facilities such as restaurants at some of the stops have limited capacity. Negotiations continue but the maximum number is likely to about 120.

The Bermuda Cruise is designed to give CCA members and their guests an opportunity to see parts of Bermuda that they might not otherwise have a chance to see. The Cruise will have a stop at the former Royal Naval Dockyard with a visit to the Maritime Museum (Bermuda's National Museum), a look at the emerging America's Cup Village and shops in the old Dockyard buildings. There will be an opportunity to snorkel on Bermuda's beautiful offshore reefs, visit Nonsuch Island Living Museum and explore the old town of St. George, the island's first capital and now a U.N.E.S.C.O. World Heritage Site.

Cruise updates and registration information are on the web site in the CCA members section under 2016 Bermuda Cruise.

In September of this year on the other side of the Atlantic, indeed on the eastern end of the Mediterranean a group of 14 Bermuda Station members, their spouses and guests participated in the CCA Ionian

Cruise. The Cruise was co-chaired by Steve James from Florida and Les Crane from Bermuda. An incredible amount of work went into organizing this Cruise and the entire organizing Committee have our Station's congratulations and thanks for the event.

Jim Burnett-Herkes, Historian 

Boston

In April, 14 members attended an Off-shore Safety discussion at Chase Leavitt Marine Services in Portland. Jonathan Leavitt and Chris Harrison provided an excellent overview of life rafts and other safety equipment. We had the opportunity to inflate two life rafts, and an inflatable MOB system which included a lighted pole, life ring and drogue. The accessories stowed in the life rafts were explained along with the service requirements and operation of hydrostatic devices. The latest safety equipment including EPIRBs, PLBs, Personal AIS, Delorme inReach Satellite Communicators, and Spinlock life vests were also demonstrated. Following the hour and a half demonstration, Jon and Chris joined the group for lunch at Dimillo's restaurant.

On a warm evening at the end of June, 21 members of the GMP post had a potluck dinner at the home of GMP Post Captain Steve Tofield.

Also in June, some 12 members gathered for dinner at the Rocktide Restaurant in Boothbay Harbor. We had chosen a restaurant in a harbor where people could sail or drive to, as many members did not have boats launched or ready for a remote anchorage. Only Kaki and JP Smith actually sailed in, but the rest arrived with tales of boat work, a circumnavigation and winter in the Caribbean. After drinks, Kaki and JP sailed back to Camden.

On July 19, over a dozen BOS members and guests had drinks and a lavish buffet onboard the USCG *Eagle* in Portland Harbor. Rain with thunder and lightning

did not affect guests under the awning of the *Eagle*.



Gary Schneider

USCG Eagle

In early August, Garry and Leslie Schneider and the Boston Station organized the Maine Out Island Cruise. The 45 boats and 200 CCA members from many stations enjoyed glorious weather with gentle winds and barely any fog. On August 5, the cruise started with a glorious cocktail party on Dix Island, hosted by Cabot and Heidi Lyman.



Maggie Salter

*Brad Willauer and Garry Schneider
mixing the rum keg on Dix Island*



Maggie Salter

Peter and Carol Willauer and Al Hickey on Dix Island

News from Stations & Posts

Boston continued



Gary Schneider

GMP Post Captain Steve Tofield (Dix Island harbor captain) and his wife Nikki

The next day, the fleet raced from Two Bush Light around Matinicus to Seal Bay at Vinalhaven. *TygerTyger*, captained by GMP Post Captain Steve Tofield, won the monohull division and *Sorn* captained by Jesse Dupre won the multihull division. Following the race, we rafted for cocktails in Seal Bay. For the following three nights, we made our own choices for anchorages in Penobscot Bay before we reunited for a lobster dinner on North Haven.

Our last gathering was a catered lunch at the home of Rob and Joan Roy on Deer Isle.

Despite concrete fog all over Penobscot Bay in the early morning of September 9, the weather cleared by mid-after-



Maggie Salter

Nancy and George Marvin, Deer Isle

noon in Castine in time for the annual sail on the schooner *Bowdoin* of the Maine Maritime Academy. Some 16 members and their guests left the dock at 1600 hours and had a great sail in 25 knots of breeze. Next year, the *Bowdoin* celebrates her 100th anniversary. She is the only wooden ship built for Arctic exploration



Maggie Salter

Allan Rae, RC Steve Taylor and GMP Post Secretary Maggie Salter

still actively sailing. In 2017 or 2020, she will return to the Arctic with a crew consisting of a Captain, First Mate, cook, and

12 Maine Maritime Academy students with instructor. Afterwards we enjoyed dinner at Dennett's Restaurant.

Several BOS Station and BUZ and GMP Post events have been planned. The dates can be found on the BOS Station website.

Margery Salter, Secretary

Bras d'Or

Our Bras d'Or station had another wonderful sailing season with quite an active membership.

Erik de Jong, *Bagheera*, winner of last year's CCA Royal Cruising Club award, successfully sailed from Nova Scotia (leaving last May) via the Northwest Passage arriving in Nome, Alaska, on September 10, 2015. Since then he has single handed across the Bering Sea to Dutch Harbor and is currently in Kodiak, Alaska. Follow his adventures on Facebook under "Bagheera-sailing."

Our RC, Reg Gooday, *Akubra*, crewed on *Rogue's Roost* as Navigator to win the 14 day (ORC division) race around Vancouver Island, British Columbia in June.

Hans Himmelman, *Delawana*, sailed a return transatlantic from Vigo, Spain to St. Margaret's Bay, Nova Scotia via the Azores in 19 days at the beginning of July. Les Savage (BDO), one of our newest members, crewed with Hans and subsequently delivered a 66' ketch from Nova Scotia to Boston and returned from the US delivering a 49' motorsailer from Newport, RI, to Lunenburg.

William B. Greenwood III, *Airborne IV*, placed first in Class and second overall in the Marblehead-Halifax race establishing a CCA team win for the Marblehead Ocean Race. A team of three CCA boats has won the Parker C. Hatch Club Team Competition trophy in the 36th running of the 360-mile Marblehead to Halifax race, as well as collecting an impressive array of individual honors. The race runs in odd years from Marblehead, Mass., to Halifax, Nova Scotia.

Victorious "Team CCA" was (1) *Airborne IV*, a Beneteau 50, skipper William B. Greenwood (BDO), first in Class in



Maggie Salter

Abbott and Kay Reeve, Deer Isle



Pieter de Zwart

Cmdr. Tad Lhamon thanking hosts Rob and Joan Roy on Deer Isle

News from Stations & Posts

Bras d'Or continued

PHRF Div. 3 and 2nd overall, (2) *Actaea*, a Bermuda 40, skipper Michael Cone (CHE), first in ORR Div. 2 and 1st overall in ORR, and (3) *Grey Ghost*, a Zaal design, skipper Philip Parish (CHE), 3rd. in PHRF Div. 4 and 7th overall.

Also in July, Gretchen McCurdy writes: "The Bras d'Or Station was delighted and honoured to host Commodore Tad Lhamon, Joyce and their family on the South Shore of Nova Scotia. We are very impressed by their determination to visit all stations on their comfortable and personalized yacht *Lyric*. How special to have these PNW members sailing on our distant waters. Between local tours with their son Rusty, daughter-in-law Haley and grandsons Taylor and Barrett, and searching for Joyce's long lost childhood friend, Tad and Joyce participated in a raft-up at Gifford Island in Mahone Bay, dinner ashore with Station members and guests at the Lunenburg Yacht Club, and a barbecue and lobster boil in the rain at the home of Thelma Costello and Wilson Fitt. It was a special week getting to know the

Yacht Club during Commodore Lhamon's visit. It was great to see Ted and Liz back in Nova Scotia waters.

Syd and Sandy Dumaresq, *Amasek*, wrote: "We started the summer cruise on Thursday, July 30, 2015 leaving Chester, NS, bound for Petit Rigolet, on the North Shore of the St. Lawrence River just east of the Quebec-Labrador border. On board were Sandy and Syd Dumaresq, son Dean and Graham Dixon MacCallum. An overnight to St. Peters in Cape Breton, a beautiful run to Baddeck

and two more overnights led to breakfast on Tuesday at Ile du Gros Mecatina, an island just south of our destination. Petit Rigolet is a 40 mile run of inland sailing, protected from the Gulf of St. Lawrence by a series of high islands. The channel twists and turns, opening to large rivers running inland to the height of land in Labrador and small trickles to the Gulf. The harbours are numerous, unnamed and enchanting. The sailing is wonderful! The scenery is breathtaking. The land is two-tone: olive green lichen and dark green

scrub spruce on high hills punctuated by streams, waterfalls, coves and tickles. The land is remote. No roads, only an infrequent ferry service to the so called real world. The people live off the land, fishing from summer communities on the coast and wintering inland, just like the olden days. Like Newfoundland, the locals are

friendly, welcoming and generous beyond belief. Not a single other yacht was seen in the eight days spent on this coast.

The following Wednesday saw *Amasek* heading due south on an overnight head



Syd Dumaresq

Amasek – Wood Point, Bonne Bay, NL

butt to Woody Point in Bonne Bay, arriving by chance in time for the annual Writer's Festival.

Here, Dean and Graham left for home by land. Two days of fun in civilization were followed by a six hour head butt to Bay of Islands, then a gentler overnight haul across the Cabot Strait to Otter Harbour in the beautiful Bras d'Or Lakes. On this fast trip up the Eastern Shore, the harbours visited were Grassy Island off Canso, Liscombe Lodge, Shelter Cove



Syd Dumaresq

Anse du Portage

region and so many BDO Station members. We wish Tad and Joyce continued smooth sailing on their voyage and hope it will not be long before they return again."

Ted Brainard, *Curlew*, (BOS) sailed from Marion, Mass., with crew Al Bishop (BDO) and Charlie Higginson (BOS) to join in on the events at the Lunenburg



Syd Dumaresq

Amasek – Iles des Genevriers



Bras d'Or continued

and Rogues Roost. A trip to be remembered. A trip to be recommended."

Rick and Bonnie Salsman, *Aisling I*, are continuing their adventures in the Med and write: "Bonnie and I had a late departure this spring from our winter boat home

clock and took an inland tour by car with another cruiser from the US, visiting the Greco-Roman ruins in Butrint, a beautiful spring known as The Blue Eye and the stone town of Gjirokastra situated in a valley between two big mountain ranges. The tour guide who spoke very good

English gave us a great understanding of Albania and its people and why it was so isolated for so long. The country is still recovering from the Communist years. Another big issue is language, since Albanian is not related to any of the other languages in Europe. From Albania we headed back to Italy, with stops in Santa Maria di Leuca and Crotone

in Calabria. From Crotone we did a quick road trip to the beautiful Calabrian towns of Scilla and Tropea. Once back on board we headed direct to Sicily and back to MdR. There we packed up the boat for the winter, said goodbye to our friends and hopped on the plane that eventually took us back home. Ciao for now."

Judy Robertson, *Semper Vivens*, continues to work diligently with the Nova Scotia Nature Trust to acquire "100 wild islands" on the Eastern Shore of Nova Scotia. About 90% of the targeted \$7 million has been raised. During our station's fall raft up in Cub Basin, she was giving guided tours of adjacent Rogue's Roost (the site of our well attended spring raft up) which was recently acquired in June by the nature trust to be preserved as it exists for future generations. These activities for coastal conservation have recently been supported by the CCA's Bonnell Cove Foundation as well. The Nova Scotia Nature Trust has an easily accessible web site with amazing photos for those interested in future cruising to Nova Scotia waters.

Al Bishop, *Historian* 

Chesapeake

Summer on Chesapeake Bay started percolating early, perhaps to compensate for the very cold winter and a belated spring. June cruisers saw temperatures touching record highs, and many an anchorage hummed all night with generators keeping cool those fortunate to have air conditioning aboard.

But the rest of the summer was nice and normal. The cow-nosed rays (*Rhinoptera bonasus*) arrived on time, frolicking as usual when creating the next generation and startling sailors new to the Bay with visions of sharks or dolphins. It was a good year for osprey chicks, and the brown pelicans continued their ever-larger summer migrations to the mid-Bay which began in 1987. All of this wildlife seems to be benefiting from the limits imposed on menhaden catches in 2012.

On October 15-17, the Chesapeake Station hosted the National Fall Meeting in historic St. Michaels, Maryland. Margy and Jim Robfogel with Cary and Martha Thomson co-chaired the event with a committee of 17 including Station Rear Commodore Bob Mathews. To quote CCA Commodore Tad Lhamon, "this is the time we elect new members and conduct the other business of the Club." On registration day there was a Safety-at-Sea meeting and the Nominating Committee convened before a reception at Tad du Pont's Higgins Yacht Yard. Friday, all major committees met with a noon break for lunch while sightseeing on the Miles River aboard the 65' Norfolk-built replica steamboat *Patriot*. Many enjoyed visits to the Chesapeake Bay Maritime Museum in the afternoon, followed by drinks and dinner at the Town Dock restaurant overlooking St. Michaels harbor. On Saturday morning, the final committee meetings wound up their business and boats going on the Chesapeake Station Fall Cruise (including Commodore Tad and Joyce Lhamon's *Lyric* and Vice Commodore Jim and Suzie Binch's brand new *Callua*) began to gather.

The cruise started Sunday, October 18, with a sharp change in the weather and a



Syd Dumaresq

Amasek – Iles des Genevriers

Marina di Ragusa (MdR) in southern Sicily. We had decided to put copper coat on *Aisling's* bottom and get some other painting done. The winter was harsh in MdR and the ship yard was delayed with many projects including our work. We arrived in late March and finally cast off the dock in late June. We did the two night passage from Sicily to Preveza, Greece. It's about 250 miles and was another of those choppy uncomfortable trips that the Mediterranean can throw at you. We had forgotten how beautiful Ionian Greece is with its high-sided islands, rich green foliage and beautiful turquoise water. We spent the summer slowly exploring new anchorages and islands we had not visited before. There are so many. The temperatures in July reached the low 40's which for those from Nova Scotia is just too hot, so we left the boat in Preveza and returned home to Halifax for August. On our return in September we explored the mainland north of Preveza and Corfu. We spent one night in the anchorage below the Corfu castle with many of the boats there on the CCA cruise and spoke with a few, but we had to move on. The highlight was our visit to Albania. We stopped in Sarande to re-set our VAT

News from Stations & Posts

Chesapeake continued

morning freeze about three weeks earlier than average. The maples turned scar-



Commodore Tad Lhamon and
Vice Commodore Jim Binch

let and gold, seemingly overnight, while cruisers dug out the fleece blankets. The first leg was across the Bay to the Rhode



Mark and Melissa Myers, Station Rear Commodore
Bob Mathews and Vice Commodore Jim Binch
warming up at West River Sailing Club

River where Ted Parrish's *Nellie Crockett*, a restored "buy boat," awaited with the Rum Keg to warm up chilly sailors.



Donna Schlegel and Bob Floyd
waiting their turn at the WRSC Pig Roast

On Monday, the Sunny Gibbons-Neff Memorial Trophy Race was held en route to the West River Sailing Club for a blazing fire in the fireplace, a "pig roast" and a party, hosted by Drew and Sarah Sinnickson and Donna and Alex Schlegel, that seemed almost like a giant après-ski party – lots of heavy sweaters, sun-burned faces, and warm boots.

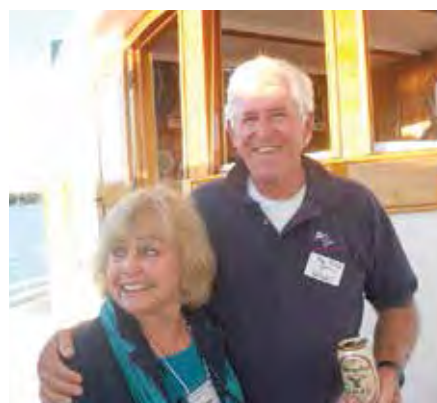
Tuesday was a lay day. Some chose to cruise to the Little Choptank River and others to visit Tilghman Island for a shore dinner. Wednesday afternoon, the fleet began to reassemble in Dun's Creek for another Rum Keg and a tableful of hors d'oeuvres aboard *Nellie Crockett*. It was one of those sparkling golden afternoons that poet Helen Hunt Jackson extolled: "O suns and skies and clouds of June, and flowers of June together, Ye cannot rival for one hour October's bright blue weather."

Thursday was another of those precious warm bright days, with just enough wind to keep one's boat moving under sail to Oxford on a close reach. Station members and visiting CCA flag officers gathered for the Annual Meeting (Rear Commodore Bob Mathews and all other CHE officers were re-elected for another year) before the final dinner at Tred Avon Yacht Club. After dinner, RC Mathews welcomed all and thanked Lindsay Mathews, Margy and Jim Robfogel and their committee for organizing the CCA Fall Meeting and the Cruise which proved so successful, noting "eight days without rain." He then introduced Commodore Lhamon for remarks, which included his impressions of visiting almost every station – many by boat – during his term. He was very complimentary about the Chesapeake Station, marvel-



Mark and Melissa Myers, Station Rear Commodore
Bob Mathews and Vice Commodore Jim Binch
warming up at West River Sailing Club

ing at how many hands went up when he asked how many had sailed in a Newport-Bermuda Race. Ted Parish awarded the Sunny Neff trophy to *Watermark's*



Anne Hallett and Bill Starkey find the
Rum Keg aboard *Nellie Crockett*

Tom Stoner. RC Mathews awarded the Commodore's Trophy (for long and distinguished service to Chesapeake Station) to Dr. Stephen Hiltabidle. Commodore Lhamon made the final presentation to



Tad duPont with Sally Medland, Cathy Stinchcomb
and Lindsay Matthews

News from Stations & Posts

Chesapeake continued

thank Bob and Lindsay Mathews for a splendid visit. It was a beautiful crystal decanter and a bottle of something good to put in it.



Fall Cruise group photo

For Friday, the final day of the cruise listed only one event: Disband. When it was time for morning colors and a few early risers were enjoying a second cup of coffee, engines were firing up, anchor chains clanking, and a magnificent flying "V" of geese made a low level pass over TAYC heading south. It seemed a very fitting end to another year of cruising.

F. H. Hallett, *Historian*

Essex

Our Spring Dinner was held on April 28th at the Essex Yacht Club, arranged by resident member Mark Ellis. Some 53 members and guests enjoyed a wonderful meal in the Club's new bar and dining area.

The Bermuda One-Two run by Newport Yacht Club started on June 5. The Essex Station was well represented by two youngsters, Bob Green (75) on *Scal-*



Bob Green and Roy Guay, chair Bermuda 1-2 organization

lywag II, his Alden 46' cutter and Sandy Van Zandt (84) on *Shandygaff*, his Tartan 30'. The single-handed race down to Bermuda was a challenge, with 15-35 knots north easterlies all the way. Bob never

had to tack and was sailing at hull speed at times with no main, no staysail and just a reefed Yankee. Bob finished in three days, 23 hours taking first place in Class II. The return leg, accompanied by his wife Ami as the "two" (to celebrate their 44th wedding anniversary) was even more challenging with tropical storm Bill causing northerlies with wind speeds of up to 48 knots and huge opposing seas. After five days and less than 5nm to the finish, a tornado warning screeched over the VHF. With expected winds of 60+ knots and potentially damaging lightening, all sails were lowered in anticipation of the unknown. The wind came up and then abated, and a decision to retire as opposed to drifting around for a few more hours was made. They had "done" the race.

The race was not so kind to Sandy van Zandt. After months of preparation and carrying several weeks supply of freeze-dried meals, the self-steering wind vane, which performs wonderfully in heavy weather, could not handle the very light air coming directly from the stern. This meant using the auto-pilot, which caused a huge drain on the batteries, and they needed to be charged every hour and a half. With over 500 miles left to go, and with little wind in the forecast, Sandy made the disappointing, but prudent, decision to return to Newport.

The Station Spring Rendezvous was held on June 17 at Mystic Seaport and



Scallywag II leaving Bermuda

Block Island. We were honored to have Commodore Tad Lhamon, with his wife Joyce, join us on *Lyric*. Cruise Chair Dick Holliday organized the event around the arrival of *Lyric* on her quest to visit all the stations. To honor *Lyric*, there were nine station boats: Dave and Sue Dickerson on *Lindy*; Fred and Catherine Deichmann on *Dawn Treader*; Bob and Mindy Drew on *Shamrock*; Dan and Gretchen Biemersderfer on *Shearwater*; Dick and Ardis Holliday on *Everbreeze*; Pieter and Joanna de Zwart on *Margarita*; Paul and Carol Connor on *Lilly*; Dennis and Verity Powers with Mark and Barbara Ellis on *Quest*, and Jeb and Dianne Embree with Tom and Dorothy Wadlow on *Ceilidh*.



Bermuda One-Two 2015 Leg One Participants

Also present was John de Regt (NYS) on *Starlight*.

The festivities began with a 'Behind the Ropes' tour of the whaleship *Charles W. Morgan*, the steamboat *Sabino* and the whaling bark *Australia*. Afterwards

News from Stations & Posts

Essex continued

we gathered for cocktails and the Keg on *Everbreeze*, *Lilly* and *Margarita*. On Thursday before our lunch at Latitude 41, Seaport Director of Exhibits, Elysa Engelman, gave us a sneak preview of the Seaport's new exhibit "Voyaging in the Wake of the Whalers" which was to open the next day. We also saw the Officer's cabin of the *Benjamin F. Packard* which was skillfully reconstructed by Head Cooper Sam Pierson, Shipwright Roger Hambridge and Lead Carver Jeff Rossi. Thanks go to Catherine Deichmann for arranging these special events. A visit to the current home of the CCA Library was also provided.

Lunch at Latitude 41 was attended by 53 members and guests. Tad Lhamon gave a talk on the current state of the CCA. Along with Tad and Past Commodore Bob Drew, we were all glad to welcome Past Commodore Bill White. Tom Wadlow gave his Safety at Sea moment, and Charles Brewer gave a short talk on his new book *Moon Hole* about an abandoned dwelling in Bequia. The meeting was presided over by ESS RC Dave Dickerson.

On Thursday evening, we gathered again for cocktails on the power boats, followed by dinners aboard. The next day *Lyric* headed up the coast toward Newport, while the rest of the ESS fleet lined up for the opening of the Mystic River Bridge, then set off for Block Island. *Lilly* left early to secure the two CCA moorings on the Great Salt Pond, where we enjoyed a fine evening. A new moon, Venus and Jupiter – fantastic!

The Essex station was well-represented in this year's Transatlantic Race.



Shearwater underway in Transatlantic race

Jeff Ryer



L to R: Mark Kondracky and Gretchen Biemesderfer

Dan Biemesderfer was on his 1984 Mason 43' *Shearwater*, Sean Saslo skippered his 1993 Cookson 50' *Brigand*, and Rives A. Potts, Jr.'s 48' *McCurdy & Rhodes Carina*, was skippered by Rich duMoulin (NYS). The first casualty was *Brigand* when the water maker failed, and they had to return to Newport.

It was a heavy weather race which caused a number of mishaps on *Shearwater*, but when the gooseneck failed and could not be repaired, they withdrew and headed for the Azores. *Carina* had a good race, but after a continuous back and forth trade of the class lead with the English boat *Scarlet Oyster*, *Carina* blew out most all of her sails before the finish.

Paul Hamilton and spouse Patti Young, who was co-chair of the 2015 Transatlantic Race, flew to Cowes for the Prize Awards dinner, and to participate with *Carina* in the Royal Squadron's bi-centennial regatta. The regatta consisted of five day races held during the week of July 25 to August 1. With Rives at the helm, they won first place in the IRC 3 Class.

On July 13, Norman Angus joined Joe Hoopes (NYS) on *Palawan*, his 1991 Little Harbor Sloop, and sailed from Nova Scotia to Greenland. They landed in Arsukfjord and continued up the coast

Dan Biemesderfer

to Nuuk, stopping at Kungat Bugh (Bay), Paamint and Qegertarsuatsllt. They watched the Arsukfjord Glacier calving and collected several bergy bits for evening cocktails and to stock the freezer.

During the first two weeks of August, your scribe and Dianne, along with her Scottish cousins, took *Ceilidh*, our 1989 Niagara 35, on a ten-day cruise up familiar waters from Stonington, Ct. to Vineyard Haven. We stopped at all the old haunts, visiting friends along the way, including a lunch in Padanaram with Harriet and T.L. Linskey (BOS/BUZ).

Paul and Carol Connor on *Lilly*, their Eastbay 43, cruised in company with K.J. and Brenda Gregory on *Encore*, their 36' Down East Express, on a 16 day trip to



Dan Biemesderfer

ESS members Ionian cruise L to R: Pieter de Zwart, Dianne Embree, Paul Connor, Frank Bohlen, Carol Connor, Fred Allerdyce, Elisabeth Bohlen, Carol McBee, Bobbie Allerdyce, Joy & Brin Ford, Barbara Boyd-Ellis, Mike McBee, Jeb Embree, Mark Ellis

New Brunswick, returning on August 15. During their voyage up and back, they saw many CCA members, and met up with friends on the NYYC Maine cruise.

Pieter de Zwart and his wife Joanna had a great year on *Margarita*, beginning with a pleasant return from Florida to Mystic where they spent a good part of the summer. In mid-July they powered on to Maine, and enjoyed the Boston/GMP cruise in early August, in which Barnaby and Mari Ann Blatch, and Bob and Ami Green also participated and assisted in the cruise organization. Thereafter they continued along the Maine coast to Roque

Essex continued

Island where they admired the scenery and the horses. In early September they left *Margarita* in Maine for the winter before leaving for the Ionian cruise.



Past RC Dick Holliday flanked by Sue Dickerson and RC Dave Dickerson in Higgins boat shed, Fall Meeting

The Ionian cruise was the highlight of the season for no less than nine members plus their spouses from Essex Station. This superbly organized event is fully covered in a separate article.

This just in from Tom and Dorothy Wadlow on *Joyant*. "We had a busy several days in Valdivia. We did our final provisioning and then departed at 2:00 pm with a nice ebb current down the river and beam reach outside. Our destination, the Galapagos, is 2,500 miles away with a variety of weather to be expected. We hope to stop at Juan Fernandez (aka Robinson Crusoe) Island briefly in about three days. It is a Chilean coastal island, though at 320 nm offshore it is certainly not 'near coastal'."



Ionian cruise: Three guys and a pot of beer. L to R: Louis Meyer (NYS), Pieter de Zwart (ESS) and Mike McBee (ESS)

Several of our station members attended the Fall Meeting in St. Michaels, MD.

Don't forget our third Thursday of the month lunch. Please check the schedule as time and location occasionally change.

Jeb Embree, Historian

Florida

Yet another summer season has passed, with yet another collection of sailing stories from the Florida Station cruising enthusiasts.

Our season began in April with the high honor of Commodore and Joyce Lhamon beginning their east coast cruising tour of the Stations with us in Ft. Lauderdale. We celebrated with an awesome pig roast party at the waterfront home of Steve and Karyn James with *Lyric* dockside to the back yard.

Ron Schaper and Andrea Dowling on *Endurance* enjoyed some early season cruising in warmer waters. "The month of May provides wonderful weather for Bahamas cruising... warm enough days for being on and in the water with cool nights for good sleeping on the hook. We particularly enjoy cruising the nearby Berry Islands where there are numerous remote anchorages where, with *Endurance's* five-foot draft, we can enter near the top of a rising tide to anchor in seclusion behind cays far from any habitation. This year we once again enjoyed dinghy rides to explore beaches with no footprints, swim in blue holes, and catch fish and conch for dinner."

Milt and Judy Baker report that they spent another laid-back summer based in Southwest Harbor, ME, aboard their Nordhavn 47 *Bluewater*, and took part in the CCA Boston Station's terrific Maine cruise around Penobscot Bay. They returned to North Haven along Fox Island Thoroufare for the first time in many years, just in time for the summer celebration there, and fell in love with the little town (full time population 388) all over again. They

again left their trawler on the hard at the Hinckley Co. for the winter and returned to Fort Lauderdale and their red American Tug 34, a shallow-draft pocket cruiser they acquired for winter cruising in Florida. Milt just marked his 75th birthday and reports he's still hard-over in cruising mode.

Harry Hungate and Jane Lothrop checked in with news of their ten day charter adventure out of Comox, Vancouver Island, into Desolation Sound, covering pretty much the same area as last year's CCA summer cruise. "Beautiful scenery, freezing cold water with zillions of jellyfish (we didn't get in the water – too cold for us!), and very friendly people. We were two weeks too early for the start of the salmon run, so did not see any bears, eagles, or orcas."

Braun Jones aboard *Ocean Pearl* completed an impressive cruise from Southampton to Palma this summer along the coast of Brittany to Bordeaux and thence to Portugal, Gibraltar, and southern Spain and finishing in Palma, Mallorca. Tina and Braun's blog at oceanpearlyacht.com/Ocean-Pearl-Blog is well worth a look.

Cherie, ably captained by Tom Kenney, made it all the way north from Vero Beach in our home waters to Owl's Head Harbor, Maine – and return. Tom reports good help from his canine crew, Calvin, and only one breakdown while under power in the Cape Cod Canal. Tom writes of rewarding times cruising Down East and crossing tracks with Milt and Judy Baker at Northeast Harbor, and later with Jim McLean on *Mystery* on the south-bound voyage, which also included a stop at the Fall CCA meeting in Maryland.

Bill and Alicia Blodgett chartered a 53 ft. Sloop from Sunset in Dubrovnik and sailed her to Split in early September. "This is a wonderful area to cruise with many interesting ports and islands with the whole area pretty well protected. The weather in September is perfect – still warm in the day with moderate winds and cool at night. However, the best part, as always, was the shared friendships and conversations."


We Floridians were exceptionally well represented on the CCA Ionian Cruise in

Florida continued

September, successfully organized by our Station stalwarts, Steve and Karyn James. A grand time was had by all.

And, Scott Piper writes that *Pipe Dream IX* has completed her fifth circumnavigation after arriving in Trinidad, where she spent the Hurricane Season. "This November we will cruise through the Caribbean back to Miami. We have six legs planned with six crew changes and stops along the way at the Grenadines, Mustique, Bequia, and St. Lucia. Martinique, Dominica, Guadeloupe, Antigua, St. Bart's, St. Martin and finally Christmas in St. Croix. We will arrive in Miami on February 22."

Another busy and enjoyable summer season here in the Sunshine State, and around the world.

Clinton Bush, Historian 

Great Lakes

First, we are happy to report that the Great Lakes Station had a fine delegation at the Club's Ionian Cruise this fall, representing 29% of our Station's cross-border roster. Participating were Bob and Sally Medland, Rob and Kitty Lansing, Jock and Val Macrae, Mike and Donna Hill, Andy Jones and Jo Tomsett Jones, Arthur and Barbara English, and Roger and Jennifer Langston.

The summer months now behind us found Bob and Sally Medland cruising with Sean and Debbie Baldwin on *White Wing* to the south shore of Newfoundland. Sean's grandfather was Casey Baldwin, who worked with A.G. Bell and was one of the CCA founders. While outfitting in Baddeck, the Medlands enjoyed a visit with CCA member Diana Russel, and met up with club members Rusty and Betsy Kellog on *Blue Magic*, and Thacher and Lloyd Brown on *Seaquill*, who were also headed to Newfoundland. In company with *White Wing* and the Gwynn's *Highland Flyer*, their outbound run to St. Pierre offered a lot of rain, cold, fog, and plenty of strong winds, but thereafter things settled and the wind laid down some, and they had great cruising conditions when sailing along the lower coast villages.

Skip Novak, our valued GLS colleague and Blue Water Medal guy, tells us that he recently had a 30 year crew reunion with his 1985 Whitbread round-the-world race crew on *Drum*. *Drum*, you will recall, was owned by Simon Le Bon, for a campaign organized and run by Novak in what is acknowledged as one of the worlds' most demanding events. Along with Phil Wade and Chuck Gates they were the original partners who built *Pelagic* in 1986, the direct result of having sailed together on *Drum* in the Whitbread. Skip now uses *Pelagic* for adventures in and around the Antarctic regions. He told me that "*Pelagic Australis* will be in South Georgia with a climate change team from the University of Maine on an ice-coring reconnaissance expedition." Then, as if just sailing to get there is not a bold enough adventure, "seven of us will be spending eight to ten days doing a high level traverse across the central section of the island, taking ice core samples and doing ground-truthing radar along the way." Further, the Novak family "with friends will be cruising on *Pelagic* from the Falklands through the Straits of Magellan to Punta Arenas and then through the inside route to Puerto Williams via the Beagle Channel. We were in the Beagle with our kids Lara and Luca in 2008 so this time they will be fully engaged and hopefully standing a watch!"

From our good friend Tom Post comes news of "some Lightning racing, some racing in my 32' Northern Michigan Sloop (closely derived from a six metre design), both Mackinac races (in a Swan 42 and a J-120), and several offshore regattas in the J-120. Most fun of all was "cruising" Little Traverse Bay on my wife's Lyman Islander 18' skiff named *Mischief*. (Ed. Note: from the photo it looks like built circa 1946.) Key West Race Week, the Bermuda Race and maybe a race to Cuba are all in the future for 2016". Go Tom!

After collecting their Far Horizons Award at the Annual Meeting in New York, Jim and Jean Foley flew back to Nelson, NZ, to slug up the inhospitable west coast and over the top of the North Island. They spent the rest of March and early April exploring Whangaroa Bay and

the Bay of Islands and then left Onora in Whangarei town basin and flew home to Chicago for the northern summer. To Jean's delight New Zealand now welcomes foreign flagged vessels to visit tax-free for two years. The Foleys will return at the end of October for six months of coastal cruising in one of their favorite destinations. They are, without a doubt, honoring the CCA mission and represent the very best traditions of our club.

Gus and Carol Hancock are about to conclude their 13 year cruise which began when they left Chicago to go adventuring full time on *Indigo*. They have been in the Caribbean, South America, and nearly all the countries bordering on the Med. Among the many places *Indigo* has sailed are Turkey, Syria, Lebanon, Israel, and Egypt – prior to some of those countries becoming war zones. The Hancocks told me that "Many places we visited are now destroyed. We wintered five years in Turkey, and were able to do extensive land travel there, including up into the Black Sea coast and into Georgia. We have come to realize how little we know, as Americans, about many cultures and countries which are different from our own, including their religions, and in our case how much we still do not know. We learned the most from cultures which are the most different from our own. We have come to realize how wealthy we are as North American humans, just to be born in North America, whatever our financial situations. We have met and talked with people who have no home and no country, and in some cases almost no hope. They just want to make it through the next day, and to feed their children."

Rob and Kitty Lansing have written an extensive report concerning their 2015 cruise to the south coast of Newfoundland with Thacher and Lloyd Brown (CHE) in their Alden 48 *Seaquill*, all good cruising friends for 42 years of travel almost everywhere around the Atlantic Basin. We are hopeful that the saga of that cruise will appear as a full-length article in *Voyages*, as it is full of wonderful detail that will be of interest for CCA members planning such a voyage. Their report concludes "All in all, a beautiful summer cruise

News from Stations & Posts

Great Lakes continued

along the rocky coast and up the many fjords, almost all of which have one or two majestic waterfalls several hundred to over 1,000 feet high – all, apparently, without names due to the lack of villages, roads, or other means to access them, except by the adventurous cruiser.”

Rear Commodore Medland, our popular leader, will again convene the Annual Station Dinner and organizational meeting on the evening following the Club’s Annual Meeting in March. Until then, any Station events will be guided by ad-hoc inspiration.

*Rob Beebe, Co-Chair for
Station Communications*

New York

On April 16, the station met at Larchmont Yacht Club and at 18:30 Rear Commodore Peter Kelly called the meeting to



*RC Peter Kelly and
Vice Commodore Jim Binch*

order. Cocktails and small conferences were held with discussions of past and future adventures on board.



L to R: Peter Zendt and Rudi Millard



*John Busch; author and guest speaker, discussing
Steam Coffin, The Saga of Captain Moses Rogers
and the Steamship Savannah
with Peter Ward and Steve Frank*

During dinner, Guest Speaker John Busch gave a fascinating and engaging discussion of his new book *Steam Coffin, The Saga of Captain Moses Rogers and the Steamship Savannah*.

I have ordered the book and look forward to reading it; an amazing story about a changing time and the perceived risks of new technology.

Toward the end of dinner, Dick York presented the Safety Moment, with a short discussion of Ralf Naranjo’s new book *The Art of Seamanship*.

On May 27, Rear Commodore Peter Kelly organized a dinner at Larchmont Yacht Club which was attended by about 25 members. There was no formal agenda, but lots of discussion took place about the coming summer plans.



*Dick York Safety Officer, reviewing Ralf
Naranjo’s new book *The Art of Seamanship**

Dick York gave a talk about “Preparing for a Voyage,” which was interesting and well received.

On June 5, Bob Darbee sponsored a raft-up at Seawanhaka Yacht Club to welcome Commodore Tad Lhamon and

his wife Joyce and flagship *Lyric*, followed by a dinner at Diana Russell’s house, just across the street from the Yacht Club. We enjoyed the raft up and cocktails aboard Brian Swiggart’s *Zest*, Bob Darbee’s *Bold Spirit*, Commodore Lhamon’s *Lyric* and Ian Gumprecht’s *Roust*.

On June 6, David Tunick hosted the Annual Family Clambake at his home in Stamford, CT. David must have serious pull with the weather deity for the weather is always great. Everyone enjoyed the wonderful weather, good food and company.

Thank you to David Tunick for hosting this annual event.



*Dick York, Celina & Bizzy Monte-Sano,
Butch Ulmer*

Eric Forsyth writes about his summer Atlantic Crossing on *Fiona*: “We left Long Island in early July, and sailed via the Cape Cod Canal to Lunenburg, Nova Scotia. We had the usual maintenance problems to deal with and CCA member Sandy MacMillan was very helpful. I had discovered my Navionics USA chip did not



*Rafted L to R:
Zest, Bold Spirit, Lyric and Roust*

News from Stations & Posts

New York continued



Bill Ewing

Commodore & Joyce Lhamon, Paul Baker & Suzette Connelly who crewed on *Lyric* from Bermuda to Seawanhaka

cover Canada and Sandy lent us a chart so that we could find our way to the Mahone



L to R: Bob Darbee, Leah Rousmaniere, Anne Glenn, Pam deNatale, John Rousmaniere, Laura Swiggett, Linda Kennedy

YC to pick up some diesel. Another CCA member Tom Kenney and his wife



Bill Ewing

Clambake L to R: Sue Ewing, RC Peter Kelly and Lars Forsberg

stopped by to discuss the virtues and vices of the Westsail 42, which we both sail. After a few days in St. John's, Newfoundland, we left for an Atlantic crossing to Oban, Scotland. The passage took 16 days with only one major gale with gusts up to 50 knots. Apart from some engine time at either end we sailed the whole way.

After a crew change we spent two weeks cruising the Western Isles and then sailed through the Caledonian Canal, a wonderful piece of engineering finished in 1822 to permit sailors to avoid the often stormy ride round Cape Wrath at the north of Scotland. After a crew change at Inverness, we made a crossing of the North Sea to Thyboron on the Danish coast. In the Moray Firth the wind was so light we powered but by the time we made landfall it was blowing a full gale from the west, making the entrance very tricky. But the inexperienced crew managed to get the sails down without falling overboard. The Danish are boating mad – every small town and village on the sea has a marina chock-a-block full with boats, usually sail. Several sailors advised us to take the Lille Belt to get from the Kattegat to the Baltic. It is certainly a beautiful part of the country, the quaint towns are a delight, but



Bill Ewing

Clambake L to R: Port Draper, Briggs & Jessica Tobin

nobody mentioned it was extremely shallow! We were often under full sail with maybe a foot under the keel, under power we negotiated tortuous channels with nothing under the keel, and, of course, there was the odd bump, but the bottom is sand or mud. We stayed over-



Bill Ewing

Clambake L to R: Suzie & Vice Commodore Jim Binch, Scott Kuhner, Sue Ewing

night at many charming villages, often with medieval centers in lovely weather. We eventually got to Sweden and finally



Bill Ewing

Clambake L to R: Anne & Larry Glenn and Bizzy Monte-Sano

our most easterly stop at Bornholm Island, where I am writing this summary.

The plan is to sail via the Kiel Canal to England and thence to Portugal. From there, I will fly home for Christmas with my children, and return in February to complete the cruise with a crossing to the

News from Stations & Posts

New York continued



Bill Ewing

Clambake The Safety Moment was delivered by Ernie Godshalk and a quick discussion of Updated, Safety for Cruising Couples



Eric Forsyth

Fiona anchored at Loch Scauaig on Skye



Eric Forsyth

Medieval street in Ebeltoft, Denmark



Eric Forsyth

A restored Puffer on the Caledonian Canal.



Eric Forsyth

Eric rambling at Loch Coruisk, in the Cuillin Mountains, Skye.



Eric Forsyth

A 12th Century church at Simrishamn, Sweden

Caribbean and on to Long Island before the hurricane season.”

This past September, the NYS had over 20 people participate in the Club's Annual Cruise which was held in the Ionian Islands. This was a great event on many levels. The organization was the best ever with every need having been anticipated. With thousands of years of history, there was something of interest for everyone

and the weather was perfect. We are all very grateful for the massive amount of work that was done by Steve James, Les Crane, and their committee.

It was an adventure that will not soon be forgotten.

Bill Ewing, Secretary

Pacific Northwest

The Great Pacific Northwest experienced a summer so hot and dry that many were questioning whether the earth had stopped tilting on its axis. But the days are now shorter and the rain has reappeared, telling us that winter is coming and our cruising season is near an end. The Station gathered strength following the exertions of the 2014 Fall Desolation Sound Cruise and launched two successful cruises during the summer under the direction of Tom White and assisted ably by Phil Swigard. The first cruise in May sent the fleet out into the familiar waters of the San Juans. It began with a kick-off dinner in the charming town of LaConner followed by a terrific Rum Barrel at Friday Harbor Yacht Club hosted by Sue and Jim Corenman. The event there included a fascinating tour of the University of Washington's Marine Research Center at Friday Harbor Laboratories as well as a lecture on the history of The Pig War contested between the British and the Americans on San Juan Island in 1859, an international conflict wherein the only recorded casualty was a pig! Memorial Day was celebrated appropriately with colors on Mike and Lee Brown's Double Island in West Sound. To a robust recorded version

of Taps, the colors were lowered in memory of Past Commodore Bill Whitney and Lee's father Don Hillman in a stirring tribute to two friends and warriors who were both imprisoned in the same POW camp in Germany during the Second World War. The cruise ended with a lovely closing dinner at Fisherman's Bay on Lopez Island.

The second cruise of the season ranged further north up the



NYS members participating in the Ionian Cruise

Pacific Northwest continued

Inside Passage to the beautiful Broughton Islands, named for George Vancouver's principal second office Lt. William Broughton in 1792. Gathering in Sullivan Bay, the fleet enjoyed a potluck together and then headed through the rapids to Jennis Bay for prawn fishing and thence to Turnbull Cove and on to a much-needed Rum Barrel at Shawl Bay. The Broughtons afford many wonderful anchorages within a compact area and the fleet took full advantage of the geography. Reassembling at Booker Cove, we were treated to talks and demonstrations of living in the wild by Nikki van Schyndel, author of the book

Becoming Wild. She started a fire by friction, cooked salmon for us over an open blaze, harvested natural vegetables and regaled the fleet with stories of wintering over in the wild, having even killed a black bear for food to survive. Nikki joined us for dinner at the "final final" in Echo Bay which capped off the cruise. Northerlies had greeted the fleet heading north and southerlies were the order of the day the other way. Despite the headwinds, it was a very successful fall cruise.

Phil Swigard will be our Cruise Chairman in 2016 and two cruises are planned. The Spring Cruise will be held from May

big cruising crowds have left. Details are being finalized.

PNW Cruisers always range far. Don Stabbert has just completed a voyage to



Don Stabbert landing Mahi Mahi with Sharry Stabbert looking on

Oahu from Seattle aboard his 77' motor-yacht *Starr* with Doug Cole aboard.

They diverted south a distance of 600 nm to avoid Pacific hurricane Ono. Mark Royce's Alaskan adventures aboard his 44' ketch *Tamara* included Prince William Sound, the Aleutians, Kodiak and the Shumagin Islands. Kaspar and Trish Schibli rejoined *Starfire* in the Oslofjord for another season in Scandinavia. The Hearn's returned to Central America and their extraordinary diving aboard *Look Far*. The PNW Station was represented by 30 at the Ionian Cruise. Importantly, the station-collecting travels of our Commodore Tad and his bride Joyce aboard *Lyric* set a lofty bar for those to follow as they complete a visit to every station and post during Tad's tenure.

The Pacific Northwest Station holds monthly meetings from October through June on the second Monday at the Seattle Yacht Club. Our annual dinner will be held on November 22, and we are always delighted to have other CCA members join us. Just sing out and we will help with any logistics.

Douglas Adkins, Historian

San Francisco

As fall comes around we're always delighted to hear about our Station's members and where they've been. Almost always there are some interesting voyages to recount by those reporting in.

Noteworthy among this collection of tales is the voyage of Steve and Ginger Mason aboard their sloop, *Sea Jay*. As with many Station members, their major cruising has recently been focused largely in the higher latitudes, and this summer was no exception. During their fourth sail up north, they covered 2,200 nm, explored 90 anchorages, dropped the hook 85 times, and put 484 hours on the engine. "The best part was the four hours of sailing that we had between Victoria and Friday Harbor without the engine, because much of the trip was motor sailing due to lack of significant wind." Our Station member Doug Finley arrived in Ketchikan for a week's sail with them and departed in August after a 1,150-mile voyage with 50 anchor drops. Then Chris Parkman (SAF)



Doug Finley and Steve Mason in the rain someplace

Ginger Mason

flew in to Bella Bella to join the Masons for the three-week rugged ocean voyage down the west side of Vancouver Island to Victoria. The Masons' favorite anchorages (and they should know): Puffin Cove and Renee's Relief, both on the ocean side of Baranof Island (Alaska), Ford's Terror in Endicott Arm over near Juneau (a little scary), and El Cove (really beautiful) back on the east side of Baranof. "For all the stormy weather we endured on the west side of Vancouver Island, we were



Doug Cole aboard *Starr* outbound to Oahu from Seattle

Sharry Stabbert

12 to 19 and will take us down Hood Canal. The fall Cruise will be in Canada's Gulf Islands September 22 to 28, a wonderful time to enjoy the early fall after the

San Francisco continued

rewarded with picturesque anchorages in each of the island's five great sounds."

Also well north of Seattle, as they almost always are, were Wyman and



L to R: Friend Elayne Gardiner, Dick Enersen and his daughter Kendall

Gay Harris aboard *Safari*, cruising first amongst the San Juan Islands and then on to the Broughton Archipelago, which are beautiful islands some 70 miles beyond Johnstone Strait, where Wyman and Gay joined up with the PNW cruise. According to Wyman, "Fishing was outstanding this year with plenty of salmon, halibut, Dungeness crabs, prawns and oysters." (Sounds pretty good to me.)

Just this side of Johnstone Strait, in Blind Channel, if you looked carefully



Zia felt right at home at the Moro Bay Yacht Club

you would have found Dick Enersen on his *Brass Ring* sloop with daughter Kendall aboard. The area was hopping with CCA members: Dick ran into Tom Hutton, SAF, and Tom Vesey, BDA (but lives down the road in Victoria, BC).

The last time we reported on Zia Ahari he was holed up down near the Horn, so

he and Bob Van Blaricom (winner of the 2010 Nye Award, about whom more is noted below) decided to stay a little closer to home aboard Zia's much-traveled Hallberg-Rassy, *Althesa*. Off the two of them went to the rather arid, but very warm Channel Islands south of Santa Barbara (about 300 miles south of the Golden Gate) and back for a quick four-week excursion. Nothing much to report, says Zia, other than the unexpected need to replace an anchor when, after a herculean struggle, they lost their first one on one of the islands. Zia was also proud, because he had found an uncharted reef near Point Conception. According to surfers doing tricks there, just to the east of Government Point, it is called "Cojo Reef" and



Dorade at the start of the Trans-Atlantic Race

is a mecca for surfers. No need to mark it; just look for the surfers and stay outside of them.

Switching coasts, *Dorade*, with Matt Brooks and Pam Rorke Levy, his wife, and crew aboard, had another fabulous summer romping around the Atlantic. For background, since restoring *Dorade* four years ago, Matt and Pam have raced her for a total of more than 10,000 nm, and that doesn't count the deliveries she sailed on her own bottom, which brings the total to 22,296 nm of sailing over those four years. Add another 20,000 miles being trucked/shipped and that boat's been around. If we're lucky, details will be in *Voyages*, but here's a heart-stopping summary from Pam regarding this past summer (with just a little bit of editing):

"To give you just a bit more detail on this summer's races – the conditions on the Transatlantic Race were probably the worst of any race *Dorade* has ever encoun-

tered in 85 years – with one system lining up after another across the entire Atlantic. Many boats were damaged or dropped out, but *Dorade* kept at it – through many days of 30-40 knot winds and seas unlike any of our crew had encountered on previous races aboard her. They pushed the boat hard, and set many records – just a couple of note: in the 1931 Transatlantic the top speed noted in the logbook was 11.4 knots. In this race, it was 19.4 knots. In 1931 the record distance covered in 24 hours was 210 nautical miles – in this race, they covered 313 nm. And when the boat arrived in Cowes, we had the boat hauled, assuming that there would be damage we needed to repair for the Fastnet – but there wasn't even a seam showing. In the Fastnet, we came in second in a class of 71 boats, seventh overall out of 356 boats – as the oldest boat in the race. That experience has helped build confidence in the boat, and as a result we're planning to take her places she's never gone before, like the Middle Sea Race and Sydney-Hobart, as well as a repeat of the Newport-Bermuda Race for that event's 50th anniversary next year."

Wow! They don't build them like they used to.

Also racing around the Atlantic, but closer to home, was Peter Noonan aboard his beautiful *Defiance*. Making it a family affair, with his wife, Peggy, his son and daughter, and affiliates and friends, they joined the Marion-to-Bermuda contest, taking line honors as second over the line and third in their class. And then they followed that up with some relaxed cruising around the Elizabeth Islands and Martha's Vineyard.



L to R: Liz Baylis, Todd Hedin, Tom Condy, Sylvia Seberg and yours truly

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Bob Van Blaricom and the undersigned shared Down East waters this summer (with, surely, many others), but not together. Bob, and his former boat partner and fellow boat builder, Peter Passano (BOS/GMP), with whom Bob built their steel cutter *Sea Bear*, did the slow cruise from Rockland to St. John, New Brunswick and back. Bob reports: "we entered Canada at the nice little harbor of St. Andrews then skirted along the coast to the busy little port of Saint John where we carefully studied the tide tables to determine the exact time of slack high water



Chilly Half Moon Bay: Chris Parkman, Bob Hanelt, Joan McCune, Dolores Robinson, Robby Robinson, Jon Rolien & Jean Rolien

when we could cross over the well-known Reversing Falls of the Saint John River. All went smoothly and we saw nothing more ominous than a few whirlpools as we motored over the falls and into the river where the tidal range and currents were dramatically reduced. The entire area was a wonderful cruising ground with a vast network of waterways spreading up the broad valley of the Saint John River. We threaded our way through this intriguing puzzle of channels, sloughs and waterways for over 70 miles until we were stopped by the low level railroad bridge across the river at Fredericton, the charming capital of New Brunswick."

I, too, was along the New Brunswick coast, but later shot across to Nova Scotia in thick fog on *Bay Leaf* with my friends and Station mates, Liz Baylis and her husband, Todd Hedin. We particularly enjoyed Rogue's Roost (on a week-

day) and nearby Cub Basin. CCA was also in profusion over there. We ran into: Phillip Wick (BOS/GMP) in Frenchboro; Peter Watts on board *Katahdin* (BDO) in Heckman Narrows; Gary Jobson (CHE) and CCA chums in Lunenburg; Joe Hoopes (NYS) aboard his magnificent *Palawan* in Shelburne, but just in from Greenland; and on the dock at the nifty Shelburne Yacht Club, our Station mate Sylvia Seberg and her partner, Tom Condy. All this while the Gulf of Maine Post Outer Islands Cruise was taking place to the west.

Closer to home, the Station hosted several cruises in and around the Bay. We had our traditional spring cruise 25 miles down the coast to Half Moon Bay on the chilly weekend of May 9 and 10. A predicted spring storm conspired with Mother's Day to minimize the number of participants this year, but a hearty, although small, group cruised down the coast by yacht or car to the Half Moon Bay Yacht Club where we enjoyed the hospitality of the yacht club – especially the fire pit above the beach in front of the clubhouse. Cruise Chairman Mark Lindlow, with his family, sailed their yacht *Kulu* to Princeton, as did Bill Edinger and his family aboard *Defiance*. Michael Lael and Françoise Ramsey and guests also sailed down with *Akoni*.



Petaluma Town Dock made prettier with *Lydia* and *Satisfaction*



All the gang

Mark Lindlow

Every year in June, SAF Station members cruise to a different destination inside San Francisco Bay and the Delta. This year's cruise, on the weekend of June 20 and 21, was to Petaluma, a charming small town and a wine-country tourist destination, with a "hidden" town basin that is a treasure to visiting yachts. SAF members sailed up San Francisco Bay, across San Pablo Bay, up the Petaluma



Still Under Construction

Alan Olson

River and tied up in town, including *Defiance* (Bill & Sandy Edinger), *Lydia* (Bob & Kristi Hanelt) and *Satisfaction* (Bob & Susan Bernheim), while other members drove to Petaluma for cocktail receptions aboard and dinners ashore.

An SAF Station tradition is to participate in California's Annual Coastal Cleanup, which is held on the third Saturday in September. Our assignment has usually been to clean two beaches in California's Tomales Bay State Park, Heart's Desire and Indian Beaches, as well as one of the great beaches on the ocean side. The Station combines this cleanup with a cruise to Tomales Bay. The Station continued our tradition to cruise to

Bob Hanelt

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Tomales Bay and clean up any trash that we found, which was, thankfully, only a little. Tomales Bay, about 45 miles (to windward) north of the Golden Gate, is



John Sanford, Bob Van Blaricom, Don Bekins and Jim Cornelius

where the San Andreas Fault meets the Pacific Ocean and is a truly magnificent place. *Darlene* (Mike & Sue Proudfoot), *Defiance* (Bill & Sandy Edinger with crew Jason & Candice Deal), and *Mage-*



The Birthday Boy

wind (Steve & Debora Ulrich, guests of Cruise Chairman Mark Lindlow) showed up. Altogether, 22 members and guests attended a picnic and barbecue at Vista Point overlooking Heart's Desire Beach. If we had an award for the SAF member "who traveled the longest distance" to attend the cruise and picnic it would have gone to Christine Sutter who traveled to

Tomales Bay from her home in Heidelberg, Germany.

We have more or less monthly Station lunches at various locations, usually a local yacht club (often the St. Francisco Yacht Club or the San Francisco Yacht Club, for which we are always grateful), but our first lunch of the fall was at the construction site of the *Matthew Turner*, a tall ship being constructed by Educational Tall Ship under the leadership of our Station member, Alan Olson.

As we saw, progress continues with the fitting of 40-foot-long planks and laminating and shaping the 2,400-pound 38-foot bowsprit along with the 41-foot main top mast. They have completed the solid framed bows with knight's head and installed the 800-pound oak Sampson post ready for a trial fit of the bowsprit. All interior cabin soles are in and work has begun on the deck houses. Alan hopes to have the ship going down the ways in 2017. So far, he and his colleagues have raised \$5 million in cash, pledges, and in-kind donations with \$1.2 million to go. And, incredibly, he and his volunteers have logged over 50,000 hours on the ship.

The Blue Book has a complete schedule of our events inside the back cover, and all CCA members are always welcome, indeed encouraged, to join us. Every now and then, however, we have an unscheduled, ad hoc event, and one such occurrence was on October 13, when a group of the hard-core Station seniors met to celebrate a very, very special event: Bob Van Blaricom's 85th birthday. Meeting at an entirely appropriate waterfront dive in Marin County, 10 or 12 friends gathered to wish one of our really loved members many happy returns. Let there be

no doubt that Bob is one of the central strands around which our membership twists to form a rodeo of which we are all proud.

Stafford Keegin, Historian
(with thanks to Bob Hanelt)

Southern California

In March, 29 members and guests gathered in the Coachella Valley in Palm Desert for our second annual Spring Desert GAM, this year featuring the Championship El Dorado Polo Club final matches in



L to R: Burt Zillgitt, Jack Hutchison and Frank Trane at the Trane residence in Palm Desert

Indio. The weekend began with a cocktail/buffet dinner once again provided in Frank and Alan's lovely home in Ironwood.

The next day, we were taken on a guided tour of the Living Desert, the fabulous wildlife adventure park in Palm Desert. On Sunday, we gathered at the Polo fields in Indio to watch the final two championship polo matches, which all enjoyed.

On April 16, members attended the station luncheon hosted at the Long Beach Yacht Club which featured an interesting presentation on the Cal Maritime Acad-



SOC CCA members on a private tour of the Living Desert, Palm Desert

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emy by member Jim Morgan, a former graduate. Cal Maritime is the only degree granting maritime college on the U S West Coast.

The annual Spring Cruise to Catalina kicked off June 9, arranged by Fin Beven, with a send-off dinner in San Pedro. On June 10, the fleet of 12 boats was treated to a nice day for a swim and barbecue dinner

linens and several wine selections. The island was in full bloom and the scenery wonderful. The next day the group departed, some to continue cruising around the island and others back to home ports.

The June 25 luncheon was held at the Balboa Yacht Club with a very large turnout to

hear Dave Cort, the race chair of the upcoming 2015 TransPacific Yacht Club Race to Honolulu which featured three 100 footers and also several large Multihulls, all seeking the Barn Door Trophy and a chance to shatter the course records. Several SoCal members participated, including Sam and Willie Bell with their vintage Lapworth 50 *Westward*, which finished third in Division 8, and Doug and Tom Jorgensen's J/133 *Picante* which had to turn back with keel problems and a serious water leak, but returned to the LAYC without assistance. Rear Commodore Bill Barsz and Al Garnier helped Rick Saunders sail the Santa Cruz 70 *Holva* back across the Pacific in a fast passage of 13 days against the Northeast Trades.



The CCA Catalina Cruise fleet at anchor off Howland's Landing

Harriett Pallette



RC Bill Barsz surveys the field at the El Dorado Polo Club, Indio

Harriett Pallette

ashore at the Newport Harbor Yacht Club Catalina station at Moonstone Beach.

The fleet then moved on to Cherry Cove and a dinner was held at the Isthmus at the Reef Restaurant. The next party was held at the Los Angeles Yacht Club station at Howland's Landing, where all gathered ashore for a hike and a special barbecue prepared by Fin Beven, complete with



The SOC Spring Cruise group on the beach at Howland's Landing, Catalina Island

Harriett Pallette

The annual summer party was held at the Newport Harbor Yacht Club and was attended by 33 members and guests and featured cocktails and a barbecue. There were endless stories to tell of the summer adventures and a safety presentation by Bob Steel who attended the Safety-at-Sea program.

Finally, your scribe was fortunate to participate in the Pacific Northwest station's wonderful Broughton Island Cruise in August which will no doubt be detailed in this issue. If you want to see what true cruising desolation can be experienced in Northern British Columbia, then this is the place and hopefully it will never be destroyed.

John L. Cahill, M.D., Historian 

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. Michael Moradzadeh is doing 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.

Tracing Our History XIII – 1957 - 1958 One step forward; two steps back

Our last installment prompted some interesting correspondence relating to the history covered in the last issue. It therefore seems worthwhile to look back on these topics.

First step backward:

Our secretary, Chris Otorowski, has been working behind the scenes to research and scan the photographs for these articles on our history. Following our last article mentioning Commodore Harvey Conover's exploits during WWI, Chris discovered *Diary of a WWI Pilot – Ambulances, Planes, Friends* written by Harvey Conover during his tour of duty in France in 1917 - 1918. It is a great read, giving a real sense of what the WWI patriots were faced with in the early years of "The War to End All Wars." Conover's memories are a mixture of the gruesome realities of war, interlaced with a strong sense of humor regarding his exploits behind the lines.

Although we briefly discussed Conover's role as Commodore, his life in the military and as a civilian are worth the digression. Prior to the entrance of the United States into WWI, the pathway to becoming a fighter pilot was joining the French Ambulance Service with the hope that by showing mettle on the field of battle one could enlist in pilot training in the fledgling French Air Force. After driving the French-built ambulances through rough terrain, hostile fire and retrieving the wounded, Conover took this path and completed training in French Gnome and Caudron aircraft. When the United States entered the war he became a 1st Lieutenant in the US Army Air Force.

Conover and his observer were flying his #4 Salmson 2A2 of the 90th Aero Squadron on patrol over the

Meuse River and encountered heavy enemy fire. Conover's left leg was shattered by machine gun fire causing him to lose control of his plane and crash land in a field. Conover received a medical discharge. When he returned home to Hinsdale, Illinois, his uniform displayed the Distinguished Service Cross, Croix de Guerre, and Aero Club Medal of Honor for "extraordinary heroism."



September 1918, Harvey Conover and his observer provide infantry liaison in the Verdun and St. Mihiel sectors in his #4 Salmson 2A2 of the 90th Aero Squadron

After living the life of a bachelor and experiencing the excitement and horrors of war, Conover married and settled down to raise a family. Entering the advertising business and raising his family, he eventually moved to New York City and became a partner in the Conover-Mast Publishing Company. When World War II started Conover wanted to contribute and went to the War Production Board with his ideas for compiling a "how to" handbook for those industries that were converting from civilian to wartime production with special emphasis on the production and maintenance at wartime facilities.

His ideas were universally accepted at home and abroad and, at the request of the U.S. Navy, he began to over-

see the maintenance of the Navy aircraft along the east and west coasts and the Pacific islands. Conover was allowed to accompany a PB4Y Liberator on a combat mission in the China Sea where they sank a Japanese ship. Following this mission, Conover wrote "I really believe I enjoy flying more than sailing and that is going some."

Upon moving to the East Coast, Conover joined the Larchmont Yacht Club and bought a sailboat, thus beginning his extensive sailing career and satisfying his desire for competition and adventure. Conover competed in countless races both local and offshore on his beloved *Revonoc* (Conover spelled backward). As age caught up, as it always will, Conover turned to cruising, especially in southern waters.

On New Year's Day 1958, the recently built *Revonoc* (Conover owned several boats named *Revonoc*) was reported overdue on an overnight passage from the Bahamas to the Florida Keys. On board were Conover's wife Dorothy and three family members. Although departing in favorable conditions, a low developed over Cuba and rushed up through the Gulf Stream creating furious conditions with the wind against the stream.

Upon receiving word of the tragedy, Commodore Henry DuPont immediately organized a massive search – probably one of the largest searches ever undertaken for a yachtsman. Elements of the United States Navy, U.S. Coast Guard, Cuban Navy, Civil Air Patrol and private planes scoured the area. Richard Bertram, Rear Commodore of



Harvey Conover in South Pacific in 1945 on assignment to review U.S. Navy aviation maintenance activities.

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the Florida Station and Past Commodore Rod Stevens, along with other CCA members, took to the air looking for survivors. The only trace of the vessel was the dinghy that eventually washed up on shore near Jupiter Inlet, some 80 miles north.

Following the loss of our first Commodore, William Washburn Nutting, Conover was the second Commodore to be claimed by the sea that they loved so much.

Second step backward:

In our last article, mention was made of the sailing record of Dick Nye's *Carina* which prompted Past Commodore Ross Sherbrooke to reminisce about his sailing experiences aboard *Carina* during those heady days. This digression is certainly a worthwhile way to obtain a firsthand account. Ross' excellent account follows.

Aboard *Carina* 1955.

Yachting in Europe was reinvigorated by post war recovery. Avar Fuller's *Gesture* and Dick Nye's *Carina* had sailed to England and raced at Cowes in 1953. The catalyst for 1955 was a Transatlantic Race from Newport to Marstrand, Sweden to celebrate the 125th anniversary of the KSSS (Royal Swedish Yacht Club). This 3600 mile race was just the seventh continent-to-continent race in history.

Dick Nye had a new *Carina* built over the 1954-55 winter in Lemwerder, Germany. The carpenters still worked on her as the ship was coming down the river to Bremerhaven in order that she could be delivered to the US in time to race back to Europe. The mast was stepped at Minneford's and she powered to Greenwich where the crew set upon her to install lifelines, running rigging, mattresses, food, sails, and the thousand small items needed to race a boat. At night, canned goods were labeled and dipped in wax for the bilge. In three days *Carina* powered out in the fog

to swing the compass. The next day she powered in fog to Newport without a proper sail for provisions including a case of Pall Malls, 144 cartons, because they were the longest cigarettes, which would come in handy in the weeks ahead.



Carina

Captain Nye was the quiet leader, imperturbable, son Richard B. Nye was Mate, Bill Gray was Navigator, and Buddy Bombard, Dick Coulson, Tony Hogan, Andy Rockefeller, and Ross Sherbrooke, were crew. Two days later seven boats assembled at Brenton Reef Lightship ready to start for Sweden. Four yachts were German – *Kormoran*, an Abeking 10 meter yawl was largest, then *Peter von Danzig*, a steel yawl, and two small sloops, pretty *Schlüssel von Bremen*, and finally little *Ortac* of the Hamburg Cruising Club. The US boats were *Carina*, 36 feet on the waterline and 55 feet overall, an untried Rhodes yawl, and *Circe*, a 56 foot S&S yawl with bright topsides that showed off her full length planks. Finally, there was *Stavanger*, an ancient Colin Archer ketch skippered by "Shetlands" Larsen, the Norwegian fisherman famous during the war for spiriting downed flyers and escaped prisoners across the North Sea in his "Shetlands Bus."

And they were off in a moderate fog on a brisk reach toward the

Atlantic. *Carina* alone opted for the shortcut through Nantucket Sound where the electronic fathometer packed up. Bill Gray piloted *Carina* over the shoals and out Pollock Rip Channel without seeing anything. *Carina* rolled along on a reach and several days later the sun appeared for several hours. Gear and hip boots were shed and the crew baked in the heat. That night, moving well under spinnaker over the Grand Banks with pea soup fog dripping off the boom and zero visibility, came the sound of a slow turning ship propeller. A white light appeared under the spinnaker and with time rose higher as did the tension on deck. *Carina* was about to climb the stern of the ship when the sky opened to reveal "... the moon."

At this time, the head bowl cracked. Following repairs by Captain Nye and Andy Rockefeller, the head retained a weather related secondary choice.

For safety, there was an eight foot Dyer Dow, life preservers for eight souls, and a shapely Gibson Girl WWII radio that snuggled between one's thighs and would send an automatic SOS when cranked – if the kite could be made to fly the antenna. Thank fortune none of these items were required.

A safety challenge soon arrived with the need to go to the masthead to re-reeve the parted main halyard, not easy with a seven-eighths rig in a seaway. The flag halyard sheave at the truck could take a half-inch line and support a man's weight, another mark of Nye preparation for going to sea. Bill Gray went up and down without incident and the one by nineteen wire was fed through the dorade to be spliced below.

At Point Able, the ice control point 40 W and 42 N, *Carina* turned NE for the Orkney Islands. The wind



Gibson Girl WWII radio

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How to operate the Gibson radio

came on to blow. The spinnaker came down with care because two had blown out and been stitched by hand; tapes off the third became sail stops. The spitfire jib and storm trysail were set. Seas built to about 30 feet a quarter mile apart and ran under the boat for five days during which *Carina* averaged 8.5 knots. The water temperature was 38 F; the air fluctuated from there to 45 F and back. The trick was to be the coldest watch-mate and win the draw to go below to add a few coals to the stove, a joy that could be stretched one coal at a time to a half hour.

It was during this weather just before lunch and the change of the watch that a cry came from on deck, not the “come up in your skivvies call” or an “arise and get on your gear call,” it was “hang on!” *Carina* was closed up tight with two inches open for ventilation in the companion. A sea broke over the stern, green water crashed over her length and drove her down. At that moment the duty cook happened to be filling the daily sugar bowl from a five pound canister. Water came down the dorades like downspouts, sugar flew around the cabin with six inches of water on the sole. The crew lived and slept with wet sugar in their ears and armpits, between their toes and in the bunks for the rest of the race. With two half-days of sunshine in 16 days, Bill Gray made landfall at Stack Skerry within 15 miles of his DR.

The food was good. Lunch was the big meal of the day alternating between Glop with ravioli on top of whatever else and Slop with the ravioli on the bottom.

After rounding the Orkneys the wind came NE and sail was shortened for the beat across the lumpy North Sea to the Skagerrak. The next day the wind died, the sun came out, and *Carina* slatted in the heat all day long with only 200 miles to go to the finish. That night it was dark, the fog was thick, and there was not a ripple on the sea. At dawn a terrific whirlpool started right next to the boat. The watch was terrified. A black form emerged, the conning tower opened, an officer said something in a mysterious tongue, and the sub sped into the gloom. Eventually the fog lifted, the breeze came in, and *Carina* reached past Pater Noster Lighthouse. After 21 days *Carina* finished with the sun rising off the horizon at 0100 local time surrounded by small boats cheering and handing up schnapps to the winning crew. *Kormoran* finished six hours later, probably slowed by the screw shackles attached to sheets and guys and everything else. She was followed by *Circe*, *Peter von Danzig*, *Schlüssel von Bremen*, and *Ortac*. *Stavanger* finished nearly a week later and only then revealed that they had started with 40 cases of beer.

The mainsail went to be stitched, the boat went on the ways to be bottom painted, and the *Carina* crew settled in to life in Marstrand. The skipper treated them to dinner. There were 16 at the table. It was light all night and the Swedes enjoyed every bit of it. The Swedish police visited to request cooperation with an inflation problem. Pall Malls were the coin of the realm and gifts of a couple of packs were plenty; cartons were destabilizing the local economy.

Carina headed to Denmark to prepare for a race in the Baltic and rest the crew. On arrival at the Royal Copenhagen Yacht Club early in the evening, members left their cocktails on the porch and greeted the crew with a case of Tuborg and the admonition, “You will like it here, the girls are not so standoffish.” Full stop! Incredulous glances all around.

The next day *Carina* sailed on to the island of Visby, the fortified town on the island of Gotland where the walls are covered in red roses. There were some 190 entries in the Gotland Runt to Sandhamn in seven classes from 19 feet to over 100 feet. The sailing instructions forbid sailing southeast because several yachts had been hauled into Soviet occupied Riga and not let out. There was scarcely any wind and *Carina* finished seventh in her class. She moored at the Grand Hotel in Saljobaden so that the crew could clean up for the celebration in the Stadshus of Stockholm. At the last moment tuxedos were rented and hastily hemmed, but when *Carina*’s moment arrived to approach the podium and receive prizes and medals from the Queen (in front of 1,500 guests) the crew shuffled up behind Captain Nye looking like the seven dwarfs. Downstairs in the Great Hall the crew was seated right of the table of Scandinavian and northern European royalty. After several courses the lights went out. Candlelit baked Alaska paraded along the balcony and descended the grand curving stairway to alight all at once on each table.

Carina left for Kiel where the Kieler Klub hosted a dinner. Food was scarce in Germany. The milk on the chocolate pudding was transparent. No matter, the people were warm and the evening was terrific. Kiel was digging out and reminded one of the bombing newsreels shown during the war. *Carina* transited the

HISTORY OF THE CCA

Kiel Canal towing a fellow in a kayak part of the way. At Cuxhaven the police inspected the sealed locker of cigarettes and freed her to sail to Cowes. The weather was excellent and so was Cowes Week.

Races started on a line off the Castle of the Royal Yacht Squadron at 1100. One morning when there was no wind the yachts weighed anchor as the gun went off and drifted west in the current with spinners draped over the bow. *Carina* was in the middle of perhaps ten boats abreast. The back and forth British humor and teasing was sparkling among the boats until all went silent. The eight chiefs, no Indians, aboard *Carina*, looked around too late. A terrific crash announced the bell buoy that bonged and scraped along the boat to the resounding Hip, Hip, Hoorays of the fleet. The breeze came in west at the Needles buoy and spinnakers filled the Solent, some in camouflage parachute cloth. *Evaine*, *Bloodhound*, *Foxhound*, *St. Barbara*, *British Soldier*, *Evenlode*, the first *Ondine*, and other deep draft British boats kept to the channel as they ran past Cowes. The *Queen Mary* chose the moment to come up for Southampton. *Carina*, having a centerboard, heaved the lead and ran over "the putty" to the Ryde Middle buoy off Gosport and turned back for Cowes. The *Queen Mary* blanketed the fleet for nearly 1,000 feet and *Carina* won the race. Later in the week Captain Nye and Richard were invited to tea aboard HMS *Brittania* after the day's race. The race was slow and the Brits razed the Nyes to drop out for the Royal tea. Prince Philip was racing his Dragon, *Bluebottle*, with Uffa Fox and arrived an hour late with the Nyes. All went well; the *Queen* was apparently used to it.

Carina won the Transatlantic Race, the Round the Island Race, the *Brittania* Cup, The New York Yacht Club Cup, and in mostly moderate going, the Fastnet, five out of seven

starts. 1955 was a terrific summer. (*Editor's note – this was quite a summer for a young 19 year old.*)

* * *

Moving along, the annual meeting was held in November of 1956 and Ralph Case was elected Commodore for the following year. Historian John Parkinson asked Case for a résumé of his lifetime experiences and the letter bears repeating and paints an interesting picture of the man. The letter tells the story far better than any biographer.

"I was born in Rowayton, Connecticut, April 25, 1887. This was a fishing village at that time and everyone's livelihood depended directly or indirectly on the oyster. My father was an oysterman so that some of my earliest memories are of sails with him on Long Island Sound. Dad had a nice little steamer *Cyres* (pronounced "Serious" by the oystermen) and he also had a New Haven Sharpie for use on the natural beds where steam was not allowed. That Sharpie was fun and there I learned to sail.

Later, my father turned to building a fisherman type, two cycle marine engine. We had a little powerboat equipped with one of those God awful engines and we somehow managed to cover a lot of nautical miles with it. Brother and I also built ourselves a paddling canoe and an ice boat so we kept ourselves afloat one way or another.

At college they called me "Skipper" because I used to say hist for hoist, and takel for tackle, etc. But college and the business of getting established and raising a family are serious affairs and I was without a boat of my own for some time.

Then there was the trick in the Navy during World War I. I was attached to the Naval Experiment Station with collateral service on a sub chaser, a four stacker, and a blimp. After the war the nose was on the grindstone but we chartered

some boats and sailed with friends. Then we got a day sailor for the children to race at the Noroton Yacht Club. And at long last we bought a cruising boat of family size and then for 19 years we spent every summer weekend and every summer vacation afloat. Nothing very special to relate about those many weekends and cruises. I've made my share of mistakes, had my troubles and tight spots, but all in the ordinary course of events afloat.

My first race to Bermuda always stood out in my mind because neither I nor any member of my crew had ever even visited Bermuda let alone raced there.

Then coming back (1946) we had a 50 knot wind (per U.S. Air Force) for 18 hours. It was quite a trip.


The friends I have made in the Cruising Club and the gams I have enjoyed with them are cherished beyond anything in my experience."

* * *

The next issue will be a continuation of our history and detail the remainder of the events from 1956.

A very special thanks to Past Commodore Ross Sherbrooke for his excellent firsthand contribution to this edition. We are approaching a time in this series where many of today's members were making the history we enjoy reading today. Firsthand accounts are always more interesting, more accurate (even with the embellishments that time allows) and preferable to digging into the history books. This is the second time Ross has contributed and there must be many that have a tale to tell. Please submit your "moment in history" or give me a call to discuss your tale.

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

Jack Towle, Historian 

Awards 2015

Charles H. Vilas Literary Prize

To a member who makes an outstanding contribution to Voyages (formerly the Cruising News) in the form of an article or articles, photographs or chronicle

Earlier this year this prize was awarded to Kaspar and Trish Schibli in recognition of their wonderful article that appeared in the 2015 *Voyages*.

Kaspar, born in Switzerland, became a merchant seaman at the age of 18. He fetched up in British Columbia and, after a short stint in the Alberta oilfields, ended up in Victoria. Upon meeting Trish Denny, they together opened and operated Sail Trend, a marine chandlery.


Trish Denny grew up on and around the waters of Victoria, both at Royal Victoria

YC and at the 1.2 acre Daphne Island, which is currently their home.

Together they have sailed throughout the world, both as crew and in *Starfire*, their lovely 53' wooden yawl. This included a five-year (1993-1998), 50,000 mile circumnavigation via Japan, Australia, Suez Canal, Med and Panama Canal, almost all with just the two of them on board.

In 2005, they set out again in *Starfire* to round Cape Horn via the Galapagos, then to sail up the east coast of South and

North America before heading for the Azores. Over the next several seasons, they circumnavigated Ireland, cruised Scotland, including the Shetlands, made several trips to Norway and Scandinavia and are currently, in 2015, cruising in the Baltic.


They exemplify lofty CCA standards in both seamanship and sociability – as witnessed in Trish's article in the 2015 issue of *Voyages* – but at no time do they seek the limelight nor wish to draw attention to themselves. 

The Commodore's Awards

The Commodore's Awards are presented from time to time by the Commodore for special service to the Club

Doug and Dale Bruce were presented this award in appreciation of their significant contributions to the Club in editing its annual publication *Voyages*. Serving as

volunteers since 2011, both have coaxed manuscripts from CCA authors and Blue Water Medalists, massaged them into gripping illustrated tales of sea adven-

tures, and assembled a final product that has frequently been referred to as "The National Geographic of Sailing." 

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.

CCA Membership Standards

The CCA requires that a candidate have "at sea" experience, and not just be a coastal cruiser or racer, and we define "at sea" as passages of at least two-three days' duration. The candidate must have shown command skills, though he/she 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 two-four people, often with each standing a solo watch – in most such cases, each person might have considerable responsibility, though the Membership 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, and will take this into account when considering them.

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 bygone 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 we do NOT require that a candidate have sailed with his sponsors. The sentiment for eliminating "sailed with" as a requirement dates back at least to the Report of the Committee on Aging in 1998, which recommended that the

CCA "Relax the requirement that candidates must have sailed with proposers and seconders, except in cases where the sailing resume doesn't make it absolutely clear that their offshore experience is beyond question." The Membership Committee will 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.

Peter Stoops,

Chair Membership Committee 



Jim Corenman

L to R: Rod Hearne, Chris Otorowski and Barbara Watson at the opening reception



Karyn James

Steve James and Les Crane at the opening reception



Jim Corenman

Opening reception



Jim Corenman

Happy times at the opening reception



Lisa Laing

PC Dan Dyer & Joyce Lhamon at the opening reception



Barbara Watson

L to R: Ross Sherbrook, Nancy McKelvy & Jack Towle at the opening reception



Karyn James

L to R: Mary Childs, Stuart Thompson and Rob Childs at the opening reception



Steve James

Happy dancing at the final Gala



Ionian Committee

Opening reception at the Palace of St Michael and George



Sue Corenman

Greek costumes at dock party, Little Vathi



Lisa Laing

L to R: Jack Towle & Cmdr. Tad Lhamon at the opening reception



Karyn James

L to R: Ginny Vought, Jim & Sue Corenman at the opening reception



Lisa Laing

L to R: Sally Medland, Mimi Dyer and Lise Pratt at the opening reception



Steve James

Karyn James, Victoria Martini and Linda Olney at the opening reception



Barbara Watson

L to R: Frank Bohlen, Heather Lalanne and Pieter & Joanna de Zwart in Gouvia Marina



Barbara Watson

L to R: Penny & Bob Young and Mary von Conta



Barbara Watson

L to R: Frank Bohlen, John & K Robinson, Brin & Joy Ford



K Robinson

Bob and Polly Alexander on Kairos



Sue Corenman

L to R: John Robinson, Cmdr. Tad Lhamon, Shawn Otorowski, Pieter de Zwart, Steve James & Brad Willauer, Little Vathi

Ionian Cruise *continued*



Ionian Committee

Gamming at the registration office, Gouvia marina



Karyn James

Barbara Watson in Nellie's Dyer Dhow



Barbara Watson

L to R: Nellie's Barbara Watson, Charlie Lalanne, Mary von Conta and Heather Lalanne



Betsy Baillie

L to R: Judy Jenkins, Bob Baillie, Ian Jenkins and Betsy Baillie at dock party, Little Vathi



Kate Alexander

Happy crew on Kairos



Jim Corenman

Stern-to in Little Vahti



Carol Connor

L to R: Bill Barsz, Paul Connor and Lisa Laing



K Robinson

Susan Stillman and Baird Tewksbury on Kairos



Barbara Watson

L to R: Peggy & Rob Leeson and Nancy Polleys



Betsy Baillie

Cruise fleet in Little Vahti



Kairos entering Kioni, Ithaca

Ed Sweo



Drinks at Dimitri's Taverna, Vathi Harbor

Jim Corenman



Dinner at Dimitri's Taverna, Vathi Harbor

Jim Corenman



Dinner at Dimitri's Taverna, Vathi Harbor

Jim Corenman



The closing dinner, Achilleion Palace

Jim Corenman



Dinner at Dimitri's Taverna, Vathi Harbor

Jim Corenman



The McBees and Meyers at the closing dinner, Achilleion Palace

Jim Corenman



The closing dinner, Achilleion Palace

Jim Corenman



Dancing at the closing dinner, Achilleion Palace

Jim Corenman



Dancing at the closing dinner, Achilleion Palace

Jim Corenman



Dancing at the closing dinner, Achilleion Palace

Jim Corenman

Newport-Bermuda Race 2016

On June 17, 2016, we will start the 50th Newport-Bermuda Race since Thomas Fleming Day founded “the Thrash to the Onion Patch” in 1906 with the purpose of encouraging offshore sailing. John Rousmaniere (NYS) has been “Looking Back” on those 49 prior races in a series of wonderful articles that are now available on the race website (bermudarace.com). The Bermuda Race Organizing Committee (BROC) will also celebrate the 90th Anniversary of the Royal Bermuda Yacht Club’s and The Cruising Club of America’s first collaboration as the race’s organizing authority, a friendship that continues today.

The BROC is one of the CCA’s largest efforts. Approximately 40 members are involved in the organizing alone, not including the race committee and registration volunteers. Every committee member has a specialty and there are few members at large. Planning never really ends. Meetings for the next race take place before the awards for the current race are presented.

As chairman, I am fortunate to be supported by such a dedicated group of sailors. Like so many other CCA committees, the BROC approaches its task professionally and cerebrally with a strict attention to safety. It’s an expression of our membership’s passion for offshore sailing. It should be no surprise that the Bermuda Race is an important part of our club’s history and mission, as both John Rousmaniere’s *A Berth to Bermuda* and John Parkinson’s *Nowhere is Too Far* illustrate.

There’s something special about the Bermuda Race. I can’t help but smile when I try to explain it to someone unfamiliar with the race, or exchange stories with someone who has done the race before. I think there’s something in the water, especially when it turns that indescribable blue. Some of the best parts of the race never change—the blue water, the Stream, the routine of offshore sailing, the first sighting of a Long Tail, that two-hour motor to RBYC, and the dock walks, exchanging sea stories loosely based on true events.

There are, however, inevitable changes. Some of those changes have been announced in a series of Race Bulletins

which are posted on the Official Notice Board on the race website, and include:

- the selection of ORR as the only rating system for the fleet;
- a new entry system, which opens on January 12, 2016, in partnership with SailGate (used by the Royal Ocean Racing Club, among others);
- the limitation of entries to 200 yachts;
- a later first start, with a first signal scheduled for 1450, Friday, June 17, 2016;
- the removal of the performance screen from the St. David’s Lighthouse Division to incorporate faster boats with amateur helmsmen and crews;
- a modification to the Open Division’s eligibility to permit St. David’s and Gibbs Hill boats to compete with the Open Division boats for the Royal Mail Cup; and
- a new, separate race record that is not subject to RRS 51 (movable ballast) and RRS 52 (manual power).

There have also been some slight changes to the safety requirements, which Race Safety Officer Ron Trossbach (CHE) has highlighted in our website’s FAQ section. These include:


- Dyneema (HMPE) lifelines are no longer permitted;

- Each yacht must have an installed and a handheld VHF radio equipped for DSC operations;
- AIS installation requirements have been modified to conform to ISAF and US Sailing guidelines; and
- Hands-On Training leading to the ISAF Certificate is highly recommended in 2016 (it will be required for two crew members on each boat in 2018).

Other changes to the race rules will be included in the Notice of Race, to be published this fall.

The US Sailing sanctioned safety seminar for the race, the CCA’s Safety at Sea Seminar, will be held on March 19 & 20, 2016 at the Marriott in Newport, RI. The seminar organizers, Garry and Leslie Schneider (BOS/GMP), may be contacted at SafetySeminar@cruisingclub.org. Registration is available online with links from both the race and club website.

Please visit the race website for more information and join us on Friday, June 17, 2016 -- whether you’re racing, volunteering, or spectating from the gam at Castle Hill.

*A. J. Evans (NYS),
Chairman, Bermuda Race Organizing
Committee* 

The Cruising Club of America nears 100 Years!


As most of you know, the Cruising Club of America was founded in the winter of 1922 by a group of yachtsmen interested in cruising, the development of safe cruising boats, and sailing to distant places. Since that time it has evolved in many ways.

In less than seven years, we’ll be celebrating our 100th anniversary and, as such, a committee has been formed to help commemorate this historic occasion.

Some months ago suggestions were solicited from all stations, after which

the Boston Station was selected to host the event. Recommendations are for the event to be held in Newport, Rhode Island in the autumn of 2022.

There will be lots of opportunity to volunteer and we look forward to your suggestions as well. Together we can have a grand time celebrating our first 100 years.

CCA member Peter Stone has designed a fitting and attractive 100th Anniversary logo. Keep an eye out for this, as it will accompany future announcements. 



Atlantic Crossing

The jagged mountains of Santo Antão, Cabo Verde cut into the brilliant setting sun. Curled up with my book in the cockpit of the moored *Billy Ruff'n*, a steel-hulled 47' van der Stadt cutter, I



The traditional Cape Verdean dish, cachupa.

could barely concentrate on the pages in front of me with the stunning landscape just off the stern. After a hectic day filled



*View from the stern of *Billy Ruff'n* as the sun is setting behind the jagged peaks.*

with wandering through the town of Mindelo, absorbing the differences in culture

and resources, and investigating a traditional dish called cachupa, all I could do was sit and appreciate the rugged tranquility.

I was lucky enough to be able to hop aboard the *Billy Ruff'n* for her passage across the Atlantic. My first crossing was surprisingly uneventful from a sailing perspective (in the best way possible). I had pictured the huge expanse of water – a distance twice as far as anything I had done before – and prepared for the wet, squally passages that I was accustomed to in the North Atlantic. Fortunately, we had no notable weather incidents besides great trade winds.

What surprised me more than any of the sailing was the stop in the middle of the trip. Two weeks in Cabo Verde stunned me with its vibrant and colorful culture, eventful history, and dramatic landscapes. The history embedded in the cobblestoned pathway, the lush, green mountainsides, and the dusty desert on the other side of the island seemed connected through the people to the land. The massive, harsh cliffs that dropped directly into the Atlantic required ingenuity and creativity to navigate. Paths created hundreds of years ago were still the fastest way, though not always the easiest, to travel between inland towns. Some of the natives would still walk for hours to work



Ocean-side town nestled among the cliffs on Sao Antao.

I certainly enjoyed an ocean passage with two legs of six and 14 days, but my eyes were also opened to a different way of



The cobble-stoned roads threaded around the cliffs to connect the tiny towns clinging to the rocks

life, way of thinking. Though sailing itself is fun and challenging, this type of learning is why I love traveling by sail.

Holly Francis 🇵🇹

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

2015 Fall Meeting in St. Michaels, MD

The 2015 CCA Fall Meeting was hosted by the Chesapeake Station in St. Michaels, MD, October 15-17. The weather was perfect, crisp and clear, the Chesapeake at its finest. Registration opened Thursday afternoon at the Harbour Inn and continued that evening during a reception at Higgins Yacht Yard. The Nominating committee and the Safety at Sea committee met on Thursday afternoon in order to avoid schedule conflicts. However, the official opening of the Fall Meeting was the cocktail reception and oyster roast that evening at Higgins Yacht Yard on the St. Michaels harbor front. Our hosts Tad and Cathy duPont, Bryon and Linda Reilly and the crew at Higgins moved boats, cleaned the shed, erected tents and set up the "Lark Bar" aboard the duPont family's 114 year old Chesapeake Bay Racing Log Canoe, *Island Lark*. One hundred sixty members and guests attended the event with a large participation by local Chesapeake Station members. Highlight of the event may have been the two Tads, Commodore Lhamon and past Rear Commodore duPont singing a duet for the crowd.


Friday morning the meetings began in earnest and were based at the Harbour Inn, across from Higgins Yacht Yard. Mem-

bership, Elected Governors, Rear Commodores, Bonnell Cove and the Awards Committees put in long and early hours in order to finish business before having lunch and a Miles River cruise aboard the m/v *Patriot*. Again the weather helped to provide ideal conditions. Many members spent the afternoon at the Chesapeake Bay Maritime Museum on prearranged tours. The Museum encompasses restoration of classic Chesapeake boats, both work boats and pleasure craft, preservation and exhibition of structures such as the Hooper Strait Light House, and features exhibits that educate the public about the culture, the ecology, the history and geography of the Chesapeake Bay.

Friday night cocktails and dinner were held at the Town Dock Restaurant, also located along the St. Michaels waterfront. One hundred fifty people packed the local restaurant. Seating was by lottery so that there was a mix of interests and geographic representation at each table. Commodore Lhamon thanked the Chesapeake station members who had organized the meeting. Bob Mathews, RC CHE, then passed the torch to Stephen Kempe, RC BDA, who will host the Fall Meeting next year. And then the dancing began.

Saturday morning, members returned to the Harbour Inn for the final meeting sessions. The Events and Finance Committees met before the general Board meeting which encompassed all committee reports. Approximately 62 members attended that final meeting including several observers from the Chesapeake Station.

We would like to thank all of the Chesapeake members who helped to organize and put on this meeting. We want to thank all members and guests who attended, both those from our station and those from afar. One of our goals was to involve our station members in the Club meeting and to have them meet and renew friendships with members from other stations. A special thank you to Debbie Gibbons-Neff, Anne-Lise Fink, Tad and Cathy duPont, Ted and Anne Clucas, Drew and Sarah Sinnickson, Lisa von Schwarz, Doug Rollow and Marian Brown, Frank and Jane Hopkinson, Jon and Dorothy Goldweitz, and especially to Bob and Lindsay Mathews, Jim Robfogel and Martha Thomson.

*Margy Robfogel
Cary Thomson* 



Barbara Watson

L to R: Martha Thomson and Anne-Lise Fink



Marsie Hawkinson

L to R: Brad Willauer, Bil & Maureen Torgerson, and Ann Willauer



RCs Bob Mathews (CHES) and Steve Kempe (BDA)



Barbara Watson

L to R: Cmdr. Tad Lhamon, Bob & Kristi Hanelt, Scott and Kitty Kuhner and Joyce Lhamon



Marsie Hawkinson

L to R: Larry Somers, Jim Robfogel and Bob Medland



Barbara Watson

Cmdr. Tad Lhamon and VC Jim Binch contemplating Jim's new boat

2015 Fall Meeting in St. Michaels, MD



Barbara Watson

L to R: Anne Noble-Kiley and Suzie Binch



Marsie Hawkinson

L to R: Dorothy Goldweitz, Anne-Lise Fink & Lisa von Schwarz



Barbara Watson

L to R: Brooke & Joel Taliaferro & Debbie Gibbons-Neff



Cathy duPont

Cocktails at Higgins Yacht Yard



Barbara Watson

Cary & Martha Thomson



Cathy duPont

Cocktails at Higgins Yacht Yard



Cathy duPont

Wonderful oysters at opening cocktail party



Marsie Hawkinson

Jim and Sue Chambers



Cathy duPont

Cocktails at Higgins Yacht Yard



Barbara Watson

Steve and Karyn James enjoying a dance.



Cathy duPont

Cocktails at Higgins Yacht Yard



Barbara Watson

L to R: RCs Bob Medland (GLS) and Bill Barsz (SOC)



Barbara Watson

RC Bob Mathews commuting in the boat to the meetings

Roust, 2015 Marion-Bermuda Race

As defending champions in this year's Marion to Bermuda Race, Co-Skipper Mark Swanson and I knew we had our work cut out for us. However, as if defending our victory in 2013 did not already add enough pressure to our preparations, we made the decision early-on to enter the Celestial Navigation Class to increase the challenge from that experienced in 2013.

The race started in a prevailing westerly breeze, and after beating out of Buzzards Bay, we bore off and headed out into the Atlantic. The forecast was for a low pressure system to cross the Gulf Stream, yielding strong south winds, just as we were predicting to enter the North Wall. Thus our strategy was to stay well west in hopes of entering the Stream on a starboard reach. Unfortunately for us, the forecasted direction of this breeze did not materialize, and as we entered the Stream the wind was well west of the forecast and it became quickly evident that we had, as a result greatly over stood our lay line to Bermuda.

However, it was due to this over-standing of the lay line that we were in position to receive a MAYDAY call on the VHF from a vessel in distress approximately 14 miles southwest of our position...

(Editor: the story now continues as an email)

Email from Onboard *Roust* on 06/22/15:

Hello All,

It's a pretty somber mood onboard this evening as we reflect on the events of today. We are both fine.

We began the day with a bit of anxiety about what the winds would deal us as we entered the Gulf Stream. The winds were building and to our pleasant surprise they began to veer to the southwest without dealing us nearly any of the forecast south direction, but they continued to build.

We knew we were into warm water and the North Wall of the Gulf Stream stood before us on the horizon, betrayed by the thick cumulus clouds hanging above it in the same pattern as the warm currents below. The winds continued to build and we changed headsails to the Heavy Weather Jib (just a blade of a sail) and took the main down to its first reef.

We entered the stream, and sure enough the seas were big and the winds strengthened to nearly 30 knots – gusting to 35. Mark and I had just put the third reef into the Mainsail, which with the HWJ is the smallest amount of sail combination we have before going to Storm Jib and Storm Trysail (true survival mode sailing), and I was just admiring a massive wave the size of a New York City block, traveling like a locomotive and towering above us – we were in the trough, and the top of this thing was up by the top of the mast. Of course, *Roust* bobbed right over it like the tight cork she is and on we sailed.

And then came a MAYDAY call.

“MAYDAY, MAYDAY, MAYDAY, this is the sailing vessel *Legacy V*, we have a crew member who is not breathing. Over.”

I immediately returned the call asking for a latitude and longitude, but no response.

Again a minute later the same call from *Legacy V* and again no response.

Mark and I knew they were dealing with the emergency at hand, and so we waited, hailing every 20 seconds or so.

Finally they responded.

They had a crew member onboard, cardiac arrest, not breathing. They had employed the AED, to no avail, and had been performing rescue breathing and CPR for over 20 minutes. The person onboard gave me their lat/long and asked if I would forward the distress call to the Coast Guard.

I immediately grabbed the sat phone and called USCG Station Boston to report the emergency.

Of course, at this point the wind and waves were howling. We had just entered the North Wall of the stream. *Legacy V*'s position was 14 nm to our West.

We turned on the motor and began making progress towards an angle on which we could tack to make their position; in these conditions you need to sail, you cannot just use the motor to drive to any spot you want to go as the wind and waves are just too strong to make it possible.

After several dropped calls I was able to finally communicate the lat/long and nature of the emergency to Coast Guard Station Boston, and I called back

Legacy V on the VHF to assure them that their message was received.

It turns out the guy I was communicating with onboard *Legacy V* was once in the Coast Guard himself, and he seemed to know what he was doing. We still do not know why they did not just call the CG themselves on their own sat phone.

We set up a comms schedule of 15 minutes, and I went to the single side band radio to call the Coast Guard one more time to be sure the message was received.

I tried the first CG frequency and no answer. I changed to the next CG frequency and nothing. I changed the third and after hailing the Coast Guard and giving my call sign, there they were...

“Sailing vessel *Roust*, this is United States Coast Guard, what is the nature of your distress. Over.”

My first SSB call. And it was clear as a bell.

I relayed the message and agreed to standby on that frequency.

It was now 15 minutes later so I called *Legacy V* as we had agreed. I told them that I was able to reconfirm the communication with USCG on the SSB radio, and that we were making progress toward their position.

The guy on the other end of the VHF came back and told me that they were now in communication with USCG. I tried to be as reassuring as possible and we broke comms again.

We could only imagine the grim situation onboard *Legacy V* as we waited another 15 minutes to communicate with them.

Fifteen minutes later and I called again. The guy on *Legacy V* came back. He seemed a bit calmer. He said he was now in regular comms with USCG and that our assistance was no longer needed. He said they were making their way back to Montauk Point (200 miles North). It sounded like the emergency was over. It sounded like they had stopped trying to resuscitate their crew member. I did not have to ask, nor did I want to.

I asked the gentleman his name, and told him we were praying for him and the rest of his crew.

I then called the Marion-Bermuda Race Safety Officer hotline on the sat

phone and relayed the entire event. And that was it.

Mark and I are fine, but I don't think the gravity of what transpired has fully sunk in, or maybe it has and that's why we fell so somber. I actually had to fight back tears a couple of time thinking of the situation onboard *Legacy V* and knowing that ultimately there was very little we could do to help them, and imagining their horrible situation.

So onward to Bermuda! SAIL ON MAN!!

Mark was able to get a moon sight this evening. We are squarely in the Gulf Stream doing about 8.5 knots through the water. The boat looks like a bomb went off below: coffee exploded everywhere, wet sails not able to be folded on deck are stuffed on the cabin sole, empty water and Gatorade bottles overflowing out of the sinks in the galley. Good stuff.

I know you all are thinking of us, and we of you. Thanks for your prayers on the wind direction. That was a huge help.

I would imagine that many of you will have questions and want more details on this event today, but I would ask that you please not reply with questions. For starters, it's too difficult to respond to individual emails, and further, Mark and I are looking toward Bermuda and trying to get this sad episode out of our minds as quickly as possible.

Thanks all, until next time, and from somewhere in the Western Atlantic Ocean...

Roust. Out. WDG7775 🚩

Final Voyages



Philip Briggs, 9/22/15
James McConnell Clark, 10/24/15
Robert Coe, M.D., 7/17/15
Brian Dalton, M.D., 3/13/15
John E. English, 4/5/15
Randolph R. Fisher, 8/15/15
John H. Hawke, 6/27/15
Donald H. Kaplan, M.D., 10/31/15
Susan A. Kline, M.D., 3/28/15
Roger Merrill, III, 6/29/15
Charles R. Moore, 6/2/15
David C. Noyes, Jr., 5/29/15
John F. Quinn, 9/21/15
Wolfgang Reuter, 5/31/15
Cyrus B. Sweet, III, 9/30/15
Robert M. Thomson, 7/13/15
Gordon C. Vineyard, 5/5/15
William G. Warden, III, 3/18/15

Voyages will continue to carry full remembrances with photos.

Bonnell Cove Foundation

Thank you and our other friends who have donated over \$21,000 this year and have encouraged worthy organizations to apply for grants.

At our fall meeting, the Board awarded a total of \$23,000:

- Fishing Partnership (Mass.), \$8,000 for commercial fishermen safety training.
- Point Blue (CA), \$5,000 for a whale location phone app to reduce whale strikes by ships.
- Chesapeake Bay Foundation (MD), \$2,500 to train watermen to lead Bay educational tours.
- Nova Scotia Nature Trust (Can), \$2,500 to protect Rogue's Roost.
- Sailors for the Sea (US), \$2,500 to expand Clean Regatta initiative.
- World Ocean School (East Coast), to purchase safety gear for the schooner *Roseway*.

Have a look at their websites to learn more.

Bill Foss and Michael Moradza-deh have created a website for us, bonnellcove.org, to help grant applicants and donors find the information they need. You can learn more about our activities and make a secure online donation through PayPal. Our Foundation is your Foundation. We welcome many forms of donations.

Sheila McCurdy, President 🚩



Welcome New Members



ALLAN CHACE ANDERSON (CHACE)

Cleveland, Ohio
Spouse: Josie
Yacht: Hallberg Rassy 43' *Bonnie Rye*
Station: CHE
Proposer: Roger Langston



Chace grew up sailing and racing on Lake Erie, and from time to time, off shore with his parents on family cruises from Miami to the Bahamas and Bermuda. In February, 2002, he bought his previous boat, *Windaway*, and began extensive cruising along the Eastern seaboard. He voyaged on her between his home base in Annapolis to Maine and Bermuda, often non-stop and on one occasion, single-handed. In 2012 he and Josie chartered in the Whitsunday Islands, Australia, enjoying the stunningly clear waters and beautiful topography. Chace has an extensive library on nautical subjects and is noted for his knowledge of seamanship and the Bristol fashion in which he maintains his crafts.

In the summer of 2015 Chace took delivery of a new Hallberg Rassy 43' Mark III, which they named *Bonnie Rye* after a popular brand of whisky produced in a distillery owned by Josie's grandfather. They have just completed the Chesapeake station fall cruise, and are making plans to take *Bonnie Rye* to Nova Scotia and Newfoundland, as well as the Bahamas and the Caribbean.

Affiliations: Annapolis Yacht Club;
New York Yacht Club

RICHARD ARMSTRONG

Fall River, MA
Yacht: Eldridge McInnis 70'
motorsailer *Little Vigilant*
Station: BOS/BUZ
Proposer: Nat Benjamin



One of Rich's earliest long distance sails was as an apprentice on *Westward SEA* from Cadiz, Spain to Puerto Rico in the winter of 1973. He followed that experience by obtaining his tugboat mate's license, and pursuing that profession for four years in and around the Chesapeake Bay area, and from Philadelphia to Savannah, GA. Rich sailed his 44' schooner *Starbuck* on the East Coast in the 1980s and 1990s, including a double-handed voyage from Boston to Bermuda. In 2005 Rich acquired *Little Vigilant*, which was built in 1950 for Draytie Cochran by Abeking and Rasmussen. He enjoys single-handing her as well as hosting delighted crew members on cruises between the Bahamas, the BVI's and New England. Rich has been on the Board of Mystic Seaport for over five years, where his work experience has come into good use, especially in his role as first Chairman of the Human Resources Committee.

Offshore Communications Resources:

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

WILLIAM F. BOWERS

Topsfield, MA
Spouse: Linda
Yacht: J-42 *ConverJence*
Station: BOS
Proposer: Henry Halsted



Bill's early years were spent sailing his Rhodes 19 in San Francisco Bay. In graduate school he learned light air sailing while crewing for Buss Hovey in Shields on Long Island Sound. He joined the east coast offshore/Caribbean racing circuit aboard some "cutting edge" maxi racers of the day: *Ondine*, *Sorcery*, *American Eagle*, *Running Tide*, *Yankee Girl* and did a transatlantic aboard *Windward Passage*, with some of the Corinthian sailing greats of the day, including Peter Bowker, Bruce Kirby and Ted Turner. During these racing years Bill was studying for his PhD in biochemistry, and has since developed biotech tools and products, bringing some of his hands-on skills to his yachts. In 1972 Bill and Linda purchased a Pearson 30, *Iteration*, which they cruised and raced with their growing family for 40 years. Each winter, the family undertook her maintenance, including re-design and re-construction of the rudder and keel. Their son Tai inherited *Iteration* in 2012, when Bill and Linda acquired *ConverJence*. The family, with Tai and daughter Dory, have now enjoyed three seasons aboard her, including a six-week cruise together to the Bras D'Or. *ConverJence* competed

in the 2015 Marion-Bermuda race sailing celestial with Bowers/Halsted family crew, and added a week cruising in Bermuda.

Affiliations: Beverly Yacht Club

KERRY DEAVER

Newport Beach, CA
Yacht: Andrews 43 *Kahoots*
Station: SOC
Proposer: Fin Beven



Kerry's dad, Dick Deaver, was a well-known racer in the California circuit, with many CCA friends, so Kerry grew up sailing on CCA boats and with CCA members. Kerry cruised with her Dad in the Tahitian Islands, the Mediterranean and the Caribbean, and has taken part in many local and offshore races on the West Coast. She grew up to be an excellent seaman, engineer and racing tactician, purchasing *Kahoots* in 2004. Besides racing *Kahoots* several times in the Transpac and the Cabo race from Newport Beach to Cabo San Lucas as her Master and Navigator, Kerry has also served as Master, Navigator and Watch Captain on several other Transpacs and deliveries to and from Hawaii. Kerry has her 100 ton Captain's license.

Affiliations: Los Angeles Yacht Club (past Director); TransPacific Yacht Club (Director); Balboa Yacht Club (Fleet Captain)

Safety at Sea Resources:

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

JEAN I. FOLEY

Chicago, IL
Spouse: Jim (GLS)
Yacht: Paine/Archer 62 *Onora*
Station: GLS
Proposer: Bob Medland



Jean and her husband, Jim, went sailing on their first date on Lake Michigan, and have been sailing together for almost 50 years since. Their adventures have included two circumnavigations to high latitudes north and south, almost always double-handed. They were presented with the Far Horizons Award in 2014 for their cruises which totaled over 100,000 miles and included ten ocean crossings. In June 1993 Jean and Jim set off in their Mason 44 *Mara* from Bass Harbor, Maine on a circumnavigation which ended in September 1996. That voyage of over 40,000 miles took them from Maine to Ireland, then south to Portugal before transiting the Panama Canal to Noumia. They then crossed the Torres Straits, traversed the Indian Ocean to South Africa, then on to Brazil before returning to Maine. They spent two years in Baddeck in 1999/2000 from whence they voyaged to Newfoundland and Labrador. In 2001 they left Nova Scotia to venture down the St Lawrence Seaway to Sturgeon Bay, Wisconsin and back to Newport in 2003. Jean and Jim then set off in 2005 on their second circumnavigation on *Onora*, a custom Chuck Paine design which they had built in New Zealand. This voyage took

them as far south as the Antarctic and north above the Arctic Circle, following which they cruised extensively in the Baltic before returning to Brazil and Cape Town. On their final leg across the Indian Ocean to Australia, they encountered a severe storm which damaged their rudder. However, they managed to reach an uninhabited island where they were able to make repairs. This circumnavigation was completed in 2014.

HOLLY B. FRANCIS

Station: BOS/BUZ
Proposer: Peter Chandler



Like many other children, Holly sailed on Optis and Sunfish. In addition, her parents (Jennifer and Peter Francis (BOS/BUZ)), took her and her younger brother Tucker cruising in the Caribbean on mono-hulls and catamarans. Initially these were vacations; however, Holly and Tucker spent their 8th and 6th grades respectively, on a voyage of 13 months on an Atlantic 55 cat from Massachusetts to Bermuda, Central America, Mexico and back via the Bahamas. On the non-stop return trip from the Florida Straits, Holly (then 15) and Tucker (13) stood watch together. This raised Holly's love for sailing, leading her to apply to Tabor Academy on their return. She spent the next four years working her way up through the ranks to officer level on the 92' sail training vessel *Tabor Boy*, finessing her skills during eight seasons aboard, including two trips to the Caribbean, three Maine cruises and four summers working as

crew and training students on orientation cruises. Holly was elected to Executive Officer (XO) of Tabor Boy in her senior year, the first female to hold the position in the school's history. Her development in this role was especially evident during the year, which was the schooner's 100th anniversary, with many special events and receptions in the U.S. and Caribbean. Since graduation from Tabor in June 2014, Holly has taken a gap year before starting at Stamford in the fall of 2015. During the year she has worked on the wooden boat *Shenandoah* out of Vineyard Haven, skippered a CCA member's 34' sloop for a week on the coast of Maine in blustery weather, with a 3-man crew significantly older than she, and learned to kiteboard. She also crewed, and was Watch Captain, on a steel 47' van der Stadt sloop during a 1.5 month cruise from the Canaries to Sint Maartin. At age 20, we can expect that Holly will be representing the CCA around the world for many years to come.

JOSEPH W. GOLBERG

Lopez Island, WA
Partner: Rebeka Carpenter
Yacht: Beneteau 42 *Corbeau*
Station: PNW
Proposer: Charles W. Guildner II



Joe has a life-long love of sailing, having spent his childhood years in the PNW on his grandfather's 40' Owens cutter. He has been a member of Seattle Yacht Club since 1975, where he became very involved in 6 Meter Class

sailing. Joe's career in the sail-making business afforded him the opportunity to continue his passion for racing, taking part in SORC regattas between Florida and the Bahamas, skippering a Peterson 40' in the Italian Admiral's Cup between Sardinia and Gibraltar, and acting as Watch Captain/Navigator on the Canadian team in the British Admiral's Cup, and the Fastnet Race. Joe has moved comfortably from the racing life to cruising on *Corbeau* from his island home in the San Juans to Desolation Sound and the Canadian Gulf Islands, and, more recently, as far south as San Diego.

Affiliation: Seattle Yacht Club

MARC M. GOUNARD

Sausalito, CA
Spouse: Doreen
Yacht: 33' cruising catamaran *Imani*
Station: SAF
Proposer: Francoise Ramsay



Marc started sailing in North Africa as a boy, and by age ten his goal was to circumnavigate the globe on his own sailboat. In 1978 he completed a degree as Merchant Marine Engineer at Ecole de la Marine Marchande, Saint Malo, France, and skippered a 40' Dufour from Rhodes, Greece to Pensacola, Florida in 1984. Between 1989 and 1994 Marc built a 33' Roger Simpson designed catamaran, *Imani*, completing three round trips to Mexico's west coast on her between 1996 and 1998 with Doreen and their two young children. Each time *Imani* sailed uphill using the offshore Clipper route. From 1999 to 2004 Marc realized his childhood dream

when he sailed westbound around the world on *Imani* with his family via Suez and Panama Canals. Marc and Doreen homeschooled their children Maya and Tristan, who were 6 and 12 when they set off on their voyage. One of the nautical highlights of their travels was swimming in Nui with a whale and her calf. Back home in 2007 Marc began a Sailing Coach/Yacht Delivery business, taking time off from December 2008 to September 2009 to sail to French Polynesia and Hawaii and return. In addition to his business, in 2010 Marc began volunteering with Blue Water Foundation as Captain, teaching sailing weekly to 5th graders on *Golden Bear* and *Aleta*, both 46' racing sloops out of San Francisco Marina. Blue Water's mission is to bring the joy of sailing to SF Bay Area inner city and at-risk youth. Marc holds a 50-ton US Coast Guard Master License.

G. WYTIE CABLE

Sun City, AZ
Spouse: Sally
Yacht: Nordhavn 47' trawler *Happy*
Station: SOC
Proposer: Gary G. Gould



Wytie started racing at age 8 in Optis in the junior program of Green Lake Yacht Club, Wisconsin. As a teenager he moved to C Scows and 28' E Scows, as well as E-Class Skeeter ice boats. Wytie claims that the ice boat racing gave him invaluable downwind sailing experience. He attended California Western University, San Diego,

where he organized the sailing club, and after graduation had the pleasure of crewing aboard several successful West Coast ocean racing yachts, such as *Chimera*, *Brushfire* and *Invader*. In the ensuing years, Wytie co-skippered and owned various vessels on voyages in French Polynesia, Southern California and Mexico, the Maine coast and the BVI. In 1995, Wytie was Executive Vice President of the America's Cup 1995 defense which was held in San Diego. Wytie and Sally often took part in double-handed races on the Hunter 40.5 sloop, with their young son on board as crew. From 2007-2012 Wytie and Sally cruised their Island Packet 420 cutter between San Diego and the Sea of Cortez, before acquiring *Happy* in 2012. Since then, they have cruised on her together from Maine to the Keys and Bahamas following the seasons, logging almost 14,000 nm.

Affiliation: San Diego Yacht Club
(Past Commodore)

GERALD (JAY) WESLEY HARRIS, JR.

Palm Beach, FL
Spouse: Leah
Yacht: Little Harbour 78 *Hermie Louise*
Station: BOS
Proposer: Lawrence C. Hall



Jay grew up sailing at Shrewsbury Sailing and Yacht Club in Oceanport, New Jersey, often with Leah as a fellow crew member. He attended Maine Maritime Academy from 1974-1978, during which time he was 3rd Mate and Navigator on a Hess Voyager Tanker,

and Watch Captain on a Bermuda Race and a Halifax Race. Jay's early career at North Sails provided him the ability to enjoy mixing business with pleasure. He has gained a reputation as a superior sail trimmer, helmsman and Navigator, both off soundings in the SORC and on longer ocean races. His leadership skills are much respected, and besides inspiring and motivating crew when the going gets tough, Jay is a natural teacher. His love of our sport enables him to teach and communicate his experiences with humor and understanding, converting more than one "fair weather sailor" into a confirmed devotee. Jay and Leah and their four sons have cruised many miles on their family boats, most recently on *Hermie Louise* which they acquired in 2012. They have since restored her, and raced her in the 2014 Newport-Bermuda Race and the Block Island Race, as well as cruising between Palm Beach and the Bahamas.

MICHAEL HIGGINS

Lunenburg, Nova Scotia
Yacht: 38' gaff rigged cutter *Samara T*
Station: BDO
Proposer: Wilson Fitt



Michael's sailing life began in the Great Lakes, before he moved to Nova Scotia in 1990. Since then he has cruised the coast, often in limited visibility, frequently as Mate or Captain with the Nova Scotia Sea School. He has also enjoyed giving boatbuilding classes to adults and teenagers. Michael has worked professionally as a woodworker in several industries; how-

ever since 1996 he has worked almost exclusively as a boat builder in yards in Nova Scotia and, more recently, in the Caribbean. Michael began construction of *Samara T* in January 2000, completing her in July 2009. In 2010 and 2011 he was Watch Captain on board the schooner *Farfarer*, owned by CCA member Frank Blair, as she voyaged from Lunenburg to Antigua to Charleston SC and back again to twice take part in the Antigua Classic Yacht Regatta. Since completing *Samara T*, Michael has sailed her in the Eggemoggin Reach regatta, and taken her from Lunenburg to Bermuda, Antigua and Guadeloupe, with a double-handed return in May 2013. In June 2013 he captained the 48' gaff rigged schooner *Martha Seabury* on her round trip from Lunenburg to Gloucester, MA and Mystic, CT.

WENDY E. HINMAN

Bainbridge Island, WA
Spouse: Garth Wilcox (PNW)
Yacht: Geedub 38' Custom
Station: PNW
Proposer: Neil Sirman



Wendy grew up cruising with her family in the Hawaiian Islands from the age of seven. Since then she has taught sailing and cruised and raced a wide variety of boats worldwide, from dinghies to keelboats – a winning skipper on some. In 2000, she set off with her husband Garth Wilcox on a seven-year 34,000 mile voyage around the Pacific aboard a Tom Wylie-designed 31' sailboat *Velella*. They double-handed the entire voyage, sharing all tasks and responsibilities, and often stopped to take part in

local races. During the seven years they visited many countries and hundreds of ports, including Hong Kong, Taiwan, Micronesia, New Caledonia, Fiji, Tonga, New Zealand, and the Solomon Islands, meeting and making friends with numerous blue water sailors along the way. They completed their voyage in 2007 with a 49-day 5,000-mile crossing from Yokohama, Japan to Ucluelet, Canada. Wendy's notes on sailing in Japan have been utilized by some of our members, as has her book *Tightwads on the Loose*, a funny take on their low-budget cruise. Wendy frequently writes for sailing and other publications and speaks at yacht clubs and boat shows on preparing for offshore voyaging. She is currently writing more books, as well as building a Geedub 38, designed by MIT-trained naval architect and fellow CCA member Garth Wilcox in anticipation of another extended cruise.

Affiliations: Corinthian Yacht Club, Seattle; Port Madison Yacht Club; Puget Sound Cruising Club

E. DEXTER HOAG, JR

Newport, RI
Spouse: Amy Lynn
Station: BOS
Proposer: John (Jay) R. Gowell



Dexter graduated from the US Naval Academy in 1996 with a degree in Naval Architecture. He sailed with success in the Academy's Navy 44's and other boats, and attained the qualification of Navy Master Skipper of Offshore Sailing ("E" qualification, the Navy's highest level of yacht command). Following graduation and commissioning, Dex-

ter served on active duty in the Navy for seven years, qualifying as Surface Warfare Officer and underway Officer of the Deck, which made him the officer singularly responsible for the safe operation, navigation and maneuvering of the ship during his four hour watch. He has been in the naval reserves since 2007, during which time he spent three months in Korea and ten months in Afghanistan. Dexter currently holds the rank of Commander, serving as the Executive Officer for the Officer Training Command Reserve Unit. He is now working as a submarine systems engineer for the Naval Undersea Warfare Center. In 2003, Dexter and Amy refurbished an Alberg 35 and spent several months living aboard her and cruising around the north of New Zealand. Dexter enjoys preparing a boat for distance racing, such as on *Selkie* with Past Commodore McCurdy in the 2014 Bermuda race, as well as being a regular and much sought-after crew member on one-design races on Narragansett Bay. He sails regularly with Jay Gowell on his Taylor 41, *Temptress*, and on Shields #232, *Fox*. While his usual position in the Shields fleet is tactician, Dexter has stepped into the breach on many occasions as bowman, trimmer or Navigator, all of which he executes with precision and pleasure.

Military service: U.S. Navy 1996-2003; 2007 to date Select Reserve, U.S. Navy

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 J. JABLONSKI

Seattle, Washington
Spouse: E. Elaine Cashar
Yacht: Stevens 47' *Windarra*
Station: PNW
Proposer: Paul A. Baker



Rich has had extensive experience racing and blue water cruising for over 30 years, and his work as an engineer for Boeing has proved invaluable in preparing *Windarra* for her long-distance cruising. In 2001 Rich, Elaine and their two children left Seattle to head down the west coast to Mexico, crossed the Pacific in 2002, arriving in New Zealand in October of that year. They spent the next two years in New Zealand and Australia, shipping *Windarra* home to Vancouver in 2004, as their children were then ready to go to college. In 2010, leaving their adult children at home, Rich and Elaine set off again down the west coast where they spent a year in San Francisco before leaving from San Diego with the Baja Ha-Ha fleet in October 2011. After more than a year in Mexico, they then continued south to Central America in early 2013, with stops in Ecuador, Peru and Chile by the end of the year. Their cruising in Chile in 2014 and 2015 included Isla Chiloe and the canals south to Puerto Williams on the Beagle Channel and rounding Cape Horn. They have plans for further travels in South America late 2015 and 2016.

Military Service: US Army
1969-1971

PETER R. KOYLER

New York, New York
Spouse: Candi
Yacht: Little Harbor 54 *First Draft IV*
Station: NYS
Proposer: Scott Kuhner



Pete grew up sailing a variety of small boats around Long Island Sound. Before acquiring their first sailboat, Pete and Candi would “borrow” her parents’ 36’ Richardson for summer cruises around Long Island Sound in the 1970’s and 1980’s. Since then they have cruised together from their homeport in Greenport, NY in a series of sailboats, each named *First Draft*. From 1985 to 1988 they sailed the initial *First Draft*, a Ranger 29, locally; then between 1988 and 1993 they sailed *First Draft II*, a Tartan 37, throughout southern New England and to Maine. In 1994 they acquired *First Draft III*, a Little Harbor 46, continuing to sail seasonally between Greenport and Roque Island, ME. Anticipating Pete’s 2009 early retirement from a corporate law practice in New York City, in 2007 Pete and Candi acquired *First Draft IV*, which they gave an extensive refit. Since retirement, Pete and Candi have been mainly live-aboards, spending summers cruising to Maine then sailing south to spend winters in the Bahamas and the Caribbean. Pete has served as Skipper and Navigator (and frequently mechanic) through all their years of sailing, including a voyage from Greenport to Bermuda and back in the spring of 2012. A transatlantic passage is in the

planning stages. Pete has a U.S. Coast Guard 100 Ton Masters License (as does Candi).

Affiliations: New York Yacht Club; US Power Squadron; Seven Seas Cruising Association

GEOFFREY R. LANE

Bainbridge Island, WA
Spouse: Sally Isabel Heins
Yacht: Peterson 46 *Grace*
Station: PNW
Proposer: Brian O’Neill



Geoff’s early years in sailing were spent on the east coast on the waters between New York and Maine, where he obtained extensive experience racing in one-design and dinghy fleets. After moving to the west coast, Geoff and Sally acquired *Grace* in 2003, with plans for long distance sailing. In September 2007 they set off for Los Angeles and Puerto Vallarta, crossing the Pacific to New Zealand during 2008. They have lived and cruised in the Pacific since then, with voyages to New Caledonia, Vanuatu and Tahiti during that time. They have maintained a simple and uncomplicated approach to their offshore passage making, taking full advantage of their travels to enjoy the vast variety of cultures and traditions on their way. Geoff is always open to sharing his wealth of knowledge with other CCA members sailing in New Zealand waters.

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P. LANCE McDONOUGH

Tacoma, WA
Spouse: Loriann
Yacht: Sparkman/Stephens 53’ Yawl
Weatherly (family vessel)
Station: PNW
Proposer: Charles W. Guildner, II



Lance has been active in the sailing community since his early years (actually he went cruising at the age of 14 months), following in the footsteps of his father Dan McDonough (PNW). He has continued the family tradition of both racing and cruising in the Pacific Northwest, and has had the good fortune to turn his love for the nautical life into a full time career with one of the Northwest’s premier boatyards where he is a senior technician. At the age of 20, Lance and a friend sailed a Columbia 36 to Tahiti from Puerto Vallarta, returning to Los Angeles via Hawaii on a Trintella 57. The following year he set sail on a Swan 59 on its voyage from Newport Beach to Tahiti, by way of Mexico and the Marquesas. He has returned to Hawaii on several occasions from Victoria to Maui on a Santa Cruz 50, winning the race in 1998. Lance has also participated in races such as the Swiftsure and the Straits of Georgia during the past 25 years, in addition to sailing up and down the west coast with his father on *Weatherly*. He has just finished sailing in the Farr 30 World’s. Lance is accompanied on many cruises by Loriann, who is also an accomplished sailor.

JOHN WILLIS MARTIN

Annapolis, MD
Spouse: Po Martin
Yacht: 46' Leopard catamaran *Zoe*
Station: CHE
Proposer: Mark Myers



John's father and grandfather both served as Commodores of the Annapolis Yacht Club, and were avid sailors, so it was inevitable that John's life would revolve in and around boats. He has sailed everything from dinghies to J24s and a Swan 100, but he has always had a preference for multi-hull sailboats. John previously owned a Condor 40 trimaran, and now has a Leopard 46 cat, *Zoe*. Besides IOR racing locally and many Annapolis and Newport-Bermuda races, often aboard *Trader*, an Andrews 72', John was Watch Captain on a Farr 80 for its maiden voyage from Manila to Borneo in 1988, with an exciting crossing of the South China Sea in the days when piracy was as-yet little known. In 1989 John was Watch Captain on the same vessel from Spain to Antigua. He sailed his Condor 40 between Annapolis and Antigua, the most memorable leg being between Bermuda and Antigua, making landfall in 3½ days. His next boat was a Leopard 42' cat on which he took his wife and daughters cruising for ten years, homeschooling the girls onboard. Most of that time was spent in the Caribbean and the Bahamas, with two years in the Med. More recently, besides skippering *Zoe* between the Caribbean and New England, John has often helped deliver the 100' Swan, *Red Sky*, between the BVIs and Camden,

ME. John and Po have instilled their love of the sea in their daughters, who are excellent sailors in their own right.

Affiliations: Annapolis Yacht Club; Eastport Yacht Club; Seven Seas Cruising Association

JAMES D. MURPHY, SR.

Rye, NY
Spouse: Kristen Heede Murphy
Yacht: Frers & Cybilis 44 *Inisharon*
Station: NYS
Proposer: Richard W. York



Jim has been sailing since he was five years old with family friends on multi-week cruises on a Herreshoff Bar Harbor 30 named *Indian* between New Rochelle, NY and Penobscot Bay, Maine. As a teenager Jim sailed Blue Jays at Larchmont Yacht Club, growing up to crew in races in Long Island Sound, the Vineyard and Block Island races. At age 19 he raced on a 50' Abeking Rasmussen yawl in the Miami-Montego Bay race, and at age 20 he was aboard Bill Cook's *Endeavour* on its transatlantic voyage from Padanaram, MA to the Outer Hebrides. The following year Jim returned with *Endeavour* by way of Gibraltar and the Cape Verde Islands. During the next few years, while he was at college and law school, Jim was a paid Captain aboard a Hinckley 49' ketch, as she travelled between Palm Beach, Bermuda and Nova Scotia. Jim's first Newport-Bermuda race in 1976 was on *Laughter*, owned by his brother Ted Murphy (FLA). He has since completed four more Newport-Bermuda races, including the 2012 and 2014 races when he skippered *Inisharon*. While Jim has

kept up his successful racing career, he has enjoyed annual family cruising with Kristin and their three children, all confirmed sailors who have been crew and/or Watch Captain on the Bermuda races.

Affiliation: American Yacht Club (Board of Trustees 2013-2016) (Race Committee and Safety & Rescue Team 2008-date); New York Yacht Club; Storm Triesail Club

ANN NOBLE-KILEY

Manchester, MA
Yacht: Hinckley Bermuda 40 *Passport*
Station: BOS
Proposer: Thomas E. Foley



Ann grew up sailing with her family on their 28' sloop on Long Island Sound, and co-skippered bareboat charters in the Virgin Islands on winter cruises. Her dedication to sailing is evidenced by the Yachtmaster Certificate of Competence she was awarded by the Royal Yachting Association, a certification which includes a three-day offshore practical exam. Ann has also served as an instructor for the professional mariners Captain's Course of the USCG, and holds a 50-ton USCG Captain's License. Ann's on-board accomplishments include skippering *Passport* on multiple occasions from Manchester to Maine, and to New Brunswick, as well as to CCA GAMs on the East Coast. She has also been Captain and Navigator on a Beneteau 36' sloop crossing from Durban, South Africa to Maputo, Mozambique, and return. Most recently, Ann has been first mate on a Hinckley 42' on its voyages around Sweden, Norway, Denmark

and Germany, including the Lofoten Islands above the Arctic Circle.

Affiliations: Manchester Yacht Club (past Executive Committee member; current member of the Cruising Committee); National Women's Sailing Association

ANDREW J. PORTER

Barrington, RI
Spouse: Becky
Yacht: 22' Tripp Angler *Sachem*
Station: BOS
Proposer: James D. Phyfe III



Andrew grew up sailing in New England with his parents, cruising between Long Island Sound and Nantucket each summer. During his teenage years, his family also made two passages from Florida to Connecticut. His parents now own an Alden 54, *BlueJacket*, which Andrew and Becky take out for summer cruising with their own three young children. After college, Andrew took a year-long Landing School course in boatbuilding, and has since worked in the yachting world, presently at Hinckley. In his 38 years, Andrew has cruised, raced and delivered many boats of different types and sizes. He was a Watch Captain on a Van Dam 68 on a 13 day trip from Guadeloupe to New York via Bermuda and has been Captain (sometimes single handed) or mate on numerous trips between Florida and Maine. Besides deliveries Andrew has taken part in a variety of races, from local PHRF racing to big boat regattas such as the Superyacht Cup in Antigua. Andrew attributes his love of boating to

his parents and grandfather who taught him not only about keeping a boat moving comfortably in its intended direction, but also about the traditions of flag etiquette and yacht routine. As a result Andrew is an enthusiastic vexillologist.

Affiliations: Barrington Yacht Club.

J. LESLIE SAVAGE

Halifax, Nova Scotia
Partner: Janice
Yacht: Custom 36' steel sloop *Maximo III*
Station: Bras D'Or
Proposer: Erwin Wanderer



Les came to sailing as an adult, and has taken to our sport over the past 20+ years with great enthusiasm. He first sailed *Maximo III* on Lake Champlain, before moving her to Booth Bay in 1998, and thence to Nova Scotia in 2000. It is never a surprise to see Les returning from a single-handed summer cruise in the Bras d'Or lakes, kite up. Since his retirement from piloting planes for Air Canada, he has skippered *Maximo III* in several Marblehead races, as well as racing on the boats of fellow sailors, both offshore and round the buoys. Les has also assisted CCA members in delivering boats from Bermuda to Long Island (double-handed), and in bringing a "new-to-the-owner" boat up from Maryland to Halifax, and dealing with numerous mechanical malfunctions en route with an upbeat outlook. In spring 2015 Leslie crossed from Spain to Halifax aboard Hans Himmelman's *Delawana*. Les is an active member of the Royal Nova Yacht Squadron, and was a member of the RNSYS team which represented Nova Scotia in the IOD worlds in Bermuda. Les has skippered *Maximo III* on three Marblehead to Hal-

ifax races, and made deliveries to the east coast on several occasions. In 2015, Leslie took on major responsibilities related to organizing the Halifax race.

Affiliation: Royal Nova Scotia Yacht Squadron

LESLIE S. SCHNEIDER

Sedgwick, ME
Spouse: Garry (BOS)
Yacht: Mason 43' *Rising Wind*
Station: BOS
Proposer: James Harvie



Leslie has been sailing for over 50 years, and has been an active participant as an organizer of many CCA activities with her husband Garry. Most notably, Leslie has been active in conducting our Safety at Sea seminars, building on her thirty years experience as a ski patrol instructor in outdoor emergency care and ten years as an EMT in the ambulance service. Besides cruising in their home waters around Maine, Leslie has served as Watch Captain/first mate on *Rising Wind* on a number of double-handed passages, including round-trip voyages from Maine to Bermuda, Maine to Newfoundland and five times from Maine to the Bahamas. While there is an expected division of responsibility for various aspects of planning, preparation and operation of their vessel at all times, it is clear that Leslie independently assures that the boat is ready and safe, that all crew members are appropriately briefed, and that weather and navigational challenges are

anticipated. Besides sailing, Leslie has also been involved in the planning and accounting of local GMP cruises and events, Boston Station functions and club meetings. Leslie and Garry also generously open their home on Eggemoggin Reach for CCA events and for members passing through Downeast Maine.

BRIGGS L. TOBIN

Ridgefield, CT

Spouse: Jessica

Yacht: Custom McCurdy & Rhodes 46'

Froya

Station: NYS

Proposer: William Ewing III



Briggs grew up in a CCA family, with his late father Toby Tobin and his uncle Bart Dunbar (BOS) being long-time members. Briggs often enjoyed long sails with his father to Nova Scotia and Newfoundland. As a young man he sailed one-designs out of Sachems Head YC, where he became an instructor, and also taught at Yale Corinthian YC and Nantucket YC. He competed in the US Junior Double-handed Championships in 1975/76/77, took part in his first Newport-Bermuda race in 1978 at age 17 on *Inverness*, a Chance 68, and crewed on Gifford Pinchot's *Loon* from Denmark to New York in 1981. Briggs went on to serve as Captain of the Yale Sailing Team. In 2007 Briggs purchased *Froya*, which he has since actively cruised with his wife and children. In 2013-2014 they

completed a nine-month family cruise to Maine, then south to the Caribbean via Bermuda. On their return voyage in the Bahamas, *Froya's* transmission failed and Briggs' excellent piloting and sailing skills were brought to the fore as they sailed without propulsion through the Exumas to Nassau. Briggs has also successfully raced *Froya* in several Vineyard Races, in which he takes a mostly junior sailing crew. He has won his class and twice been awarded 2nd in class. Briggs has also been active in J24 races, participating in the World Championships in 2004.

Affiliations: Noroton Yacht Club, Board of Directors and Long Range Planning Committee

ROBERT TRAHANE

Danielson, CT

Spouse: Robin Ridout Trahane

Yacht: Block Island 40 *Misty Dawn*
(formerly Newbold Smith's *Reindeer*)

Station: NYS

Proposer: Lloyd Hamilton MD



Bob began his working career as a professional river and mountain guide, not only in the U.S., but also in Central America, New Zealand and Australia. In his early thirties, having crewed on several blue water passages, including from the BVI to Los Angeles, he made the transition to full time ocean adventures, when he and Robin purchased *Misty Dawn* in 1996. After a couple of years sailing in the Gulf of Maine, Bob and Robin headed down the coast to Florida in 1999. The fol-

lowing year they transited the Panama Canal, and set off for New Zealand, via the Tuamotus, Society Islands, and Tonga. They remained in New Zealand for 16 months giving *Misty Dawn* an extensive refit. In 2003 they left for Fiji, Tuvalu, Kiribati, and the Marshall Islands, finding work on Kwajalein atoll. In 2005 they returned to Kiribati and on to Vanuatu and New Caledonia, arriving back in New Zealand in 2006. In 2007, they left New Zealand for a 44 day passage to Southwestern Chile, where they explored the canals, before rounding the Horn and wintering in the Beagle Channel. In 2009, they headed home to the U.S., by way of Argentina, Brazil and Bermuda. In 2010 Bob was crew aboard a 60' Dudley Dix on its passage through the straits of Malacca from Borneo to Malaysia. Since their return to the U.S. Bob and Robin often sail the New England seaboard, and have plans for a northern voyage to Newfoundland, Labrador and Greenland.

Military service: US Air Force 1980-1982 Sgt. T.4

THOMAS J. VANDER SALM

Salem, MA

Spouse: Adelaide (Addie)

Yacht: Hinckley 48 *Whisper*

Station: BOS/BUZ

Proposer: John H. Cunningham III



Tom grew up sailing Snipes and Stars on Michigan lakes and taking part in regattas out of Chicago. He also sailed in New England, and for many years, while in practice as a heart surgeon in

the Boston area, he enjoyed bareboat chartering in the Caribbean and Maine waters. All that changed in 2006 when Tom purchased *Whisper* and began a late-life racing career. Since then he has skippered four Newport-Bermuda races, with returns, three double-handed, and has skippered a number of Halifax

races, both with a full crew and double-handed. He brings his surgical precision and attention to detail to sailing and undertaking projects on *Whisper*, and is committed to continuing the learning process around racing and shorthanded sailing. In addition to his racing ventures, Tom and Addie have cruised in

Maine, and they have been sponsoring double-handed pre-Bermuda race parties at their home in Little Compton, RI.

Affiliations: Corinthian Yacht Club, Marblehead, Nominating Committee

Military service: USN 1974-1975 Lt Commander and Commander on USS Independence

This Mission Statement was approved by the Safety at Sea Committee during our meeting in October in Toronto. The Committee is also hoping that each Station will present a Safety for Coastal Cruisers Seminar in the near future. Not only do these safety seminars provide an opportunity for you to refresh your safety skills, but it is also an opportunity for bonding with your fellow members and others. For more information, Ron Trossbach (Ron-Trossbach@msn.com) is standing by to assist with guidance and safety material.

MISSION STATEMENT OF THE SAFETY AT SEA COMMITTEE OF THE CRUISING CLUB OF AMERICA

The mission of the Safety at Sea Committee of the Cruising Club of America is, working with other yachting organizations worldwide, to raise awareness of safety on or around boats – sail and power – and assist in education on good safety habits, techniques and equipment.

STRATEGIES AND PRINCIPLES

1. We emphasize the practical aspects of safety, e.g. “how to...” and what works, not just required equipment, including what can be learned from accidents.
2. Our scope includes both racing and cruising. Race organizations already prescribe safety gear and training in considerable detail, which has direct application for cruisers. We believe that, while recognizing their different risks, there should be the same emphasis on safety and training for the cruiser as for the racer. One of our strategies is to transfer safety practices from racing to cruising.
3. Our members and other blue-water cruising and racing organizations are an excellent resource for education, training and lessons learned at sea.
4. We seek to have one of the most viewed and respected websites on cruising safety, one that other sites choose to link to and that links to other respected websites.
5. We actively seek out effective ways to present and distribute our safety articles and safety concepts to the yachting community.
6. We make our training programs and information available to other yachting organizations.
7. We believe a measure of success will be when other organizations ask permission to reprint our articles for their use, use our Safety for Coastal Cruisers training materials for their local training or otherwise use the CCA as a resource, thus, recognizing us as an important source of safety information.



Cruising Club of America
 Pieter de Zwart
 1615 NE 2nd Court
 Fort Lauderdale, FL 33301

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Deadline for Spring 2016 Issue is March 15, 2016

Calendar of Events

- 2015 December 4: Wirth Munroe Race (Steve James)
- 2016 February 5 – 12: Ski Gam - Park City, UT – John Robinson and Allan Rae
 March 4: Annual Meeting & Awards Dinner, NYYC – Joe Hoopes
 March 19 – 20: Safety Seminar – Newport – Garry & Leslie Schneider
 June 17: Newport-Bermuda Race – AJ Evans
 June 26 – 30: Bermuda Cruise – Stephen Kempe
 October 20 – 23: Fall Meeting - BDA - Stephen Kempe
- 2017 March 3: Annual Meeting & Awards Dinner, NYYC – Joe Hoopes
 July 22 – 29: Azores Cruise – Sandy Veitor and Mark Rice
 October TBD: Fall Meeting – SFA - Bob Hanelt
- 2022 CCA 100th Birthday Anniversary Celebration, Newport, RI – Jack Towle

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

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

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

Monthly Station Luncheons (check website for latest information)
 Boston: "Rats" 3rd Wednesday Oct-Mar; for April see BOS Station website
 Chesapeake: Annapolis YC 2nd Tuesday
 Essex: Pilots Point Marin, Westbrook, 3rd Thursday Sept-June
 Florida: Luncheons at Stuart YC, St. Pete YC and Lauderdale YC – see Florida Station website
 Pacific Northwest: Seattle YC 2nd Monday, except July and August
 San Francisco: various SF Bay clubs, 1st Wednesday, except July and August

