

## Awards Dinner at New York Yacht Club

### Blue Water Medal

#### Blue Water Medal

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

Skip Novak was awarded the esteemed Blue Water Medal for 2014 in recognition of his many years of cruising and exploring the Antarctic. The award was established in 1923 by the Club's Governing Board to recognize examples of meritorious seamanship and adventure upon the sea by sailors of all nationalities.

Skip was born in Chicago in 1952 and started sailing at an early age. He has raced in four Whitbread around the World races and in 2001 co-skippered the 33-meter catamaran *Innovation* in The Race Around The World In 65 Days.

In 1987, Skip designed and built the steel cutter *Pelagic* for exploring the southern high latitudes and to allow him to pursue his passion for mountaineering. He has spent 26 seasons in Tierra del Fuego, South Georgia and Antarctica. *Pelagic* supported and often has starred in 15 documentary film projects. She has carried sailors, scientists, researchers and filmmakers to Antarctic shores.

Recognizing the need for another and bigger vessel Novak had *Pelagic Australis* built in Durbin, South Africa in 2003. The vessel is cutter-rigged, aluminum and 74 feet overall. Like her smaller sister *Pelagic* has a unique swinging ballast keel and rudder,

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*Skip Novak with the Blue Water Medal award presented by Commodore Tad Lhamon*

Dan Nerney

### Far Horizons Award

#### The Far Horizons Award

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



*Jean and Jim Foley*

Dan Nerney

Jim and Jean Foley were awarded the Far Horizons Award for 2014 in recognition of over one hundred thousand miles of off-shore cruising over the last 12 years. The award was established by the Club's Governing Board to recognize members of the club for "a particularly meritorious cruise or series of cruises that exemplify the objectives of the Club as stated in its Constitution."

The Foley's first circumnavigation in their Mason 44, *Mara*, was completed over a four-year period (1992 to 1996). They crossed the Atlantic from Maine to

Ireland, proceeded down to Spain and Portugal, then back west across the Atlantic to the Panama Canal. Their passage across the Pacific took them to New Zealand and thereafter northwest through the Torres Straits, west across the Indian Ocean to South Africa, northwest to Brazil, returning to Maine in 1996 via the Caribbean.

After cruising in the Canadian maritime for several years, Jim and Jean felt the urge to continue long-range cruising, this time into the high latitudes. For this purpose they worked with Chuck Paine in designing a 63' aluminum pilothouse

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## From the Commodore



### Dear Fellow CCA Members,

Our club operated at many different levels over the past winter. A large number of our members in the New England, Great Lakes, and Nova Scotia areas stayed as far away from boating as possible, emphasizing secure storage for their craft out of the way of the deep snow that pummeled the area. Those lucky enough to head south enjoyed brief respites from the constant shoveling in frigid temperatures. Bermuda, Florida and Southern California members celebrated their usual claim on balmy weather and some good sailing, including the CCA-sponsored Wirth Monroe Race from Fort Lauderdale to Palm Beach. Even the Pacific Northwest produced delightful winter sailing days on many occasions. But the dream assignments came to those who continued their cruising in southern waters – some as far south as Southern Chile and Antarctica, and others in Caribbean, Mexican or Hawaiian areas.

By the time the winter ski gam took place in Park City in February, the best snow in the country was not in the mountains, but on the streets of Boston and New York. Nonetheless the 35 attendees at this event had a marvelous time both on and off the slopes.

Moving into spring, plans began again for another cruising season in both local and distant waters. And just in time to help in making these plans, the latest edition of our beloved magazine *Voyages* arrived, and thanks are due to Doug and Dale Bruce plus a small army of helpers who assisted in this effort.

Nearly 200 members and their guests congregated at New York Yacht Club for our traditional annual meeting and awards dinner. We conducted the business of our club during the day, (the deliberations are documented on our website), but the awards dinner

was the highlight for us – an opportunity to reconnect with old friends, make some new acquaintances, and to celebrate the accomplishments of so many. You'll see news of this event elsewhere in this issue, but it was a very warm experience to see all the faces joining in the praise of the awardees who were feted. The Great Lakes Station, our smallest in terms of number of members, swept the field with three members receiving awards. Thanks are due to NYYC and especially to Joe Hoopes and David Tunick who organized the festivities at the club and to awards chairs Bob Drew and Jim Chambers who scripted the presentations.

Also this spring we had the opportunity to meet with Mystic Seaport regarding our exhibits there, both the archives and the re-creation of the Olin Stephens Reading Room in the Stillman Building. Our archives are in good hands and the energy Mystic has put into the rearranged Reading Room exhibit shows promise. In addition we viewed other sites as possible alternatives for some of our silver collection currently in storage.

As we write this, we're enjoying the intimacy of the Caribbean

Cruise in St. Martin where 100% of the participating boats are sail powered; I don't recall a club cruise in the recent past that has had that experience! And in April, our *Lyric* will have arrived in Fort Lauderdale, via I-10 and not Panama, and over the coming summer we hope to see many of you on the water as we cruise her around to visit the East Coast CCA Stations. If all goes well we'll see you in your home waters, and again on the club cruise in the Ionian.

Fair winds and following seas,

*Tal*



Joyce Lhamon

*Commodore Lhamon atop a canon at Fort Louis, St. Martin, where the French defended their stocks of coffee, sugar, salt and rum many years ago.*



## The CCA GAM

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**Fleet Captain** .....Paul J. Hamilton

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Bermuda .....Stephen W. Kempe

Boston .....Stephen E. Taylor

Bras d'Or.....Reginald H.B. Goodday

Chesapeake.....Robert M. Mathews

Essex .....David G. Dickerson

Florida .....C. Tanner Rose Jr.

Great Lakes .....J.W. Robert Medland

New York.....Peter E. Kelly

Pacific Northwest ..John F. Robinson

San Francisco .....Robert L. Hanelt

So. California .....William Barsz

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Gulf of Maine.....Stephen Tofield

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## Coming Up...Cruises and Meetings



### Boston Station Maine Out Island Cruise

**August 5 – 12 2015**

Rear Commodore Taylor will begin the Cruise with an opening gam ashore at the Dix island camp of Heidi and Cabot Lyman late in the afternoon of Wednesday, August 5. This will be an informal barbecue ashore with burgers, bratwurst and hot dogs. Minimal hors d'oeuvres will be offered with members encouraged to bring their own contributions. Bowls of salad and a blueberry desert will come from a provider in Rockland. The rum keg will be tapped and beer and wine provided. As the small anchorage at Dix can become rolly, we will try to have a small power boat available to transport people who may choose to anchor in some nearby protected locations.

The next morning, weather permitting, GMP Post Captain, Steve Tofield, will lead a roughly 40-mile sail around the outer islands of Matinicus (Criehaven Harbor) and Wooden Ball, then back into Vinalhaven's Seal Bay area for an evening of informal rafting. The GMP rum keg will appear on the deck of one of the larger boats.

The next few days will be open for exploration of the Outer Islands of Penobscot Bay. Past Boston Station Rear Commodore, Brad Willauer will lead a small group to visit the rejuvenated HIOBS facility at Hurricane Island. This group may be limited to those members who have had enough personal time in an open boat to know what those letters mean. There may also be an activity scheduled at Maine Maritime Academy in Castine, especially if the Schooner Bowdoin is in home waters.

On Monday we will sail to the Fox Island Thoroughfare where Gulf of Maine Post Secretary Maggie Salter has arranged a lobster feed for us at the Waterman's Hall. Those who wish to arrive over the weekend will find that the weekend of August 7-9 is Community Days: parade, cod fish relay, lobster crate races on Saturday mid-day with a Big dance on Main Street.

Saturday night with island bands and Tough Cats band. There will be an art show at the library and flower show at


Waterman's Red Barn on Friday through Sunday. There may be a blueberry pancake breakfast on Sunday morning at the American Legion Hall.

The Cruise will conclude with a catered luncheon on Wednesday the 12th at the Deer Isle home of members Joan and Bob Roy. Rum, beer and some wine from The Roy's own California vineyard will be served.

Questions should be directed to Commodore Taylor, or to cruise co-chairs, Garry and Leslie Schneider:

[gls7@gmail.com](mailto:gls7@gmail.com)

207-359-8908, home

207-664-8908, cell 

### Ionian Cruise

**September 14 – 25, 2015**

We have about six months until the kickoff of our 12-day cruise of Ionian Greece. At this time 211 members and 40 yachts for the cruise. This is a fine turnout for a faraway destination. That said, we have room for a couple of more boats with crews. Sign up quickly if you would like to join us so that your cruise committee can adequately prepare.

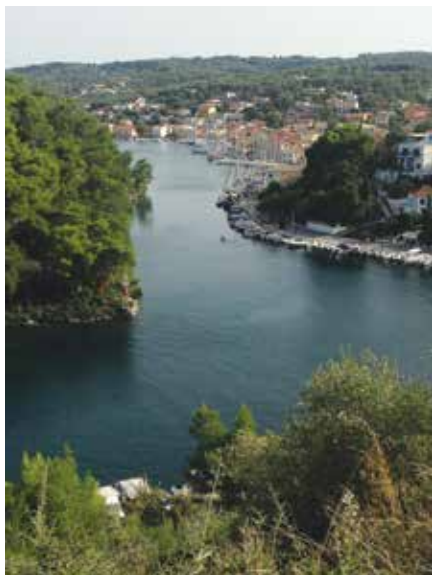
Planning for the cruise is quite far along now. All the details are available at the CCA web site. A roster of those enrolled and a link to the online version of the Ionian Cruise Book is available on the Ionian Cruise page. The book can be downloaded to be read offline or even printed if you like. Of course the final edition will be a work in progress until the very last minute when a hard copy will be produced. Feel free to browse through the cruise book to see the events, the venues, and the more than 30 anchorages that have been suggested.

Our 12 days of sailing through pristine waters with evening stops near lively tavernas will be interspersed with four events. We begin with an opening party in the Art Café Gardens at the Palace of St. Michael and George which overlook the Corfu Yacht Club and the sea to the mountains





of Albania. Four days later we rendezvous with the fleet sailing around Scorpions followed by a theme dock party on Meganisi. Three days further on will find the fleet anchored in Vathi on Homer's Ithaca with a dock party followed by a Greek fish dinner at Demitri's Tsiribus Taverna. After returning to Corfu, 12 days out, we will be bussed to the Achilleion Palace for a gala: Cocktails in the Gardens followed by dinner on the Patio.



A view of PAXOS

Something new for a CCA National Cruise: We have created an online community on Google+ called CCA.Ionian. The purpose is to allow everyone on the cruise to post photos and comments for everyone, including CCA members anywhere, to enjoy. This will allow those unable to attend to get a taste of the activities in near real time. An invitation to the private community and reminder will be sent out just prior to the cruise and posted to our website.

Those enrolled in the Ionian Cruise will have already received an Action Letter to assist them through their final preparations. For most everyone this will be a lengthy holiday involving more than our two weeks of sailing and socializing through remote Greece. Side trips to ancient Greek sites and to other parts of Europe are being planned before and after

the cruise. Participants should review the Action Letter and a following checklist to assist their planning.



Ionian Cruise area

Your Cruise Committee is excited that the planning is coming to fruition and know that all will have a fantastic cruise in a foreign land.

Steve James, Co-chair

## Fall Meeting

St. Michaels, MD  
October 15-17, 2015



The Chesapeake Station is proud to host the 2015 Fall Meeting, October 15-17. The event will be held in the charming Eastern Shore town of St. Michaels, Md., "the town that fooled the British." Please join us as we feast on oysters, learn more about Chesapeake waters and watermen on a guided tour of the Chesapeake Bay Maritime Museum, and enjoy lunch on the deck of the *Patriot* as we view historic homes and wildlife along the Miles River, part of the Chesapeake Bay Estuary – largest in the Western Hemisphere. Once the meetings are over, please consider joining us on our station Fall Cruise. Be sure to make your plans early. Space is limited! More information is available on the CCA

website. Or contact our meeting chairs: Marjorie M Robfogel, 585-721-6911 or [mmrobfogel@gmail.com](mailto:mmrobfogel@gmail.com) and Cary W. Thomson, 610-291-6252 or [mjmun@verizon.net](mailto:mjmun@verizon.net).

## 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 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 Guest Moorings Committee

My best recollection is that the Guest Mooring committee was formalized as a standing committee around 1996 by Past Commodore Robert Drew who recognized the benefit of sharing the club's transient mooring resources, i.e. privately owned and maintained moorings, docks and, in a few cases, access to yacht clubs under the auspices and generosity of CCA members. The principal objectives of the committee were to promote and expand the number of CCA guest moorings – this at a time of growing restrictions on the placement of new moorings in harbors all over the USA and elsewhere.

Prior to 1996, it is assumed the CCA guest mooring program was an extra-curricular activity falling to yearbook chairman Robert Edmands and those who served before him. Bob had dutifully maintained an accurate east-to-west listing which got published in the yearbook annually. The 1996 yearbook listed thirty one. By 2014, this number had grown to eighty, attributed to the informal promotion of the program by RC's and members at-large.

For several years, the guest moorings committee has functioned as a committee of one with the chairman assuming responsibility for updating the database and communicating changes to the yearbook editor. Many members have greatly aided this effort, including most especially, the mooring stewards (owners), the yearbook chairman and more recently, the webmaster. An annual group email communication with stewards has been initiated and this has been most useful in garnering regular updates.

Over the years, some of our senior and most respected members would occasionally remind us that guest moorings were a "crutch" and that our anchoring skills must remain well practiced at all times. That good advice duly noted, it seems guest moorings are unanimously popular with the membership judging by the positive comments received over many years.

*Channing Reis, Chairman Guest Moorings Committee* 

## 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*



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

The deadline for the Fall issue is  
October 15, 2015.

## 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 to 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 to 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 has 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.

*Bill Cook* 



### Bermuda

In December 2014, the Bermuda Station sadly lost one of its long-time members and recipient of the coveted Blue Water Medal when Warren Brown made his final voyage. Just two years previously, Warren had presented a trophy to be awarded to the Bermuda Station CCA member who had distinguished themselves and the Club by distant-water sailing voyages or by such other action deemed worthy of the award.

The first recipient of the Warren Brown Award was Robert J. Baillie who, together with his wife Betsy, cruised extensively in their sloop *Belair* for many years. Bob, however, says that at this time of their lives they have decided it would be prudent to cruise closer to home and they have taken great delight in exploring the waters of the Bahamas. Bob notes that it was fun to sail the Exumas again recently and to meet up with fellow cruisers whom they hadn't seen for a while including CCA members Cabot and Heidi Lyman on *Chewink* and Pam Wall who came to sail with them for a week. Bob says that one of the highlights of their last trip to the Exumas was the sail to Georgetown for the Family Island Regatta. The Regatta is an annual four-day event and traditional Bahamian sloops come from islands all around the Bahamas. About 40 boats of various lengths compete for a number trophies and this ensures that Georgetown is hopping for the four-day party.

The catboats, he said, were amazing to watch and fun to follow around the course. The winds varied from not much to too much making for a very wet experience. The catboats are a bit like the Bermuda fitted dinghy in that they are grossly over

canvassed and unstable. They have what is locally known as a "pry board" that is a system of two, two foot wide by ten foot long boards which the crew sit on and slide from side to side depending on the tack, making for a fun upwind ride.

The Baillies said that the atmosphere is quite amazing as hundreds of people come from the other islands for the races. The Regatta center is near the Peace and Plenty Hotel and numerous food and drink stalls sell food specialties and island drinks. With lots of loud music and drunken individuals all around, people watching is entertainment of itself. The whole affair culminated in a very lively parade.



Les Crane

*Monterey at anchor at Rhodes*

Following a trial run last year for the fall cruise in the Ionian Sea this September, Les and Mags Crane sailed south on *Monterey* through the Greek Islands. They were accompanied by Steve James and his wife Karyn. Steve is a co-organiser of the CCA Ionian Cruise that will get under way from Corfu mid-September this year.

Rear Commodore Stephen Kempe and his committee are busy putting the final details together for the CCA Bermuda Cruise which will follow the 2016 New-

port to Bermuda Race. The Cruise will have a similar format to the 2013 Bermuda Cruise that followed on the heels of the Marion to Bermuda Race. Stephen notes that the Cruise will have limited space available because of the size of the restaurants where participants will go for dinners and because of limited space in anchorages.

*Jim Burnett-Herkes, Historian* 

### Boston

A number of members of the Boston Station traveled to Toronto for the Club's Fall Meeting. Past Commodore Dan Dyer and Mimi attended, as did David Brown with past Commodore Sheila McCurdy of the NY Station. Joining them in their Club-wide capacity were Treasurer Peter Chandler and Liza, Historian Jack Towle and Pam Barker, Nominating Committee Chair Bill Cook, Finance Chair Ernie Godshalk and Ann Noble-Kiley, Cruising Guide Chair Sandy Weld, BROCC members John Osmond and John Winder, Events Vice-Chair Brad Willauer and Ann, *Voyages'* editors Doug and Dale Bruce, and the Bonnell Cove Foundation Treasurer Paul Rogers and Marty.

Boston Station officers included Rear Commodore Steve Taylor, Peter Stoops of the Membership Committee, Historian (and Governing Board member) Garry Schneider and Leslie, who along with Ernie Godshalk, Brad Willauer, and John Winder also serve on the Safety at Sea committee. Roger and Jennifer Langston also attended the social events.

During Friday's lunch, John Rousmaniere, member of the Bermuda Race Organizing Committee, presented an interesting review of the importance of the Bermuda Race to the Club and the history of sailing. The race in 2016 will represent the 50th running of this event. John will also speak at the 19 March 2016 Safety At Sea seminar in Newport that the CCA will hold for those participating in the next race and for other interested sailors.

Rear Commodore Taylor presided over a full house at the Boston Station's Fall dinner at the Dedham Polo Club on Novem-



*Catboat racing*



## News from Stations & Posts

### Boston continued

ber 13. While the great food and service at this handsome location are always a draw, this year the Bermuda Race Organizing Committee's awards Chairman, Bob Darbee, offered us a special treat. Due to a few



L to R: Jim Harvie, Dan Dyer, Ned Rowland, Ross Sherbrooke, BROC Chair Fred Deichmann and BROC awards chair Bob Darbee

nefarious computer complications, Bob and BROC chair Fred Deichmann had the opportunity to award some Bermuda Race trophies from the June 2014 event. Joining in the presentation were four former Commodores of the CCA: Jim Harvie, Ned Rowland, Ross Sherbrooke, and Dan Dyer.

The Glenn Prize for the boat with the best time and a crew of a minimum of four family members went to Stephen Kylander and *Dreamcatcher*. The crew included four, and his son was the youngest person on this year's race at the age of nine. It is great to see sailing encouraged in the young.



Stephen Kylander and family holding the Glenn Prize. Photo: Gary Schneider

Due to a change in rating, Bob Darbee also awarded the prestigious Carleton Mitchell Finesterre trophy for best cor-

rected time in the Cruiser division and first in her class, to the crew of *Simpatico*, owned and skippered by William Riley. The navigator's award went to Peter Furze, *Simpatico*'s navigator. The array of awards and trophies was most impressive, and we saw but a small portion – Bob reported 120 awards to have been presented in Bermuda.

On a local note, a Parkinson award was given to Boston Station member Nick Orem. Nick thanked his crew, including his son, new member Nick Jr.

Our thanks to Tim and Charlotte Surgenor for arranging another fine evening. While Tim makes it all look easy, those of us who have taken a hand in arranging Club events know that Tim and Charlotte put in many hours of work that we never see.

Some 40 of us gathered on the 5th floor of the historic Union Club in downtown Boston for the Station's winter dinner on a cool evening. As has become his custom, Station Secretary, Tim Surgenor orchestrated an elegant dinner with a very tender and generously sized cut of beef.

In his remarks RC Taylor made mention of the passing of three of the Club's members who were of the "greatest generation": two former Commodores Stan Livingston and Bill Whitney, and Russ Field, good friends of many members. Leslie Schneider described the Station's upcoming August Out Island cruise in Maine while her husband handed out a chart and schedule.

After dessert, Bob Morris told of meeting Doug MacLeod during a Club Cruise and hearing that Stan Livingston had needed to go up on *Manukai*'s mizzen mast to retrieve a lost halyard. Bob said he thought that was a tough trip for a fellow of Stan's age and asked, "How did Stan get up there?" "Oh," replied Doug



Nick Orem receiving his Parkinson award from RC Taylor

"Russ and I pulled him up." At the time all three of these men were on the North side of 80. Bob attributed their fine physical condition to their having imbibed a glass of grog a couple of times in their careers in the Club. More stories remain to be told.

The monthly luncheons in winter at the India Wharf Rats' "Rathole" have been moved to the third Wednesday and re-kindled brightly with a

new cook and considerable enthusiasm. The Christmas luncheon there had over 50 people, a record turnout.

Rear Commodore Steve Taylor led the Station's representation at the Annual Meeting in snowbound

New York City, accompanied by past rear Commodores Brad Willauer and membership chair Bill Cook. Station members at the Thursday Safety At Sea committee meeting included Anne and Larry Glenn (now of Newport, RI), Garry Fischer, Fleet Surgeon, Ernie Godshalk, Brad Willauer, Janet Garnier, Garry and Leslie Schneider.



Winter Dinner: Brian Smullen, Henry Keene and Ed Tarlov



Gale Willauer and Tim Surgenor, entertainment chair


### Boston continued

Attending the Friday afternoon Governing Board meeting were Doug and Dale Bruce, Editors of *Voyages*, Club Treasurer Peter Chandler, Club Historian Jack Towle, Yearbook editor Tony Will, and



*Boston station at the India Wharf Rats' "Rathole"*

Auditor Ross Santy. Among those joining us for the Awards Dinner in addition to member spouses and guests, were Jeff and Cindy Wisch, Dan Nerney, Jim and Pepper McHutchison, Roger and Jennifer Langston, and many others who filled the NYYC's Model Room to its fire marshal's limit of one hundred and ninety souls. Those in charge of such things had determined that it was better to include cocktails in the tariff for the dinner and the resulting open bar made for a very festive evening as we admired the courage and fortitude of the winners of a number of awards.

*Gary Schneider, Historian* 

Dan Nerney

He writes: "In 2014 after cruising Scandinavia and Europe for 11 summers it was time to bring our Mason 44 *Frisco* back across the Atlantic. It was decided to take the Trade Wind route to the Caribbean and cruise the Islands for a couple of seasons. I investigated the ARC rally as a possible event. I had heard comments that rallies promote a safety in numbers attitude which might persuade a marginal vessel to cross an ocean. In our case the timing worked and our crew were keen to be part of the event. The training and social events were well organized and every boat was subject to a safety inspection. Manufacturers of yachts, sails and electronics were on hand before the start to help with any equipment issues. Seminar topics included weather, MOB procedures, downwind sailing, provisioning, rigging, emergency medical procedures, communications, etc. Each boat was fitted with a satellite tracker so that position data could be displayed on the rally web site. It was a requirement that vessels be equipped with SSB radio and modem for email, or a satellite data system. In our case we had both including a new Iridium GO!. The Iridium GO! worked flawlessly, cost under \$1,000 and allows the crew to interface their iPhones. Iridium has new low-cost data usage packages for these devices. One of the advantages of the rally was the daily weather and sea state forecasts sent by e-mail, the forecasts broken down to areas gave more detail than looking at a GRIB file. Another file could be requested giving the positions of all boats. In addition to the rally forecasts we also subscribed to PredictWind for satellite weather data. PredictWind has an app for a PC or Mac and the Iridium GO! and their program will also do weather routing. In the past, I have relied on detents in the roller furling shackles attached to the swivel without seizing wire. On this trip we lived to regret it. One morning in the first week I was awakened by an urgent cry of "Sail Overboard." The entire 130% genny had slid out of the foil and much of it was in the water. With all hands on deck we managed to haul the sail on board and examined the head to find an intact loop and the swivel still at the top of the forestay. We rigged our new Parasailor

spinnaker to create a stable platform and I went up in the bosuns chair to retrieve the swivel and halyard. The Parasailor is a wonderful downwind sail with a large slot cut across approximately  $\frac{2}{3}$  the way up the sail, with a parachute type wing inset to provide uplift and form a batten to hold the spinnaker open. The sail held the mast at a stable angle while I went up to find the swivel firmly jammed at the top of the foil, although I was able to bring down the halyard. From then on without the roller furling we used the Parasailor as much as possible quite often through the night. The large horizontal slot tends to dump excess wind when we were caught in squalls of up to 35 knots. Towards the end of the trip we had very light winds and used up some diesel to get to St. Lucia. One of the concerns I have had with ocean cruising is the possibility of striking a submerged object. In the past we have seen large logs and floating refuse. In the third week of the ARC we approached a large mat of Sargasso weed and in the centre was a large triangular shape. Comments ranged from "it's a big shark" to "it's a whale." As we drew closer we realized that what we were seeing was a shipping container floating on the surface with one corner above the surface one to two meters high. How many of these had we passed in the night?? I immediately broadcast an SSB warning and sent a satellite message with the position of the container to the rally control. The message was then relayed to all participants via satellite e-mail. Fishing from a moving yacht can be exciting and rewarding. You need to have the patience to repeatedly remove sargasso weed from the lure. However

### Bras d'Or

Our station held its annual winter social at the Blomidon Inn in Wolfville, N.S. with an excellent turnout and a great meal. This gathering was highlighted with a slideshow presented by Erik de Jong, *Bagheera*, relating his adventures in Greenland and the Canadian Arctic last summer. Earlier in the day, the more energetic of the station undertook a nine-mile hike around the Blomidon Provincial Park. The hikers then gathered at Peter and Barb Watts' beautiful home for much welcomed refreshments and appetizers.

Fred Voegeli returned from several years sailing in Europe and joined the ARC rally from the Canaries to St Lucia.



*Fred Voegeli (with fist raised) and crew in St. Lucia*

Unknown





### Bras d'Or continued

it is near the larger patches of weed that you will find fish including the wonderful mahi mahi. We landed three mahi mahi and enjoyed great fish dinners.

Arrival in Rodney Bay, St. Lucia, was after dark on the 23rd day but we were greeted by a welcome dinghy and photos were taken on deck. As we arrived at our berth the horns of other rally boats were sounded and rum punch served. We certainly felt welcome and part of the fleet."

Judy Robertson, *Semper Vivens*, spent time sailing with close friends in South America and Antarctica and writes: "2014 was a great sailing year for me. Besides the wonderful trips I had along the coast of Nova Scotia, I travelled through the Panama Canal in March on a Swan 48, did 1,300 miles through the beautiful fjords of Patagonia on the Chilean side from Puerto Montt to Punta Arenas and on December 26 left Porto Williams, Chile, for Antarctica.

One of the wonderful things about living on the shores of the Northwest Arm in Halifax is meeting sailors from around the globe. We often paddle out to visiting yachts anchored off our house and invite them in to shower and catch up on their email. This practice has brought the world into our living room for my two teenage girls. They are never surprised to see new faces sitting around the dining room table. In October 2013, we met a couple, Keri Pashuk and Greg Landreth, on board their new 65' steel sloop, *Saoirse*. They had planned to spend only a week or so in Halifax but quickly realized that it is a great place to work on a boat as everything is available here. During the next four to five weeks we became great friends and it was with them that I did the trip in Patagonia and the one to Antarctica. Greg and Keri had nine Russian and Ukrainian clients for their trip to Antarctica leaving Chile on December 26 and asked if I would like to

give them a hand. Pretty hard to say no to an invitation like that. Knowing what the conditions can be in the Drake Passage, I was primed for the worst... however we lucked out and had wonderful crossings both over and back. We had a friendly competition to see who would be the first to catch a glimpse of land in Antarctica.



*Valkyrie at anchor in historic Knidos harbour, Turkey*

I was the lucky one and then we started guessing how far away the island was. Our guesses were from 15-25 miles. We were so far off – it was about 60 miles. Hard to believe that an island could be that massive. That was just a glimpse of what was to come. The glaciers, ice floes, mountains and wildlife were absolutely magical. We spent close to two weeks meandering through fantastic scenery that words cannot describe. The winds were calm and temperatures hovered just above 0°C at night and close to 10°C during the day. Of course during the whole trip we had thoughts of what the return trip across the Drake (Lake or Shake) would offer us. We managed to hit a second great weather window and had to motor for the first few days with the third being quite sloppy with little wind. However, for our last two days as we approached Cape Horn the breeze freshened to about 35 knots from our port quarter, the sun came out and we flew along at eight plus knots all day. Greg brought out his cello and Keri her mandolin and we had a wonderful afternoon as we approached landfall. What an incred-

ible way to finish a memorable trip. As sailors we all know that Cape Horn has a reputation of being one of the worst areas on the planet but when the weather gods cooperate, it is phenomenal. We managed to land and spent about three hours ashore at the lighthouse and even managed a yoga session in the sun feeling a soft breeze blowing. I know that I could attempt to return to Cape Horn every year and never experience a repeat of that day. There are so many memories of my sailing experiences of the last year and not enough time to write about them all as I need to get back to prepping my boat for the spring!"

Will Apold

Will Apold has been busy sailing in Europe and the Med on his custom built Swan *Valkyrie* and sends in this update: "Over the past two seasons, *Valkyrie* has been cruising the eastern Med usually starting in early May until mid-October. Favorite haunts are Turkey, Greece, southern Croatia and Sicily as well as stops in Crete, Malta and the Italian islands along the west coast of Italy. She has spent the winters at an Italian yard, Scalino Marine where her main engine and generator were replaced after about 90,000 miles of travel and key maintenance to her lifting keel and anchoring systems. Also, her navigation and sailing instruments have been replaced with new B&G systems that are working very well. This last expenditure was due to a lightning hit in Palermo in May, 2014, which took out the instruments and navigation systems resulting in finishing the cruise using paper charts, a 50 euro depth sounder fastened to a boat hook and wool on her shrouds... lucky one remembers the good old days. This season will see *Valkyrie* heading back to Sicily then eastward to the Greek Ionian Islands and finally north to Croatia and the northern Adriatic. In the fall, we will travel back to the western Med and Sardinia and Corsica.

By mid-November, *Valkyrie* will be heading to Gibraltar and the Canaries to

### Bras d'Or continued

take part in the RORC Transatlantic, in which her participation will be her fourth. In February, *Valkyrie* will race in the RORC Caribbean 600. After the cruising season in the Caribbean, she heads north to take part in the CCA Newport to Bermuda Race and after that likely a sail back



*Passing through the Cornith Canal, Greece*

Will Apold

to Europe. Good health and sound boat and bank account hopefully will allow this all to happen."

It seems that the upcoming sailing season will see many of our station members with ambitious plans. Erik de Jong, *Bagheera*, writes: "I'm intending to cross from Halifax to Greenland starting the second week of May and spend a couple of weeks in the fjords behind Nuuk, Greenland's capital. From Nuuk we will head north along the coast in day trips all the way to Upernavik or maybe even Melville Bay. From there it goes on into the Kane Basin and possibly all the way up to Hans Island, far north between Greenland and Canada. Along the coasts of Ellesmere and Devon we plan to arrive in Resolute by mid-August for an attempt to transit the North West Passage. If weather and ice conditions permit, we hope to spend

Christmas somewhere along the south coast of Alaska or possibly British Columbia. The whole trip will be spent enjoying nature, wildlife and sailing. We will climb mountains, search for large sea mammals, birds, bears etc. while sailing through this magnificent part of the world."

Rick and Bonnie Salsman, *Aisling I*, are looking forward to another season in the Med and are currently located in southern Sicily. They have absolutely wonderful photos and updates on their sail blog <http://www.sailblogs.com/member/aisling/?xjMsgID=335126>.

A group of four or five vessels from our station are planning to accompany Syd Dumaresq, *Amasek*, to explore the Cote de Nord from Harrington Harbour, Quebec to Red Bay, Labrador in early August.

Hans Himmelman will be returning in *Delawana* from Spain to Nova Scotia in early May.

Finally, a short story from David Arenburg, *Sable*, of a recent adventure in his Piper Cub.

**"Hard Aground, in a Tree!** I now know what a cat feels like looking into the encouraging eyes of a rescue fireman when trapped up a tree! I wrote those words as part of my thank you to the Yarmouth firefighters who encouraged my 230 lb. non-gazelle-like frame out of the wrong side of my Piper Cub, onto a tree limb and down a ladder. While not an oceangoing vessel, my Cub has had numerous connections to the CCA and its membership, including taking members flying over the coast of Nova Scotia, providing aerial pictures to cruisers from distant stations and one time acting as an air courier, delivering parts tied to a buoy tossed out the window to a trawler below. And, as C-FDHJ was primarily a seaplane, I feel it appropriate, at the encouragement of other station members, to share the story of my most recent grounding! C-FDHJ is a 1946 Piper J3, fully rebuilt and modified in 2008. Since her restoration, we have enjoyed breathtaking sunrise flights together and spectacular trips to the remote back lakes of Western Nova Scotia. These flights never failed to impress those aboard. However, my most recent flight is one I would not want anyone to experience. The morning



Rick Salsman (Aisling I)

*Starting gun for the Middle Sea Race in Malta*

of Sunday, March 2, began as a marginal weather day and, after visiting the hangar, I chose to do a couple of circuits. Following my second takeoff I broke away from the circuit, extending my path a short distance from the airport with the intent of a brief flight before my intended return. In retrospect, my accident feels much like the story of a skier's tragic last run of the day! At the time of my first take off the ceiling was 2,000 feet but, shortly thereafter following a wind shift, reduced to 1,000 feet and precipitation increased with the temperature at 2°C. All these factors created a perfect storm for carburetor icing. What happened next was a reduction in power and even after applying carburetor heat, subsequent engine loss. At less than 1,000 feet and gliding, I wasn't within distance of the airport, so I chose a field next to a cemetery. My gliding failed to reach the field and after my wheels clipped some branches, I became rather gently "lodged" in a tree. While blaming carburetor icing for the cause of the engine failure is true, I know that isn't the full story. From the moment I crawled out, I reflected on what really happened. I began reviewing and replaying in my mind the events and questioning all my decisions that day: if only I hadn't made the last run, if only I had applied carburetor heat earlier and longer, if only I had turned a little sooner, if only my mind had been more focused, if only... I also recalled a seminar I had taken years ago called "Pilot Decision Making." It was one of the best aviation or marine safety courses I have ever taken, its premise referring to the fact that accidents don't just happen for one reason. Often there are a series of decisions that contribute to an accident. I know this to be true, in hind-



### Bras d'Or continued

sight, having wished I could have changed choices made earlier that day. Like in sailing, where running aground isn't just because there isn't enough water, there were a series of decisions that all played a part in the accident. I have received comfort and support from fellow pilots confirming that because I maintained flying, I reacted correctly in an emergency. I am appreciative for the training that resonated in my head "keep her flying, better to hit a fence or tree at 40, than to pull up, stall and hit the ground at 150!" For this training, I was able to walk away uninjured, or as the saying goes "any landing you can walk away from, is a good landing!" I am grateful for the professionalism of the first responders and the outpouring of support and understanding from my friends and family and from the aviation, business and sailing communities. While I am still reflective of decisions and actions I could have taken differently, I take comfort in the fact that the plane is re-buildable and will fly again, and although bruised in body and spirit, so will I! I will close with the same note I wrote to the Yarmouth Fire Department: Thank you from the biggest pussy you have ever saved!

Al Bishop,

Bras d'Or Station Historian



## Chesapeake

### CHILLY NEW YEAR

Though I doubt we will get much sympathy from New York or New England, Chesapeake Bay has had an unusually hard winter. In this area, once described by John Smith as "the fairest place for human habitation," we are not accustomed to the whole bay freezing over, with ice a foot thick in places. A half-dozen steel-hulled government vessels were pressed into service as ice-breakers and struggled to keep the Baltimore channel open. Many navigational buoys became snow-covered mounds and some were displaced. Even big ship traffic into Baltimore was disrupted. Two Tilghman Island watermen holed their hulls in the ice and had to be rescued. When a Coast Guard vessel failed

to get through, Virginia Air National Guard planes had to resupply Tangier Island with fuel and food during the worst of it.

Not only was the Bay north of the Patuxent River more than 90% ice-covered, but all rivers including the Severn were impassable at times, with the Mary-



Upper Chesapeake Bay with ice

land buoy-tender John C. Widener working steadily to widen a slim channel north from Annapolis. Those of us who choose to keep our winterized boats in the water, quite a common practice here, found them solidly frozen in, still heeled from the frigid north wind which blew as the ice formed, despite nearby "IceEaters" which just couldn't keep up. But only one of Chesapeake Station's monthly luncheons was cancelled, although just 17 members made it to the February 10 gathering at Annapolis Yacht Club.



Tom Closs, past Rear Commodore, and wife, Renee

The March AYC luncheon drew more than double that number, largely because of the presence of Oxford, Maryland resident and noted author Roger Vaughan. He was invited by Rear Commodore Bob Mathews to speak about his new book *The Strenuous Life of Harry Anderson*.

In Bob's absence, Past Rear Commodore Tad duPont introduced the guest speaker. Roger was educated at Choate and Brown before working as a writer and editor for Saturday Evening Post and LIFE magazine. An avid sailor, he sailed in the ill-fated '79 Fastnet and rounded Cape Horn in the 1989-90 Whitbread Race. His first sailing book,

*Grand Gesture*, published in 1973, was about an America's Cup syndicate, and he has written 14 more books since. The latest is a biography of Harry Anderson of Mystic, Connecticut. Harry, now in his mid-90s and a CCA member for 49 years, was inducted into the National Sailing Hall of Fame in 2014 and is described as a "yachtsman, historian and sailing statesman." Roger and Harry spent two years together writing this book, using Harry's huge collection of sailing memorabilia. As part of his presentation, Roger recounted

the process of becoming acquainted with Harry, a past Commodore of the NYYC, and how they jointly decided to ask HRH Prince Philip to write the foreword to the book (which he did). Harry summers in Nova Scotia and is a member of the Bras d'Or station so they spent some time together there, with Harry telling stories of his father's enthusiasm for the strenuous life

US Coast Guard photo  
by Chief Warrant Officer 4 Paul Curtis

Fred Hecklinger






## News from Stations & Posts



### Chesapeake continued

as promoted by Teddy Roosevelt and how 17-year-old Harry was sent to Labrador to experience some “strenuousness.” Harry also told us of racing International 14s against Uffa Fox and of a six-meter competition in the U.K. which the *London Times* reported producing “scarcely bearable excitement.” Roger’s presentation produced a similar result and enthusiastic applause before we all tucked into our midday victuals.

*Fred Hallett,*

*Chesapeake Station Historian* 

### Essex

The Essex Station held their Annual Meeting on December 2, 2014, in our usual location for this event, the Essex Corinthian Yacht Club building. Sixty-seven members and their guests enjoyed a great meal prepared by the ECYC staff, and fine wines selected by Stewards Powers and Embree. The Keg, as well as the standard well-stocked CCA bar, contributed to the evening.

Rear Commodore Richard Holliday presided over the meeting, during which the membership elected David G. Dickerson as our RC for the next two years. Dave and his wife Sue are the owners of *Lindy*, a cold molded Peterson 38. They have participated in several Bermuda Races, usually doing very well. Sue is a wonderful baker and provides the desserts for the third Thursday of the month lunches. The cupcakes alone have increased participation. Fred Deichmann continues as Treasurer, and Bob Green as Secretary. The Membership Committee will remain headed up by Ernest Messer, now assisted by Past RC Mindy Drew. Dan Biemesderfer will take over the Entertainment Chair and past RC Richard Holliday will head up the Cruise Committee. Your scribe, i.e. the Historian, remains the same. The Station thanked RC Holliday and his wife Ardis for the wonderful job they did over the last two years. Since a larger number of members contributed to making our Station events a success, we all appreciate

the organizational talents of now past-RC Holliday.

The meeting continued with the report from our Safety Officer, Tom Wadlow on the subject of Vector Charts, an often misused navigational aide. The problem lies with the way the charts are presented. When the chart first appears, many obstructions are not visible so it may seem that there is a clear passage between points A and B. But one must drill down and down and down before the rocks, reefs, and even islands, appear.


Past National Commodore Robert Drew, now Co-Chair of the Awards Committee, announced that at the Annual Meeting on March 6 at NYYC, the Nye Trophy would be awarded to our own Frank Bohlen! Well done Frank!

On February 1, Jeb and Dianne Embree travelled to Nevis in the Caribbean and met up with Peter and Carol Willauer (BOS/BUZ) who hosted a Super Bowl party. Harriet and T.L. Linskey and Maggie Salter and All Hickey had just arrived, Maggie and All on *Sweet Dreams* and Harriet and T.L. on *Hands Across the Sea*. It was a great game and a great GAM!

The February potluck dinner at Masons Island Yacht Club was held on the 10th, the day before the Club was shut down due to snow in this record-breaking winter. Twenty-five hardy souls enjoyed a wonderful meal in a Siberia-like setting, as well as a libation or two.

*Joyant*, Tom and Dorothy Wadlow’s well-travelled Apogee 50 Sloop, is now in Puerto Williams, the southernmost city in the world. They left Puerto Montt on December 23 and met Frank and Elizabeth Bohlen on January 26 at Puerto Natales for the trip to Puerto Williams. (The Wadlow trip will be written up in *Voyages*). The weather was not cooperating on the voyage to the Horn. At time of writing the big discussion is whether to go to the East or West of South America on the trip home.

The third Thursday of the month lunches at Pilot’s Point Westbrook, CT are open to all. Please contact Dan Biemesderfer for details.

*Jeb N. Embree, Historian* 

### Florida

The Florida Station faithful have had a very active season of cruising, racing, and socializing. Our station members continue an impressive record of activity on the water.

After completing a refit and painting of *Threshold* in Didim, Turkey, Steve and Karyn James cruised the northern Aegean for the summer and found the islands



Karyn James

*Threshold anchored at Khios Island, Greece*

full of early Christian history each with its remote monasteries, and each intent upon retaining its heritage. Some of these waters will be revisited later this year as *Threshold* departs Turkey en route to the CCA Ionian Cruise in September, which Steve and Karyn are organizing.

After departing New Zealand last May, Scott Piper has sailed *Pipe Dream IX* through the southwest Pacific, crossed the Indian Ocean to South Africa, and at this writing was expecting to make land-



Scott/Mary Flanders

*Egret amongst the bergs*

fall in Brazil, after stops in St. Helena and Ascension. Scott writes: “We plan to explore the Amazon before going to Suri-

## News from Stations & Posts

### Florida continued

nam and French Guyana. We should end up in Trinidad which will complete *Pipe Dream's* fifth circumnavigation in May, 2015. This will also complete Mary's first circumnavigation! After hurricane season we will slowly cruise back to Miami."

Scott and Mary Flanders aboard m/y *Egret* continue to explore the forbidding coasts of Greenland and Iceland via Nova Scotia and Labrador. Scott describes the cruising in Greenland as the best he has

the stops engaging, and the weather coop-



*View of Calanque de Port-Miou*

Ken Hege

After departing Genoa last summer, Ken Hege explored the French Riviera, encountering crowds surrounding the Monaco boat show and the St. Tropez classic Yacht Regatta along the way, and finding available marina space to dock *Straight On Til Morning*, both rare and expensive. But fortunately, they then "happened on the area east of Marseilles. The limestone fjords called Calanques were beautiful pristine parkland



*Norm McCarvill and RC Tanner Rose*

done anywhere in the world. They especially enjoyed visiting "an Inuit village of 100 nice folks who are visited by around six cruising boats a year." Iceland also ranked high as a cruising destination.

We heard from Fred & Darlene Hosack who are at the moment cruising the Bahamas, and will depart for Maine in April before heading to Greece in September for the Ionian Cruise.

Milt and Judy Baker had an active cruising year in 2014, moving their Nordhavn 47 *Bluewater* from Fort Lauderdale to their summer homeport, Southwest Harbor, ME, and cruising Penobscot Bay. They report that the weather was good,

erative. Midway through the summer they flew to the Pacific Northwest to join longtime friends Don and Sharry Stabbert aboard their newly-stretched Northern Marine 78 *Starr* for the CCA national cruise in Desolation Sound, a well-organized event in a truly enchanting area. Milt



*Tom Kenney with Commodore Lhamon doing the honors*

and Judy decided to begin leaving *Bluewater* on the hard in Maine for the winter, and set off in search of a smaller faster boat for Florida cruising. In October they closed on a red American Tug 34 in Annapolis. They named her *Bluewater IV* and closed out the year cruising the new boat down the ICW to Fort Lauderdale. Milt and Judy say the American Tug is a perfect counterpoint to their Nordhavn: smaller, faster, shallower of draft, and easier to maintain. They've spent the early months of 2015 in fix-up mode, a mixture of upgrades and cruising sea trials in the Florida Keys.



*Don Krippendorf, Barbara Watson, and Steve James with the trophies*

that stretched all the way to Toulon. When we could not secure dock space in Cassis we found a space in one nearby."

Back in the USA our own Tom Kenney received his John Parkinson Memorial Trophy from Commodore Lhamon, for his TransAtlantic crossing on *Cherie*, at the Annual Meeting in New York in early March.

Closer to home, the 58th annual Wirth Munroe Race and banquet held at the co-host Sailfish Club of Florida were again a success. George Collins (CCA), aboard



*Milt and Judy Baker and the latest Bluewater*

Unknown



Karyn James

*Racing action in the annual Wirth Munroe*



## Florida continued

his Swan 80 *Chessie* again won the CCA Trophy. Anson Mulder (HISC) sailing his



*Good times at the Rum Keg party*

Oyster 575 *24 Heures* won the 1st PHRF Yacht Overall trophy, also awarded by the Florida Station.

This year's Annual Meeting of the Florida Station was held at the Naples Yacht



*Seth and Ellen Leonard (Boston Station) and Pam Wall at the Ft. Lauderdale gathering*

Club, with retiring RC Don Krippendorf passing the duties on to incoming RC Tan-



*Pieter de Zwart (Essex Station), Clint Bush, and Joanna de Zwart at the Lauderdale YC*


ner Rose. A rousing Rum Keg party was enjoyed the following day aboard Joel Taliaferro's *Orient Express*.

Our winter luncheons continue to be well attended on Florida's west coast in St. Petersburg, as well as the east coast venues of Stuart, Ft. Lauderdale, and Miami, with lots of opportunities to share sailing stories and fellowship along with speaker presentations and Safety Moments. As always there is an array of CCA members from more northern stations escaping to Florida for some more favorable weather.

And Norm McCarvill, the first ever Canadian CCA member, was recently honored at the Stuart luncheon, receiving his 50-year CCA membership award.

We are all looking forward to Commodore Lhamon's visit to Florida aboard *Lyric* in April.

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

*Clint Bush, Historian* 

## Great Lakes

Despite the polar vortex that punished the Great Lakes area with record cold and snow, GLS sailors recorded significant achievements and received well deserved recognition.

First and foremost, Jean and Jim Foley completed their second circumnavigation in mid-February of this year when they crossed the southern coast of Australia and reached Hobart, Tasmania. Jean reports that Australians are the most hospitable people they have encountered. New friends from Port Lincoln and Perth joined with Tasmanians at the Royal Tasmanian Yacht Club to make sure their circumnavigation was properly toasted each of the three nights they were in Hobart. Prior to reaching Hobart, the Foleys had cruised the South Australian coast from Port Lincoln, visiting Kangaroo Island, Melbourne for the Australian Open and the remote wilderness of Port Davey on Tasmania's wild west coast. *Onara* is now resting in

Nelson, New Zealand, awaiting the next adventure.

The Great Lakes Station was honoured to have three of our members receive prestigious awards at the recent annual meeting at the New York Yacht Club. Jim and Jean Foley received the Far Horizons award recognizing their two circumnavigations covering some 100,000 miles. Skip Novak received the Blue Water medal recognizing his ongoing expedition travels to the Antarctic and related writing and film work. Full details of these accomplishments are available on the CCA website.



*L to R: Skip Novak, Chuck Gates, Jim and Jean Foley. Seated is Wally Stenhouse.*

Members of the Great Lakes Station were out in force at the Awards dinner, notwithstanding rain, sleet, snow and airplanes skidding off runways. The Foleys, just home from New Zealand, had to fly from Chicago to Baltimore and then take a train to New York in order to make the dinner. Skip Novak, recently home from piloting two super yachts in Ushuaia and the Peninsula, travelled from Cape Town, South Africa. Other GLS members made more pedestrian journeys from Chicago, Detroit, Toronto, Cleveland and Florida.

On the Saturday following the Awards Dinner, GLS held their Annual Meeting and dinner at a New York City restaurant. In addition to 20 members and spouses, we were joined by Vice Commodore Jim and Susie Binch to welcome new CCA member Andrew McTavish and his wife Melissa, prospective member Jean Foley and new to the GLS Station, Roger and Jennifer Langston, and Davis and Diane Matheson.

Business matters were quickly dispatched with so the group could turn their



## News from Stations & Posts

### Great Lakes continued

attention to fine food, wine and conversation.

The minutes reflected: Treasurer Rob Lansing reported the GLS is solvent. Following the report by the nominating com-



*The new Station Officers: RC Tanner Rose, Secretary Barbara Watson, Treasurer Joel Taliaferro, and Historian Clint Bush*

mittee, chaired by Rob Beebe, Station Officers were acclaimed as follows:

Bob Medland, Rear Commodore, Robert Lansing, Secretary and Treasurer, Rob Beebe and Mike Hill, Communication Officers, Bob Knight, Historian and Safety at Sea, Andy Jones and Jim Foley, Membership Chairmen

*Mike Hill, Communications Officer*

### Maine

On November 22, 2014, at the Maine Maritime Museum, Jay Paris, naval architect and technical editor of *SAIL* magazine, discussed the yacht design process from defining the mission and conceptual design through aspects of hydrodynam-



*Jay Paris, Naval architect*



*Steve Tofield, Helen Merrill, Brad Willauer, Leslie Schneider describing the Boston Station Cruise in August, Peter Stoops, David Pratt*

ics, construction, arrangements, rig and systems. He presented his concept and designs of the G-37 sailboat to 40 CCA and OCC members and 15 students from the Landing School. Lunch at the Kennebec Tavern followed.

December 13 was the date of the annual lunch at Damariscotta River Grill.

Peter Plumb presented photos of his



*Back row: Peter Willauer, Al Hickey, Carol Willauer, Jeb Embree  
Front row: Dianne Embree, Maggie Salter, Harriet Linskey, T.L. Linskey*

February 2014 cruise in the Antarctic Peninsula aboard *Pelagic Australis*. Peter and seven friends fulfilled a bucket list dream when they sailed from Southern Chile to the Antarctic Peninsula in February, 2014. Peter had sailed in Southern Chile with fellow CCA member Scott Teas 25 years ago, and longed to return. The sailors chartered Skip Novak's (CCA-GLS) *Pelagic Australis*, an aluminum 75-foot cutter built in South Africa in 1995. The boat easily carried its eight guests. The boat has a

crushable bow and stern (in case of interaction with icebergs), a 66 ton displacement with a centerboard that weighs 14 tons, and diesel central heat.

The January, 2015, event for BOS/GMP members was the annual potluck dinner at the home of former Commodore Jim Harvie and his wife, Ruth. Over 30 members contributed food and stories, with the Rum Keg prepared expertly by Post Captain Steve Tofield.

On February 1, 2015 eight CCA members in Nevis watched the Super Bowl together.

The February Ski Gam at Sugarloaf was cancelled as only two people signed up. Garry Schneider was one of them:



*Garry Schneider*

*Maggie Salter,  
Maine Post Secretary*

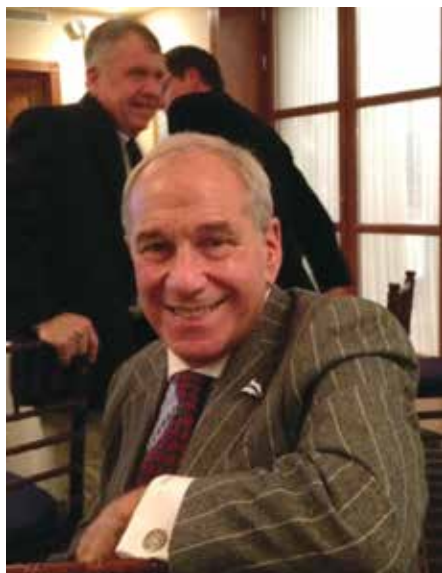
### New York

**Fall Meeting: November 13, 2014:** Rear Commodore Hiro Nakajima hosted the fall meeting dinner at Larchmont

## News from Stations & Posts

### New York continued

Yacht Club. The featured speakers were Robert and Ami Green (Essex Station), who talked about their return trip from Turkey to the USA by way of West Africa,



Mark Ellman (NYS) enjoying the talk

Senegal, and Brazil, including a 500-mile trip up the Amazon. The discussion and the pictures were wonderful and thought provoking.

The NYS Annual Meeting was held at Molly Spillane's restaurant in Mama-



Owen Smith, Sue Ewing, Chris Smith

roneck, NY on February 10, 2015. Twenty-five New York Station members and spouses braved the arctic freeze to attend the Annual Meeting and the "change of watch." The meeting was held in a nice private room of the restaurant with a wide selection of appetizers and a buffet dinner.

The annual meeting was officially brought to order after dinner by outgoing RC Nakajima. Items discussed were the upcoming crossed burgee CCA and NAS (North American Station) burgee event "Safety for Cruising Couples" in April. In addition there was a brief report by the RC on the state of the station; the finances are in good order and the membership committee led by Joe Fontanella continues to do a good job of seeking out new members.

A brief mention of upcoming CCA events:

**March:** CCA National Annual Meeting & CCA Caribbean Cruise

**April:** NYS Spring Meeting

**June:** Annual Clam bake at Dave Tunick's house.

**September:** CCA Ionian Cruise

Lastly, Larry Glenn, Chair of the Nominating Committee, reported on their recommendation for the new slate of officers and received a unanimous vote for the following slate of officers:

Peter Kelly – Rear Commodore

Hiro Nakajima – Station Membership Chair

Bill Ewing – Station Secretary

Jeff Siegal – Station Treasurer.

A brief ceremony followed with the passing of the RC pin and blazer patch by Hiro Nakajima to RC Peter Kelly.

Motion was made and passed to adjourn the meeting.

Bill Ewing, Secretary

### Pacific Northwest

The Pacific Northwest Station took a deep breath following the Desolation Sound Cruise of September and headed into the winter with vigor. The Annual Station Dinner was held on November 23 and our speaker was none other than Mark Roye who guided us through his cruising adventures in Alaska. The station also enjoyed excellent speakers at its monthly luncheons with talks by John Kennell and Doug Cole detailing their South Pacific voyaging on John's *Amulet*, Garth Wilcox regaling us with his designing and building of a yacht hauling trailer on Kwajalein Atoll, and Don Stabbert serving up his friend Steve Scalzo, former CEO of Foss Maritime who discussed the growth of the maritime services business.

The PNW Station marked the fiftieth anniversary of a Cruising Club of America presence in Puget Sound by noting the induction of our Post by SAF on February 7, 1964. That post became a Station in November of 1972. To commemorate this, our 50th year, we chose to celebrate those members who have been CCA/PNW participants for more than 25 years with a special plaque recording their tenures



Ami Green making the presentation



## News from Stations & Posts

### *Pacific Northwest continued*

and a dozen awards were presented. It is a tradition we hope to continue. The station now has 102 members, is growing and because of the leadership of Commodore Lhamon and others at the national level,

Sound on Memorial Day and ending back at Fisherman's Bay on Lopez for a final fling on Tuesday, May 26. These are familiar waters to most PNW sailors but they should be



*L to R: Commodore Lhamon, Kaspar and Trish Schibli, Susan Lundell, Baird Tewksbury, Gil Middleton.*



*Bill Ewing*

*The Lhamons, Robinsons and Adkins' at the Ski Gam*

we feel completely connected to the Club at every one of its corners.

That delightful connection was exemplified at the CCA Ski Gam held in Utah during early February where members from many stations gathered, including the PNW skiers above. The paucity of snow did not dampen the enthusiasm. The fabulous direction of Barbara Watson (FLA) and Rear Commodore John Robinson (PNW) provided for a very memorable week of great camaraderie.

The PNW Station has two cruises planned for 2015 and they should both be terrific. The Spring Cruise will begin on May 20 in the water-side town of LaConner and will then head up into the San Juans stopping at Hunter Bay on Lopez, gathering at Friday Harbor and Garrison Bay on San Juan Island, circling back to Mike and Lee Brown's wonderful Double Island in West



substantially left to us in May and promise a delightful cruise. Tom White has planned and is ably directing the spring adventure and the fabulous cruise logo appears below.

The Fall Cruise will take the fleet north to the rugged and beautiful Broughton Islands, named after Lieutenant William Broughton who explored the inside of Vancouver Island with Capt. George Vancouver and discovered the Broughtons, at least to European eyes, in 1792. The Cruise, directed by Phil Swigard and Tom White, will commence on August 22 at Sullivan Bay and carry on through Labor Day. Stops at Jennis Bay, Turnbull

Cove, Shawl Bay and Booker Lagoon will be followed by a final gathering in Echo Bay which will feature a huge roast pig! The Broughtons are remote, full of the lore of the characters and native peoples who have shaped them over the centuries and offer an opportunity for memorable cruises.



*Doug Cole on John Kennell's Amulet, Fatu Hiva*



### Pacific Northwest continued

ing. Please see the detailed schedule and the sign-up on the CCA website.

Our station cruisers report in from many places. Opuia, New Zealand has John Kennell's *Amulet*, Michael and JoAnn Gray are aboard *Destiny* there and Glenn Wakefield has arrived from Australia aboard *West Wind II*. Kaspar and Trish Schibli have returned home for a visit, leaving *Starfire* in Scandinavia for another winter but they will head back to Europe in the spring. Rodand Jill Hearne continue from their southern base in Bonaire with exploring and extensive diving of *Lookfar*. Commodore Tad and Joyce Lhamon's *Lyric* lies in San Diego awaiting trucking to Ft. Lauderdale in late March to resume their visits to the CCA Stations.

The PNW station holds monthly luncheon meetings at the Seattle Yacht Club on the second Monday during non-summer months except for the March Meeting which is generally held at the Royal Vancouver Yacht Club and overseen by Baird Tewksbury. We work hard to bring interesting presentations and offer a Safety at Sea Moment. We are always delighted to have attendees from other stations and posts. Just ask ANY of us and we will see that you are well taken care of.

Douglas Adkins, PNW Historian 

## San Francisco

Not everyone stayed close to home this winter. Stan (more on Stan below) and Sally Honey caught up with their Cal 40, *Illusion*, which they took down the coast to Los Angeles last summer. Leaving L.A., "We stopped in Newport Beach, San Diego, Ensenada (to complete entry paper-



Zia holds forth

Dick Enersen

work), and Turtle Bay, from which we had a delightful 48-hour spinnaker run down to Bahia Santa Maria within five miles of a 46-foot Gran Soleil the entire time." Cabo San Lucas being a bit too much like Las Vegas for their taste, they headed on to the Sea of Cortez. They intended to stop at Los Frailes and the Pulmo reef, but due to weather they went on to La Paz. "We arrived at Marina Palmira just at dawn and were greeted by our good friend and Station member, Sylvia Seaberg, and her partner, Tom Condy, who have based their Schumacher 52, *Cinnabar*, out of La Paz." They gave suggested sweet spots including coves on Isla Espiritu Santo, Isla Partida, Isla San Francisco and San Evaristo. Sally and Stan plan to return to the Sea of Cortez in April and explore more before it gets too hot. Unfortunately, Sally left her camera aboard, so pictures will have to wait until the next GAM.

Meanwhile, while not as desperate for signs of spring as our chums to the east and north, dreams and plans for summer voyages are taking shape around the Station.

Steve Mason's love affair with the far northwest continues. He and Virginia will be off to pick up their Pearson 422, *Sea Jay*, at Sointula, B.C., an isolated village northeast of Port McNeill and not far from Alert Bay. From there, they'll be off on a five-month cruise north along the west side of Prince of Wales Island and on to Sitka, Juneau, and beyond. In the same general vicinity, but farther south, will be Tom Hall wandering amongst the San Juan and Gulf Islands and the Sunshine Coast of B.C. aboard his PDQ Power Cat, *Catamount*.

Zia Ahari, aboard *Athesa*, plans to sail down to the Channel Islands, which are roughly scattered between Santa Barbara and San Diego (if you count some rocks), and then, he says, God willing, he'll head west from there. If all goes extremely well, Zia might conceivably bump into *Auspice*, Jim Coggan's Schumacher 40 with Jim aboard, which will be exploring East Australia and the well-known barrier reef farther east still.

In the Med, Bill and Karen Foss will join friends for a week of cruising around Montenegro, and Jim Quanci and his wife, Mary Lovely, will be joining the CCA cruise amongst the Greek Isles in the Ionian Sea... look for Jim Antrim there, too.

Closer to home, but still east of here, Station members Liz Baylis and Todd Hedin will be joining the undersigned aboard *Bay Leaf* along the Nova Scotia east coast, and *Bay Leaf* will also be making a run up the St. John River in New Brunswick. But Liz isn't limiting her engagements to



Some crabs and conversations

Dick Enersen

an idle cruise. She'll be running Women's International Match Racing Association events in Sweden, Denmark, South Korea and here in the U.S., as well as sailing in the U.S. Women's Match Racing Championship in Newport Beach.

With all these shenanigans around the world, it is calming to know that Don Bekins is looking forward to his rows around Alcatraz Island in the Bay from time to time this summer.

Of course the Station has our customary array of local cruises on tap. In May will be our usual run down the coast to Half Moon Bay; June has a leisurely cruise up the Petaluma River, where it will almost certainly be hot and dry; and in September there's the beat up to Tomales Bay, about 50 miles to the north. This cruise is concurrent with our annual beach clean-up efforts along some of the magnificent beaches of the Pt. Reyes National Seashore (where some of the debris seems to have arrived non-stop from Japan). Any Club Members interested in coming along on any of these excursions are welcome to call our Cruise



## News from Stations & Posts



### San Francisco continued

Committee Chairman, Mark Lindow, who may be able to set you up aboard a boat on the cruise.

Around the Station, there have been a few changes in higher places: Bob Hanelt, who owns the beautiful cutter, *Lydia*, has become our Rear Commodore; Bill Foss, known throughout the Club for his environmental insights and efforts, has become our Secretary/Treasurer; and a couple of former Rears have become committee chairmen – Zia Ahari of the Membership Committee, and Terry Klaus of the Nominating Committee.

Our monthly lunches are usually held on the first Wednesday of the month (except July, August, and December) in various venues around the Bay, and we often have guest speakers in attendance. The lunches are open to all Club members, and if you are interested in attending, please give Bill Foss a call and he will fill you in on the details for the particular event. The lunch programs are invariably interesting. One highlight this year was Ron Holland's discussion of his many yacht designs, which don't seem ever to get smaller, and his thoughts on the future of our passion and sport of sailing. But much of the discussion was of the past as well, and Ron even had some of the *Imp* crew members in attendance. Another lunch featured Zia Ahari's tales of his trip in search of the Horn with Station members Fred Huffman and Doug Finley, which brought new meaning to the notion of "weathering over."

Our most recent lunch was our traditional crab feed. It's not exactly the same as steamed lobster and clams, but it is wicked good nevertheless, some say better.

On September 9, the lunch will be at the construction site of the *Matthew Turner*, a 130-foot long barkentine being solidly built of wood in the traditional manner under the direction of our Station member, Alan Olson. This will be worth the visit.

Speaking of events, Bob and Kristi Hanelt, Bill Foss, Michael Moradzadeh (he of CCA Website fame), Wyman Harris, Bob Van Blaricom and the undersigned were all in attendance at the 2015 Annual Meeting of the Club in New York,

where we got to experience the meaning of c-o-l-d weather. Wow! In addition to seeing old friends and meeting new ones, we got to advance the plans for the Club's 2017 Fall Meeting, which is planned for San Francisco. We're still working on the precise dates and program, but will announce them in due course.

Finally, one more time, Stan Honey and Chuck Hawley have made the Station proud. An independent report into the grounding of Team Vestas Wind on Leg Two of the Volvo Ocean Race has been released. Vestas Wind was stranded on a reef at Cargados Carajos Shoals in the middle of the Indian Ocean during the stage from Cape Town to Abu Dhabi. The report includes a set of recommendations aimed at improving safety at sea for the entire offshore racing community. It was commissioned by the Race and was conducted by Rear Admiral (Rtd) Chris Oxenbould (chair), and Stan and Chuck. Hats off to all of them. The report can be seen here, and it's worth reading: [http://cdn.sailingscuttlebutt.com/wp-content/uploads/2015/03/m36616\\_team-vestas-wind-inquiry-report-released-on-9-march-2015.pdf](http://cdn.sailingscuttlebutt.com/wp-content/uploads/2015/03/m36616_team-vestas-wind-inquiry-report-released-on-9-march-2015.pdf).

Stafford Keegin, *Historian*

### Southern California

The SOC Station had their annual Christmas Party at the Newport Harbor Yacht Club on December 3, 2014. Eighty-nine members and guests welcomed Com-



RC Bill Barsz

modore Tad and Joyce Lhamon who sailed in on their way down the California coast after stopping off in Ventura and previously Santa Barbara.



Cmdr. Tad Lhamon and Joyce

SOC member Mick Bacich kindly provided them moorage at his Bayside home. Tad spoke to the group after dinner and a good time was had by all. After the party Tad and Joyce sailed on down to the San Diego Yacht Club where SOC member and station port captain Gary Gould provided them moorage for several days while some repairs and refit items were taken care of. RC Bill Barsz arranged for Tad to keep *Lyric* for the winter months in a private moorage in the Coronado Cays prior to shipping her to Florida in late March. PNW member Dan Donough, who also winters in the Cays, provided accommodation for Tad and Joyce while they were ashore.

Our February luncheon took place at the Los Angeles Yacht Club with new member Steve Calhoun presenting an interesting program featuring the inception of the Cal-40 and the 50th anniversary of its overall win in the 1965 Transpacific Yacht Race when it was owned and skippered by SOC member Don Salisbury and navigated by SOC member George Griffith. Steve now owns *Psyche* which is hull number 3. He has skippered her in two previous TransPac Races in 2005 and 2007 and plans to race again this year after having done an extensive rebuild and refit. After lunch we were invited aboard to view the beautiful yacht that Steve says will be good for another 50 years. The success of this design by former SOC member Bill Lapworth, inspired by George Griffith and it's

history of victories in the Bermuda Races and SORC has been remarkable. We wish Steve the best in his future conquests.

Fin Bevin

Fin Bevin



## News from Stations & Posts

### *Southern California continued*

In March we are planning our second annual Desert Gam in Palm Desert. Last year some 35 members and guests enjoyed a cocktail and buffet dinner at the beautiful home of Frank and Allan Trane followed by a performance to mark the finale of the Palm Spring Follies. This year we are going to the finals of the winter Polo Match Season in Indio and also to a guided tour of the Living Desert, a popular attraction in the desert.

### **The Scheduled Meetings planned are: Luncheons:**

April 16—Long Beach Yacht Club  
June 25—Balboa Yacht Club  
October 22—San Diego Yacht Club

**The Summer Party**, August 30—Newport Harbor Yacht Club

**Spring Cruise**, Catalina Island—June 11-14

**Fall Cruise**, TBA, October 1-4

**SOC Annual Dinner**, December 2

*John L. Cahill, M.D., Historian*



*Jim and Andrea Barbr*

Fin Bevin



*Steve and Amanda Calhoun*

Fin Bevin



*Corky Winters, Ed & Barbara Meserve*

Fin Bevin



*Dennis & Debbie Durgan*

Fin Bevin



*Larry Somers and Lisa Laing*

Fin Bevin



*Steve Calhoun on Psyche*

Steve Calhoun



*Psyche*

Steve Calhoun

## Tracing Our History XII – 1955-1956

Among the highlights of 1955, the CCA's 33rd year, were its many cruises. Reference is made to the CCA "Climatic" Committee, tasked with arranging near perfect weather! The Summer Cruise left Block Island for Maine with Commodore Conover's yawl *Revenoc* leading the fleet. By the time the fleet arrived, there were 85 yachts. After the opening gam at Block Island's Salt Pond, a cocktail party was held in Manchester, MA for the Boston Station's famous chowder party, then on to Maine's St. John River for another cocktail party. The largest party was the Commodore's Cocktail Party in Somes Sound where 51 yachts filled the harbor to capacity. With some yachts heading home and owners back to the office, the fleet continued east with events at Center Harbor on Eggemoggin Reach and the final rendezvous in Dark Harbor, Islesboro for buffet supper and dance at the Tarratine Club.



*Revonoc*

The last time anyone saw the racing yawl *Revonoc* was Jan. 2, 1958, when the boat left Key West, Florida for Miami. The 45' boat was owned

by Harvey Conover and with him were his wife, one son and his wife and a family friend. They had sailed from Miami on New Years Day for a trip to Key West with plans to return to Miami when the boat was caught in what was described as "*the worst mid-winter storm in the history of south Florida*". The boat and the five people on board were never seen again.

It was a tragic end for a very interesting man, Harvey Conover. Mr. Conover had been raised in the heartland of America and like so many others served in the Great War. He was a pilot for the U.S. Army Observer Corps in France, winning the Distinguished Service Cross and the Croix de Guerre along with several other awards.

The cruise was considered a huge success. In the final analysis they deemed that perhaps there were one or two more parties than warranted as opposed to small raft-ups, that the tradition of charging for the shore parties should continue, and that "\$4.50 per person for a shore party discourages no one" as simple shore parties were every bit as good as elaborate events. "What people really enjoy is the fellowship of the cocktail hour. What they eat or do afterwards is not very important. Also, they are an early-to-bed gang!"

Harvey Conover was elected commodore in 1955. Conover was one of the first American World War I pilots (previously an American Corps ambulance driver) and was wounded shortly before the armistice and awarded the Distinguished Service Cross and the Croix de Guerre. After becoming Commodore, he faced

several issues from the Board of Governors. Highest on the list was a request for monies to repair the two previously donated Cruising Club dinghies in the Mystic Seaport Youth Sailing Program fleet. The membership was asked to donate one dollar per member. The response was overwhelming and the necessary repairs made.

The Committee on Design and Construction was reactivated and elected Henry Scheel chairman. After spending considerable time on the subject, Chairman Scheel presented the committee's summary at the annual meeting on November 4. Membership totaled 632, an increase of two. The Board found this acceptable as it was felt preferable to keep the membership small and the standards high. The roster included 15 of the 33 charter members from 1922.

The Committee on Awards selected Sten and Hilda Holmdahl of Gothenburg, Sweden as the 1954 recipients of The Blue Water Medal. Sailing their 33-foot ketch *Viking*, a converted fishing boat, the couple completed their circumnavigation in two years. Their voyage passed through the Panama Canal, on to Port Morseby, through the Indian Ocean to Cape of Good Hope, with completion in Falmouth, England.

The Club did not remain idle during the winter. Two hundred three members attended a dinner in New York on January 13 to see Walter Chapelle's moving pictures of the 1954 Bermuda Race. February 10 featured Dr. Paul Sheldon, Dr. Lawrence Sloan, Roy Lockwood and George Campbell with their presentation on cruising Newfoundland and Labrador. Rounding out the season was a lecture by Dr. Maurice Ewing of Columbia University on March 25.



## HISTORY OF THE CCA

During the year the various members from Florida banded together with the idea of forming a Florida Station. The group petitioned the Governors at the November Meeting and the station was recognized and the boundaries set as “the state line of Florida.” Prior to the meeting the members had met and decided upon Richard Bertram to lead the station.



Dick Bertram

The Southern members were not idle during the winter. On the Southern Circuit, a boat destined to become well-known came on the scene in the Miami-Nassau Race. Second in Class C was Carlton Mitchell's *Finisterre*. Cruising Club member Brad Noyes' *Tioga* won Class A. Weather conditions were challenging for the start of the race and uncommon for the southern sailors – heavy fog!

In the Pacific, CCA member Dick Rheem, sailed his 96 foot *Morning Star* in a record fleet of fifty-three boats and broke the Honolulu Race record by completing the race in 9 days, 15 hours, 5 minutes and 10 seconds. He finished second in Class A on corrected time. The race was

sailed in strong, steady winds. CCA member Tom Short lost the rudder on his 48-foot *Tasco II*, but fashioned a jury rig to finish the race. Strange events can happen off-shore – one crew member slipped on a bar of soap while taking a bath on deck and fell overboard. Fortunately, thanks to good seamanship, the bather was plucked from his salty tub.

After an elapsed time of 20 years, the first trans-Atlantic race from the United States started from Newport on June 11. Under the auspices of the Royal Swedish Yacht Club, the Royal Gothenburg Yacht Club, and the New York Yacht Club, the course finished off Marstrand, Sweden. Of the seven entries, two were CCA members – Dick Nye with his newly built 53-foot German built yawl, *Carina*, and Carl Hovgard's lovely 56-foot mahogany yawl *Circe*. Germany had four yachts entered. The start was on a foggy, overcast day and one German crew was heard to say that the coastline of the United States still looked far better than it had a few years previously through the periscope of his patrolling U-boat. Winds were heavy for the offshore portion of the race, with multiple gear failures and blown out sails. However, some boats managed to average 180 miles per day. Nearing the end of the race the winds went light and the finish, coursing through multiple islands in foggy conditions, proved challenging. *Carina* spent 14 hours to cover the last 67 miles; but in the end, she won the race in 20 days, 9 hours and 17 minutes.

American yachtsmen were invited to celebrate the 125th Anniversary of the Gotland Runt with festivities in Sandhamn and Stockholm. The 350 mile race started at Visby, “city of ruins and

roses” and went south around the Island of Gotland rounding several points to the finish off Sandhamn. Ten American yachts accepted the invitation, seven of which belonged to CCA members. (Owners had been generously offered inexpensive transatlantic shipping rates by the Swedish-American Line and the Moore-McCormick Line whose president was CCA member Bill Moore and several accepted.)

The CCA yachts included Henry Morgan's *Djinn*, Walter Gubelman's *Windigo*, Dick Nye's *Carina*, John Parkinson's *Winnie of Bourne*, Henry duPont's *Cyane*, Pehr Sparre's *Arabella*, and Daniel Morrell's *Rogue*. Walter Gubelmann received overall honors, finishing first and winner of Class A besting a fleet of more than 100 yachts. *Arabella* and *Rogue* finished first and second in Class IV and *Carina* finished fourth in Class II – an impressive achievement from the United States and the Cruising Club of America. Dick Nye continued on from Sweden to Cowes racing in



*Carina*

the Fastnet Race with *Carina* winning the Fastnet Cup.

The Boston Station reported on the Halifax Race, referred to by Canadians as the Marblehead Race.

## HISTORY OF THE CCA

Whatever we call it, we all know where it starts and finishes!

Fourteen U.S. and four Canadians boats started on July 11. The scratch boat was *Pickle*, owned by the Royal Canadian Sailing Association. *Pickle*, a Gruber yacht, had been claimed by Canada as a spoil of war and renamed in honor of Lord Nelson's dispatch boat at the Battle of Trafalgar. Starting with light winds, the weather changed dramatically as a dry northeaster filled in. Dan Strohmeier's *Maylay* (discussed in the last edition) once again took a gamble. This time Strohmeier sailed inside the ledges off Cape Sable and, by exact timing of the turn of the tide, sailed along the beach where he got a lift from the ebb and arrived at the Sambro Lightship, first to finish by four hours. Another clever navigational feat by a truly gifted racer who also won the Commonwealth of Massachusetts Cup, the Parker C. Hatch Memorial Trophy, Glass Head Cup, and the Herald and Mail Cup that year.

Also reported by the Boston Station, the Jeffrey's Ledge Race commenced on September 9 with 15 boats on the start line in Manchester Harbor. Skippers and crew gathered in the bar at the Manchester Yacht Club bar to catch the weather report and braced themselves for the usual hurricane that accompanied the race. As a result of some error by the race committee, the hurricane didn't materialize and the fortified sailors carried on with eleven of the original boats finishing two days later – *Lands End*, *Merlin* and *Safari* finishing in that order. (*Although the Jeffrey's Ledge Race has been mentioned prominently the literature, the race seems to have been dropped – any reader's comments as to why?*)

As a probable beginning to our now popular cruising guides, the Boston Station sent a questionnaire to members with a prepaid-

return postcard (imagine doing that today!!!!) asking them to report on their cruising activities of the summer. The returns were many and the experiences varied. The information from the cards was detailed and entered into the archives of the station. With reports on secret anchorages and hidden ledges, the information grew and became invaluable over the years.

With the death of Herbert Stone, the Club lost one of its charter members, an individual who was considered the driving force in the rebirth of the Bermuda Race and an influential editor of *Yachting* magazine. During his last year, Herb presented a prize for the first boat to finish the Bermuda Race and it became the perpetual Herbert L. Stone Trophy.

Henry Conover was re-elected Commodore in 1956. One of his early endeavors was to gain backing from the Board to send a strongly worded letter to the Corps of Engineers, U.S. Army, objecting to the construction of a new low-clearance bridge across Moosebec Reach – a favorite for the many cruisers transiting the area through Jonesport, Maine. Sadly, the plea was denied with the 39-foot elevation limiting access to one of the most beautiful cruising areas on the east coast. However, Conover persevered and, in conjunction with other yachting interests, and the support of the Corps of Engineers, prevented the same height of bridges from restricting traffic on the Inland Waterway.

Previously mentioned *Finisterre* began the winter season in Florida with wins in the Miami-Nassau Race, the St. Petersburg-Havana Race, and the Southern Ocean Racing Circuit. This was only the beginning of things to come for the 38-foot centerboard yawl built in 1954 from designs by Olin Stephens. Her design, with light displacement and considerable beam, began a new era of racing.

Carleton Mitchell kept a close eye on her design and construction and, in a *Yachting* magazine article, predicted a fast and able boat; but none expected the amazing results and the trophies that were yet to come.



*Finisterre*

Unknown

For those in the Northeast who think it was hard this past winter (2014-15), the Boston Station held its March 17 dinner at Rows Wharf for the indoctrination of new members. With the typical luck of the Boston Station spring dinners, there was a blizzard that night resulting in this little ditty:

*Sing a song of gales and snow and  
 sailors full of rye,  
 Four and twenty autos to be dug  
 out bye and bye,  
 When the ploughs came and  
 covered them – sailors 'gan to  
 sing,  
 Where'n Hell'd I leave my car?  
 Can't find the gol'durned thing.*

(Would today's poets and songsters please step forward?!)

An interesting passage by a member commenced on Easter Sunday, April 1, 1956 by P. Exton (Ex) Guckes on board his John Atkins designed 1922 41-foot gaff-rigged schooner, *Malabar II*. Planning to circumnavigate the Atlantic in one season,



## HISTORY OF THE CCA

Guckes left Philadelphia for Spain. Despite the usual spring gales, squalls, and some rigging failures, Ex arrived in Flores, Azores on April 24. Moving on through similar weather he arrived in Coruna, Spain after a 35-day passage. Depending on celestial navigation, a crisis occurred when the navigator dropped the sextant bending the main frame (not to be confused with today's "mainframe"). Immediate repairs were made with a monkey wrench and the strong arm of a crew member and the voyage continued to make perfect landfalls. (Many of us today yearn to take a monkey wrench to the "mainframe" but it is doubtful the results would be similar – probably more satisfying however!) After some cruising in the area with family, Ex and crew headed west with a stop in the Canaries and a twenty-nine day passage in extremely light air to Bermuda; hence on to Penobscot Bay, arriving in dense fog and a gale on July 24. This was an impressive four-month cruise for which he was awarded the Transoceanic Pennant and the Parkinson Plaque. (In this era small boats were not making this type of passage and the Parkinson awards were relatively new.)

The 1955 Blue Water Medal (presented in 1956) was awarded to Eric and Susan Hiscock of England. The couple made a circumnavigation in their 30-foot Giles designed cutter via the Panama Canal and Cape of Good Hope. Their three-year odyssey was completed on July 13, 1955. Covering many of the areas along the route, the couple skipped Asia due to the political situation at the time, also bypassing the Mediterranean as

they felt that was an area they could cruise "when we get older."

June 16 saw a fleet of 88 yachts cross the starting line in Newport headed for Bermuda. Light airs were prevalent, but wind began to fill in from the southwest allowing many of the larger boats to hold a starboard tack most of the way to the island. The smaller boats in the rear of the fleet received a blessing when the wind went to the northeast and they too were able to make a fast passage. John Nicholas Brown had recently sold *Bolero* to Swedish yachtsman Sven Salen who sailed her to a first in the fleet with an elapsed time of 70 hours, 11 minutes and 40 seconds beating *Highland Light's* twenty-four year record by 1 hour, 24 minutes and 3 seconds. Once again, many of the "grand old dames" with their CCA skippers proved they only got better with age and were not to be forgotten – 28 year old *Nina*, skippered by DeCoursey Fales was victorious in Class A on corrected time, Dick Nye with *Carina* won Class B, Bill Snaith skippering *Figaro III*, won Class C, while Carlton Mitchell's *Finisterre* won Class D.


CCA member Corwith Cramer, Jr., navigator on board *Finisterre*, won the George W. Mixter Memorial Trophy for his efforts. Cramer compiled an impressive record in

the sailing community having made transatlantic passages, participated in the Fastnet Race onboard the cutter *Myth of Malham* when she won the race, and navigated on board the Woods Hole Oceanographic ketch *Atlantis*. There were subsequent ocean races onboard *Caribe* and *Finisterre* and extensive cruising on his own 37-foot ketch, *Sahara*. Seeing duty during the Korean War, he received a citation for rescuing personnel from a sinking vessel. Cramer was the founding director of the Woods Hole based Sea Education Association (SEA). One of its research vessels, the 134-foot steel brigantine, *SSV Corwith Cramer* is named in honor of his dedication to the institution.

Winding up the year with more festivities, the San Francisco Station sailed up the bay on October 6 for its fall gam. In this unique area, the banks are so steep that the revelers could anchor their yachts directly to the side of the banks. The dance, scheduled for the evening on board the yacht *Yo Ho Ho*, was cancelled due to a sudden squall; but in typical CCA fashion, the party moved below decks and continued into the night. As you can see, all of the stations were reporting success with their cruises and social events.

Boston Station Historian Philip P. Chase once commented, "Any historian of conscience should pay honor to the first man to make history a commercial success – Herodotus – and should be bound by his maxim, "never to rest content with the simple truth if you can improve upon it." 'Nuff said!

[The material for this article was excerpted from CCA yearbooks, *Nowhere is too Far* by John Parkinson, Jr., and Mystic Seaport Museum. Photo layout by Chris Otorowski.]

Jack Towle, Historian 



*Eric and Susan Hiscock*

Unknown

## Bonnell Cove Foundation

The Bonnell Cove Foundation is in the fortunate position of making grants to not-for-profit organizations that are making boating safer and the marine environment more appreciated. This is possible through generous contributions of CCA members and private foundations. The Board of Trustees is most grateful to be able to turn your support into beneficial equipment and programs.

This spring, Bonnell Cove distributed a total of \$43,600 to nine nonprofits with proven track records and excellent projects described in their requests. Four of the grants were for safety equipment like \$5,500 for a life raft for Call of the Sea (San Francisco) and \$7,900 for research that is being conducted by the Clagett Regatta (Rhode Island) in life jacket designs suitable for sailors with disabilities.

In the area of the marine environment, the board approved five grants including \$7,500 for Marine Applied Research & Exploration (California) to assess underwater habitats after 10 years of protection from fishing in the Channel Islands, and \$5,000 to Hudson River Community Sailing (New York) which introduces inner city high school students to the causes of marine degradation and has them present their findings to wider audiences of students.

The Foundation's next grants will be decided in October. Please see look for the Bonnell Cove tab on the CCA website for more information.

*Sheila McCurdy President,  
Bonnell Cove Foundation*



## CCA CLUB STORE

### NEW SUPPLIER



*Martha Parker*

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

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

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

If you have any questions, please contact the Fleet Captain, Paul Hamilton, [pjhamilton6@gmail.com](mailto:pjhamilton6@gmail.com)

## Cruising Guides to the Canadian Maritimes



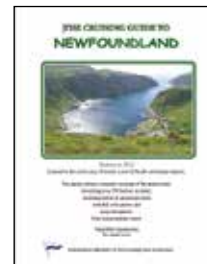
There are new editions to the *Cruising Guide to the Nova Scotia Coast* and the *Cruising Guide to Newfoundland*, both are dated January 2014. Our other two guides, the *Cruising Guide to the Labrador* and the *Cruising Guide to the Gulf of St. Lawrence*, are as of 2012. Go to [www.pilot-press.com](http://www.pilot-press.com)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

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

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

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

*Sandy Weld, Chairman Chart Loan Service*





## GENERAL TOPICS ON SAFETY AT SEA WEB PAGES

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

### In Memoriam



George L. Allen, 3/23/2014	Charles F. Grey, III, 1/5/2015
Warren Brown, 12/25/2014	J. Robert Gunther, 11/1/2014
Peter R. Brown, 11/2014	Stanley Livingston, Jr., 1/1/2015
Stafford Campbell, 11/11/2014	Richard C. Loeb, 12/2/2014
David C. Clark, 10/24/2014	Martin A. Purcell, 2/12/2015
Darren W. Crose, 11/20/2014	James B. Rogers, Jr., 12/15/2014
Robert S. Erskine, Sr., 12/19/2014	Edward S. Rowland, Jr., 10/18/2014
Russell W. Field, Jr., 12/23/2014	Roger L. Rue, 11/23/2014
Richard F. Goennel, 11/24/2014	William E. Whitney, 1/10/2015

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

### “Safety Moment” Mission Statement

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

*Ron Trossbach* (703) 403-8408

Safety Advisor, 2014 Newport  
Bermuda Race

Head, CCA Station Safety Officer  
Sub-Committee

CCA Contact, *SUDDENLY*

*ALONE* Program

US Sailing SAS Seminar  
Coordinator

Editor, ISAF OSR with US Sailing  
Prescriptions

## Caribbean Cruise 2015

Forty-six CCA members and friends shed their boots and winter jackets to converge down in Saint Martin on March 20 to start on a week-long cruise around the islands of Anguilla, St. Martin and St. Barts. The weather was spectacular with warm temperatures and blue skies with puffy clouds, and a nice steady 15-20 knot breeze all day and night. Perfect cruising weather!



*Cruise Bugee*

The cruise kick-off dinner was held on Friday at Captain Oliver's restaurant at Oyster Pond where a great time and meal was had by all. Ironically, as we were all enjoying ourselves at the kick-off, it was again snowing in the northeast!

Saturday saw the cruise fleet head out on all points of the compass to start their cruise. At least three boats, including Commodore Lhamon's chartered flagship and Nick Brown's boat dropped their anchors for the night at the tiny uninhabited island of Ile Fourchue, part-way between St. Martin and St. Barts. Although a stark barren windswept island, it had a mystical charm all its own.

The next day some of us took a leisurely sail back towards St. Martin and anchored at the island of Tintamarre, just off-shore from Orient Bay. This small, uninhabited island has one of the most beautiful beaches and great snorkeling. Thanks to the preservation efforts of the



*L to R: Ann Willauer (BOS/GMP), Commodore Lhamon and Sandy Weld (BOS/BUZ) at Ile Fourchue*

local marine park, plenty of marine life was observed here, including sea turtles, fish, and sea birds.



*Sunset at Road Bay, Anguilla*

Monday was the day for our midweek rendezvous in Anguilla at Road Bay. Seven boats from the cruise started sailing in around



*Peter & Vera Voges (NYS) Nick & Marwyn Wright (FLA), Ian & Avril Galbraith*



*Tom & Susan Puett (Bos), Brendan & Pamela Kelley (Bos), Dave & Trish Frazier*

*continued next page*



## Caribbean Cruise 2015

*continued from previous page*

midday and anchored in this picturesque, sleepy Caribbean bay. The evening party started with cocktails followed by dinner at Elvis' beachside restaurant. It is true that everything does improve a notch when you have a party with



R to L: Chris & Shawn Otorowski (PNW),  
David Matheson (NYS), Maurizio Ricchiuto

sand between your toes.

The rest of the week saw the fleet sailing to other destinations and finally meeting up in Marigot Bay for the cruise wrap-up. Our cruise wrap-up dinner

was held at a nice harborside restaurant where the food and ambience again were superb. The restaurant prepared a series of great appetizers, followed by a buffet dinner. No one went away hungry for sure.

Hiro Nakajima, Scribe 🇺🇸



Ann Willauer (BOS), Sandy Weld (BOS), Ross &  
Kathleen Sherbrooke (BOS)

Yuko Nakajima

## 2014 Blue Water Medal

*continued from page 1*

which reduce draft, and allows the vessels to be beached without damage. *Pelagic Australis* was purpose built for exploration and can accommodate ten guests and two crew. The vessel is equipped with a complete communication center allowing for worldwide contact.

Skip Novak is a firm believer in keeping it simple and having all aboard par-

ticipate in shipboard duties. There are no "appliances" to fix. He says "the *Pelagic* way, means keeping it simple on a voyage of participation." Skip does allow a luxury item on his expeditions, "plenty of red wine!"

Skip is well known for his contributions to sailors worldwide, with lectures, publications, and his beautiful photo-

graphs. He has written two books, "*Fazisl the Joint Adventure*" and "*One Watch at a Time. Around the World with Drum on the Whitbread Race.*"

When not sailing in icy waters, Skip lives with his family in Hout Bay, South Africa. 🇺🇸

## 2013 Far Horizons Award

*continued from page 1*

cutter, *Onora*. After sailing a large circle in the Coral and Tasman Seas, considered by Jim and Jean as a "sea trial," in 2005 they sailed across the Pacific to Santiago, Chile. They cruised the Beagle Channel, Straits of Magellan, crossed the Drake Passage to Deception Island, and then visited King Georges Island, the Falklands and South Georgia Island on the way to South Africa. Having spent the winter of 2005-2006 in the southern high latitudes, they pushed quickly north via Trinidad, Cape Breton and Newfoundland to Disco Bay, cru-

ising Greenland during the summer of 2006. After sailing from Greenland to Northern Ireland, the next several years were spent cruising in northern Europe. During 2012-2013, *Onora* sailed south from England via France, Portugal and the Canaries, continuing across the Atlantic to Salvador, Brazil. Earlier this year they crossed the Atlantic to Cape Town, and after a brief stay headed east across the Indian Ocean towards Australia. Jim and Jean are within a few hundred miles of their second circumnavigation.

The meritorious nature of their cruise is enhanced by the fact that in over a hundred thousand miles of cruising they had only one serious problem, a tribute to their seamanship and attention to the design of *Onora*. During a particularly rough passage from South Africa to Australia the bearings holding the rudder in place broke loose. After making temporary repairs they were able to seek shelter in the lagoon of an uninhabited island where Jean was able to make more repairs at the direction of Jim who suffered from a broken rib. 🇺🇸

# Annual Meeting and 2014 Awards Banquet at NYYC

## Rod Stephens Trophy

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



Captain Sean McCarter


Unknown

The Cruising Club of America has selected Captain Sean McCarter to receive its 2014 Rod Stephens Trophy for Outstanding Seamanship for the actions he took as the professional captain of *Derry-Londonderry-Doire* during the Clipper Round the World Race that resulted in successfully retrieving a crew overboard.

On March 31, 2014 the Clipper Round the World Yacht Race fleet of 11 identical ocean racers were on the 5600-mile leg from Qindao, China to San Francisco. Aboard *Derry-Londonderry-Doire* the professional captain, Sean McCarter with the assistance of 46-year-old crewmember Andrew Taylor was making a sail change. At the time, the winds were 35 knots with 13 to 20 foot seas. Andrew had unhooked to go aft for a pair of pliers and suddenly the boat heeled heavily to leeward and Andrew slid out over the top of the guard-rail and into the sea. McCarter rushed back to the helm shouting "Man Overboard." The MOB button had already been pressed giving their position on the GPS chart plotter.

The crew reacted perfectly according to McCarter and nobody panicked. Everyone went through the procedures that are practiced religiously in Clipper race training. At that point the boat was getting blown away from Andrew slowly but at a range of about 200 meters they still had visual contact. Within minutes and with the engine running at full throttle they managed to tack the boat through the wind. The cap-

tain asked for a heading and got the reply he dreaded most, "We've lost visual."


They arrived at the MOB position and continued past it with no sign of Andrew. The waves were the size of bungalows and the wind was whipping up spray off the crests with streams of foam running down the faces. A crewmember was put up to the first spreader for a better view. Andrew's drift rate and direction was calculated and they searched accordingly. Although all crewmembers wore Personal Locator Beacons, Andrew's did not initially activate. They searched according to the MOB training they had practiced. After about an hour some of the crew were starting to fear the worst. The water was 11°C or 52°F. Andrew was wearing a dry suit but with no insulation. Skipper McCarter continued with the search pattern. Suddenly the navigator shouted up that he had a signal from the PLB. He gave a course to steer to a distance of over a mile from their position. Andrew had been drifting at four knots instead of the one to two they had calculated. After almost 90 minutes in the water he was spotted at 200 yards and hauled aboard. 

## Royal Cruising Club Trophy



Erik de Jong

Dan Nerney


For his challenging cruise to Northern Canada and Greenland, his 14th to high latitudes. His new vessel, *Bagheera*, which he designed and built, is 52' and is a steel purpose built, ice reinforced, expedition cutter. 2014 

## Richard S. Nye Trophy



Dan Nerney

Frank Bohlen receives the Richard S. Nye award from commodore Tad Lhamon

Awarded to Frank W. Bohlen of the Essex Station for bringing distinction to the Club. A member since 1986, he is a veteran of 18 Newport Bermuda races, and five transatlantic crossings, and numerous other offshore races. He has served the Club as National Membership Chairman, Rear Commodore of the Essex Station, and as Liaison between Mystic Seaport and the CCA. For 25 years he has served on the Newport Bermuda Race Committee and as an oceanographer served as a weather analysis and Gulf Stream expert. He is a regular lecturer at Safety at Sea Seminars. 



## Where to get CCA Burgees

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

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

CCA Burgees –  
sailbaglady.com;

or call Bettina

(the sailbag lady herself) at

203-245-8238.



# CCA Annual Awards Night at New York Yacht Club

Photo Credits: Dan Nervey



*Pepper Sinkler, Jim McHutchison and Sue Chambers*



*Mags Crane and Barbara Watson*



*Ross and Lucia Santy with Jeff Wisch)*



*Mark Rice, Mark Ellis and Michael Stubbs*



*Sue Chambers, Dale Bruce and Sheila McCurdy*



*Joe and Tish Fontanella with Doug Bruce*



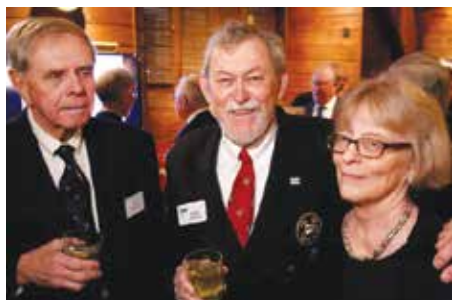
*Wyman Harris, Bob Van Blaricom and Bill Foss*



*Jeb Embree, Larry and Anne Glenn and Ernie Godshalk*



*Liza and Peter Chandler*



*Dick Pendelton, Bob and Mindy Drew*



*Elizabeth, Frank and Susan Bohlen*



*Sandy Vietor and Charles Rose*



*Steve Prime and Timmy Larr*



*Jack Towle, Robbin Peach and Doug Cole*



*Sheila McCurdy and Dave Dickerson*



# CCA Annual Awards Night at New York Yacht Club

Photo Credits: Dan Nerney



*Jim Chambers, Henry DiPietro And Janet Garnier*



*Jeri and Bill Barsz*



*Wyman Harris, Bill Foss, Stafford Keegan and Dave Tunick*



*Hiro Nakajima, Jan Smeets and Peter Zendt*



*Pat and Dan McDonough with Doug Cole*



*John Brooks, Patti Young and Paul Hamilton*



*Jeff Wisch, Cindy Crofts-Wisch and Les Crane*



*Aileen and Ian Gumprecht*



*Robbin Peach, Steve Taylor, Leslie and Tony Will*



*Michael Moradzadeh, Al, Janet and JoLinda Garnier*



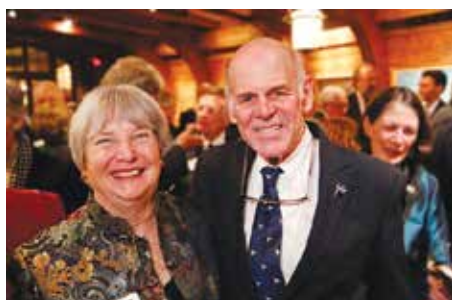
*Reg Goodday, Melissa and Andrew McTavish*



*Philip Walsh and Elizabeth Haliburton*



*Kevin Blee, Jill and Steve Kempe*



*Joyce and Commodore Tad Lhamon*



*Awards Chairman Bob Drew receives an old taffrail log for his many years of service*



The seventh Ski Gam was held in spring-like conditions. February puddles in Utah while Boston was shrouded in eight feet of fresh snow! However some good snow was found a little higher up and even powder was enjoyed in Alta.

Thirty-five attended, with the majority skiing; some played bridge and even a few painted. Several enjoyed visiting the Olympic Park along with the simulated powder skiing, bobsled ride and ski jumping. But the cross country skiers were out of luck.

Opening cocktails and hors d'oeuvres



Karyn James

Barbara Watson, Ross Sherbrook, Mary Treanor, Jennifer & Roger Langston, Karyn James and Joyce Lhamon at Deer Valley

welcomed all to the Club room at the Silver King in Park City. Every evening the group met there to discuss the day, enjoy a drink or two and make arrangements for the next day.

Park City, Deer Valley and Canyons were skied locally. Again three groups formed, the Steep and Deepes (although not as much deep as hoped), the Fast Cruisers and the Gentle Swoopers, who sought the uncluttered pistes. Sunshine prevailed, excepting Monday when the heavens opened, yes with rain, so a group took in *The Imitation Game* movie at Kimball Junction.

A glorious day in Alta was hosted by Rick and Linda Olney. A guide and instructor were laid on for all to enjoy – Kristen gave us all some good

tips. Then we all gathered for an Après Ski Wine and Cheese gathering at the Rustler Lodge for everyone. Thank you, Rick and Linda.

A hardy group enjoyed Snow Basin, site of the Utah Olympic men's and women's downhill race courses. A day of bright sunshine and blue skies enabled the group to not only enjoy the excellent skiing, but also the spectacular rocky crags that make up the top of the mountain. A few of our skiers even took on the steep start of the men's downhill course. Several of the non-skiers made the trip to enjoy the scen-

ery and meet the group for lunch at one of the lovely lodges high on the mountain.

We also enjoyed some vicarious cruising and racing during our evening meetings. Commodore Tad and Joyce Lhamon took us from New Zealand to the Solomons and to Truk, where they spent time with the Peace Corps when newly married. Later they returned to Truk on *Lyrice* and their children joined

them to see where they had spent so much time. A place few of us knew of.

Sandy Weld showed an Australian video of the 1969 Admirals Cup Series. Sandy was crew on the Dick Carter designed and skippered *Red Rooster*, a boat with an interesting centerboard and stern hung rudder. The shallow draft allowed *Red Rooster* to cross some of the shallows that



Barbara Watson

Anne Noble-Kiley and Nick Schaus

others could not. The commentary was dated with an interesting use of language and of course the gear has changed somewhat (not to mention Sandy's physique)! The Admirals Cup was known as the unofficial world championship of offshore racing and began in 1957. However with *Red Rooster's* Fastnet win, the USA won the 1969 Admirals' Cup.

Ross Sherbrooke brought a video of his time on board *Team Adventure*, skippered by Cam Lewis, who had just finished third in The Race, a nonstop around the world race, although she was the fastest boat in the race and in the world at that time. Cam's father, George Lewis (BOS) and Ross joined *Team Adventure* in Majorca at the beginning of April 2001 for the delivery via "The Route of Columbus" to a shipyard in Savannah, GA. The cat often exceeded 30 knots but never 40 knots, because it was a delivery. Even so, they averaged more than 19 knots for 16½ days flying the 6,500 miles to Savannah, and that included swim stops! *Team Adventure* is 110' long and as wide as a tennis court, wide enough for their baseball games!

Ernie Godshalk took *Goldeneye* north to the Lofotens and back south to Denmark and Germany last summer. Again Ernie had some glorious photos and remarkably good weather for those northern latitudes. Check out his cruise in *Voyages*.

Steve and Karyn James organized Saturday's Club room meeting, mixing excellent Margaritas and a delicious southwestern homemade guacamole. Erika Peterson organized the Sunday night dinner at Adolph's and most took Adolph's signature veal dish, which was quite deli-

*continued next page*



Barbara Watson

Sandy Weld, Ross Santy, Steve James, Erika Peterson, Joyce Lhamon, Katie Christie and Allan Rae

## Ski Gam

*continued from previous page*

cious. Barbara produced Coq au Vin for the French evening and gave a short talk on champagne after she, the Commodore and John opened the first three bottles with her sabre, which happily travelled in her checked in luggage, not a problem! Chef



*Chef Jennifer Langston and her Babas au Rum*

Jennifer Langston made wonderful Baba au Rums that she had brought to Utah and served up with fruit, cream and not a little rum!

On the final evening, Ross Sherbrooke showed his film of the 1955 Trans-Atlantic race. Ross shot this in 16mm movie film and has managed to digitize it. Truly an historic movie. Again, the contrast with modern gear was notable, and not a life-jacket or harness in sight!

Thank yous were made to everyone who had helped put the Ski Gam together and the closing dinner was held at Cisero's on Main Street. Many returned for a final single malt in the Club room before everyone went their separate ways the next day.



*Ski Club room*

Barbara Watson

The hallmark of these events is the merry and glorious camaraderie of the group for a short period of time, before all scatter to the four winds. But, thankfully, all scattered intact!

*Barbara Watson and John Robinson*

## A New Electronic "Notice" to Mariners

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

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

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

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

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

### IMPORTANT NOTE

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

The website to obtain the BookletChart is:  
[www.nauticalcharts.noaa.gov/staff/BookletChart.html](http://www.nauticalcharts.noaa.gov/staff/BookletChart.html)



## CCA and Sailors for the Sea Will Collaborate to Promote Ocean Stewardship

The Cruising Club of America, through its Environment of the Sea Committee, and Sailors for the Sea, a prominent ocean conservation organization, have entered into an agreement to work together to encourage sailors to become stewards of the oceans. The collaboration will build upon Sailors for the Sea's Clean Regatta Program and the CCA's "leave no trace" standards for dealing with trash at sea.

Sailors for the Sea and the CCA have worked together on the certification of the last two Newport Bermuda Races as clean regattas. In 2014 the race was certified at the Gold level. An issue of particular interest to both organizations is the reduction of the use of single-use plastic bottles by sailors.

David Rockefeller, Jr. is a founding member and the current Chairman of Sailors for the Sea and Rick Burnes is a Director and the Treasurer of that organization. Both are long-time members of the CCA. Rick is a veteran of 18 Newport Bermuda Races.

On the signing of the agreement, Commodore Tad Lhamon noted that "The CCA is committed to stewardship of the oceans and this collaboration with Sailors for the Sea will help us further this commitment."

*Bill Foss, Chair, Environment of the Sea Committee*





## Welcome New Members



### CRAIG ALLARDYCE

Pleasantville, New York  
Spouse: Rebecca  
Yacht: *Misty* – J40 family boat  
Station: ESS  
Proposer: Richard C. Holliday



Craig's early sailing life was founded in the junior sailing program at Watch Hill YC, RI on Watch Hill 15's. He also enjoyed cruising the New England waters with his father, Fred (ESS), and the family on their J40 *Misty*. Over the years he has developed into a strong ocean racer, both on *Misty* and on H. L. de Vore's J44 *Honahlee* (NY). Craig is welcomed as a crew member who can do it all, from trimmer, grinder, bowman, navigator and cook, to Watch Captain and Captain on several Newport-Bermuda, Marblehead-Halifax and Annapolis-Newport races. His unflagging sense of humor and positive outlook make him an ideal shipmate, and his leadership skills have been clearly evidenced in many situations. In one Marblehead race over a two-hour span of dramatically shifting wind conditions, 11 sail changes were required, which he comfortably achieved, all while providing radio assistance to other boats who were having communication problems. On a Bermuda race when there was a rig failure, with the boom split in half, Craig expertly rigged a loose footed main, which trimmed quite well, and got them into Bermuda well above the bot-

tom of their class, despite the added complication of a failed engine. Craig is now passing on the pleasures of both cruising and racing to his young family.

Affiliation: Watch Hill Yacht Club

### JAMES D. BARBER (JIM)

La Canada, California  
Spouse: Andrea  
Yacht: Jeanneau 439SO – *Feleena*  
Station: SOC  
Proposer: Jim Morgan



Jim grew up sailing with his father, Donald Barber (CCA member of SOC station from 1968-2007), on many family boats, including the 10-meter *Branta*, which was well-known in SoCal racing circles. He was a junior sailor at the Los Angeles Yacht Club, initially on Guppies and FJ's, before moving to crew on bigger boats, eventually sailing to Honolulu on the family-owned Hughes 38 *Amanta*. Jim's sailing life centered on the LAYC, and included races around the Channel Islands, and weekends at Howland's Landing, the LAYC Catalina station. He has continued the tradition with his own family, and has brought his children up to become good sailors as part of the LAYC family. Jim's commitment to LAYC culminated with his nomination to Commodore in 1995. As well as racing and cruising on family boats in California and Mexican waters, Jim has raced several of his own boats including a J120, a Tripp 47, a North American 40 and a Cat 27. Jim has been crew, navigator and Watch Captain on five Transpacs from Los Angeles to Hawaii, earning a reputation

as an experienced and competent shipmate with a sense of humor and a cool head in times of crisis. Jim acquired his custom Jeanneau in mid-2014, and he intends to expand his and Andrea's horizons with longer distance cruising.

Affiliation: Los Angeles Yacht Club (past Commodore)

### PAUL G. BIEKER

Seattle, Washington  
Spouse: Charlene Hall  
Yacht: Swan 47 – *Quintet*  
Station: PNW  
Proposer: Gary L. Meisner



As a youngster in the 80s, Paul had blue water experience sailing with his father (Fred Bieker – PNW) and family from Portland to the South Pacific as far as Rarotonga and back on their 47' cutter *Quintet*. They spent a year and a half there, and at one time Paul "jumped ship" and joined a German crew that was writing a book about the Tuamotus, consequently visiting virtually every atoll in that Pacific Island group. Since then, Paul has made several more Pacific passages between the US west coast and Hawaii, in various capacities including solo watches, Watch Captain and crew. Paul pursued a career in Naval Architecture, in which profession he quickly became well known as an innovative designer, specifically with his rudder design on the International 14's. His innovations have extended from dinghies to foils, to high performance monohulls, notably his relatively new cruising-racing boats for highly skilled sailors under his Riptide label. Paul has participated in all of Team Oracle America's Cup design work, and

has gained international recognition and respect for his work on the articulated wing in a previous America's Cup, as well as on the underwater design in the recent Cup defense. Paul has been named the Chief Design Engineer for Oracle Racing in the next America's Cup defense, confirming the respect he has gained from his peers. Paul not only brings his experience and love of cruising to his CCA membership, but can also contribute his insight and knowledge into the future of sail development and yacht design.

## STEPHEN C. CALHOUN

Palos Verdes Estates, California  
Spouse: Amanda  
Yacht: Cal 40 Sloop - *Psyche*  
Station: SOC  
Proposer: Jim Morgan



Steve has been sailing for more than 44 years, and his enthusiasm for our sport has never wavered. He sailed and raced offshore with several members of the LAYC, until he bought his first boat in 1974. Two boats and 14 years later, in 1988, Steve purchased *Psyche*, which became part of a six-boat Cal 40 LAYC fleet, regularly racing against each other. Steve and his wife, Amanda, raised their three daughters sailing on *Psyche*, and cruising up and down the Southern California Coast. *Psyche* had been overall winner of the 1965 Transpac when owned and skippered by long time CCA member Don Salisbury and navigated by George Griffith, another distinguished CCA member. Steve carried on the tradition of excellence by skippering *Psyche* twice in the Transpac, and finishing first in Class in the 2007 race. Since 2008 Steve has also found time to serve as Watch Captain and helmsman on other boats, including a Santa Cruz 50, a Tripp 47, a J120 and J35

on many races, including a Transpac, a Chicago-Mac, and others along the California coast and Mexican waters. Having owned *Psyche* for more than 25 years, Steve recently completed an extensive refit of her. Now that their daughters are out of college, they have an eye to future offshore cruising, as well as the possibility of a Pacific Cup and/or another Transpac.

Affiliation: Los Angeles Yacht Club;  
Transpacific Yacht Club

## PAUL CAMPBELL III

Lyme, CT 06371  
Spouse: Virginie de Landevoisin  
Station: ESS  
Proposer: John Brooks



Paul was exposed at an early age to offshore sailing, since his grandfather and a wide circle of their friends, were all CCA members. From them he learned the value of preparation and attention to detail required prior to embarking on a long-distance voyage. In the 70's and 80's, while in his teens and early twenties, he sailed out of Indian Harbour Yacht Club with his grandfather Paul Campbell, Sr. on his Hood 52 *Julie* in Scotland, the Caribbean, Bahamas, New England, and the New York Loop (Erie Canal, St. Lawrence, Champlain and Hudson). During those years he crewed on the late Olvind Lorentzen's *Froya* sailing in the 1982 Newport-Bermuda race, and in later years was co-captain in events from Massachusetts to Florida with his father, Paul Campbell, Jr., on board his Frers 45 *Fury* and his 12 metre of the same name. Between 1995 and 2000 Paul assisted his father in revitalizing the modern 12 Metre class in Newport, RI, with Paul organizing crew and boat logistics. In the

past few years, Paul has been a welcome addition as Watch Captain and helmsman on *Lindy*, owned and skippered by Dave Dickerson (ESS RC) on Newport-Bermuda and Marblehead-Halifax races. He has also helped Dave and his wife Sue in short-handed deliveries on the East Coast, and is regarded as a savvy shipmate who quietly gets the job done. Paul has owned and skippered his own boats, which he has both raced and cruised in Long Island waters with his wife and their two children, Scarlett and Eloise.

## JAMES F. COGGAN

Tiburon, California  
Spouse: Kim  
Yacht: Carl Shumacher custom 40  
fractional rig, racer/cruiser - *Auspice*  
Proposer: John S. Scarborough



Jim began sailing at the age of nine on the family's *Lightning* on Gull Lake, near Kalamazoo, MI, and quickly took to racing, with his parents as crew. After finishing his military service in Vietnam in 1968, Jim settled in San Francisco as a general dentist. He purchased a Soling in 1971, and that year took part in his first Transpac as Watch Captain aboard a Cal 39. Jim competed in many Soling international championships, winning in Australia and in South America. His Soling skills earned Jim a place on the US Olympic Sailing team in 1980, however they were unable to participate due to the boycott. Jim crewed for several CCA members on voyages from San Francisco to Mexico and to British Columbia, acquiring a taste for the cruising life. In 2001 he purchased *Auspice* (previously *Cepheus VIII*, owned by late CCA member Shepard Poor), which he and his family both raced and cruised. In 2002 he was named Yachts-



man of the Year by San Francisco YC for his 30+ years representing the Club. He skippered *Auspice* in 2004 and 2006 in the Pacific Cup from San Francisco to Kaneohe Bay in Oahu, finishing third both times. In 2007, Jim and Kim and their sons Chris and Brian sailed down to Baja and into Mexican waters. Finally, in 2009 Jim retired from his periodontal practice to set off with Kim from Cabo San Lucas on a 3,000 nm voyage across the Pacific to the Marquesas. They continued on through French Polynesia, the Cook Islands, Samoa and Tonga, arriving in New Zealand in November 2009. In 2010 they left Whangarei, N.Z to return to Fiji and the Marshall Islands. Since then, while they mostly sail together, Jim has undertaken three single-handed passages, each around 1,500 nm. At the end of the 2014 season Jim and Brian sailed *Auspice* from Noumea to Brisbane, where she sits on the hard for a well-deserved rest.

Affiliations: San Francisco Yacht Club

Military service: U.S. Army 1962-1968



### **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 

## **BRIAN L. DEICHMANN**

West Roxbury, MA

Spouse: Elizabeth Dean (Liz)

Yacht: Tartan 37 sloop – *Dawn Treader*  
(part owner)

Station: BOS

Proposer: Daniel P. Dyer



Brian started sailing as a baby when he was taken on cruises with his father Fred Deichmann (ESS) and family on the east coast from Long Island Sound to Maine. Brian initially sailed out of Shennecossett Yacht Club, CT, and took part in junior sailing programs aboard the *Joseph Conrad* and the *Brilliant* out of Mystic. In 1993 when he was 15, the family moved to live in Bermuda, where Brian sailed out of RBYC, and taught sailing in the summers of 1996 and 1997 in Optis and 420s. While at Hotchkiss, Brian competed as crew and skipper on the school's sailing team, earning a second place in the Mallory Cup in the national 420 race in Miami in 1997. In the family tradition, Brian has always been an enthusiastic volunteer, as was evident in his college years at Colgate from 1997-2001, where he became collegiate sailing coach. In 1998 Brian participated in his first Newport-Bermuda race on *Dawn Treader*. He has since acted as Watch Captain, Navigator or crew on three subsequent Newport-Bermuda races, two Marion-Bermuda races and two Marblehead-Halifax races, the latest of which he skippered in 2009. He has done these races either on his father's boat, of which he is now part-owner and Captain (when Fred is not on

board), or aboard the boats of other CCA members. He and Liz enjoy cruising in New England, and have also sailed in the Aegean where Brian captained a cruise in 2011. Those who have sailed with Brian agree that he is a knowledgeable sailor, with a good eye for not only sail trim, but for wear and tear of gear, with the ability to handle repairs and maintenance underway in all weathers.

## **DAVID S. DOODY**

Bedford, New York

Spouse: Barbara

Station: NYS

Proposer: Peter Kelly



Dave grew up on the south shore of Long Island, NY sailing out of the Cedarhurst Yacht Club in sunfish, lasers and catamarans, as well as cruising on family boats. Dave's first distance offshore opportunity came in 1984, at the age of 23, when he delivered a boat from New York to Tortola. During the following year he cruised and raced throughout the West Indies, and skippered deliveries back and forth from Tortola to New York. From 1986 to 1993 Dave was a partner in Doyle Sailmakers, New York, where he was involved with new builds, refits, and outfitting/sea trials on large cruising yachts planning offshore voyages. Dave then enjoyed a sabbatical in the West Indies from 1993-1995 on his own Cheoy Lee Offshore 41 ketch *China Dragon*, with his then girlfriend Barbara, whom he met on Block Island Race Week. Leaving the boat in Trinidad, he captained a Cardinal 46 in the 1994 Bermuda race and delivered her back to New York with Barbara as crew. Dave double-handed *China Dragon* back to New York in 1996. Since the 1980's Dave has taken part in innumerable races on the East Coast,

including being on Paul Campbell II's *Fury* with fellow new CCA member Paul Campbell III. Dave sold his Cheoy Lee in 1999 to help Barbara raise their twin boys. However, Dave, who is now Manager of Brewer Stirling Harbour, Greenport, NY has frequently been Watch Captain on the McCurdy and Rhodes 69 *Gracie*, owned by Steve Frank (NYS), in Bermuda, Block Island and Vineyard races, and the 2009 Fastnet. Dave is looking forward to buying an offshore cruising boat again one day, and taking Barbara and the boys off to sea.

Affiliation: Storm Trysail Club – Co-Chair of the 2014 Intercollegiate Offshore Regatta

## PHILIP GARLAND

Barrington, RI  
Spouse: Carroll  
Yacht: Presto 30 – *Presto*  
Station: BOS  
Proposer: Steve Thurston



One of Phil's first blue water passages was in his twenties in 1973 when he skippered his own Pearson Triton (Pearson's first production boat) from New York to Biloxi, MS, by way of the Bahamas. He followed that by serving as Captain and Navigator on Bevin Koepfel's *Congere* on a 1975 transatlantic passage from Newport to Cowes, and return, acting as Watch Captain on *Congere* in the Fastnet race. He first raced on Bob Derecktor's *Salty Goose* in 1978 in the Newport-Bermuda race, and that same year brought the Triton back from Biloxi to New York. On that occasion he was accompanied by Carroll, on her first offshore passage. In the years since then Phil has helmed and navigated many well-known boats on Bermuda, SORC, Halifax and Fastnet races, often earning first

in class. One of his top accomplishments was winning the Fastnet Race Overall with Tom Blackaller on *Great News* in 1989, and winning the Alfred Loomis Trophy as Navigator. It was Tom's last race, as he died of a heart attack three weeks later in a race car. In addition to being a recognized presence in the racing world, Phil is also a significant member of the marine industry both domestically and internationally through his work at Hall Spars and Rigging. Phil has cruised the New England waters since 1980 with Carroll and their two daughters, who are also good sailors. In 2009 he partnered with Rodger Martin to design the Presto 30, a shallow draft centerboard cat ketch. This creative design allows small families and couples the ability to cruise in both open and shallow water, and trailer their boat to their destination of choice.

## MICHAEL GEAGAN

Wayne, PA  
Spouse: Donya  
Yacht: Alubat OVNI 435 Sloop *Happy Wanderer*  
Station: NYS  
Proposer: David Tunick



Michael learned to sail on racing dinghies as a teenager in the 70s, and on his own Hobie Cat in the early 80s. He enjoyed weekend racing on cruising boats on Lake Michigan, and served as Captain on a 47' ketch *Paradox* on Lake Superior and on a voyage from St Joseph, MI to Mackinac Island. In 1989 he acted as Watch Captain on *Paradox* from Chicago to Nova Scotia (much of the trip double-handed) then sailed on her over

the next two years to Newfoundland and St-Pierre-et-Miquelon, before returning her to Marblehead in 1991. Between 2004 and 2007 Michael cruised his 37' Pacific Seacraft Crealock *Avocet* in the Chesapeake area with Donya and their three daughters, making two single-handed trips back from Maine to the Chesapeake. He acquired the three-year-old sloop *Happy Wanderer* in Genoa in 2008, sailed her on the Med for a week, then had her trucked from Antibes to Kiel. After some outfitting, including the installation of solar panels, the family set off cruising. That year and in the summers of 2010 and 2012 they visited England, France, Belgium, Germany and into Scandinavian waters, including Norway, Sweden, Finland, Estonia and Latvia. After their 2012 sojourn, Michael brought *Happy Wanderer* back across the Atlantic single-handed from Falmouth to Cape May, NJ. In between, Michael has found time to serve as Watch Captain or Navigator for his brother-in-law on his Farr 50 *Tenho* on races and cruises between Bermuda and the Azores to Maine. The family hopes to cruise to Maine, and possibly Nova Scotia this year. Michael was elected a Governor of the North American Station of the Royal Scandinavian Yacht Clubs in 2013. He serves on the NAS Awards Committee, and has totally upgraded the web site and electronic communications of the Station.

Affiliations: NAS; Seven Seas Cruising Association

## What Inflatable PFD Should I Buy?

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

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



## **JAMES E. GEIL**

Marion, MA

Yacht: Cheoy Lee Bermuda 30 Ketch  
*Typhoon*

Station: BOS/BUZ

Proposer: Peter Chandler



Jim's early water experience had been limited to blue crabbing with his grandfather, so it wasn't until age 12 he got into his first home-built sailboat and set off, with no instruction. In 1980 Jim signed on as mate aboard the schooner *Victory Chimes* out of Rockland, ME, sailing on her for five seasons, the last three as Chief Mate. In January 1985, Jim hired on as mate aboard *Tabor Boy*, the 92 foot schooner of Tabor Academy. For the following two years he sailed under her veteran captain, taking command of the vessel on two return passages from Florida to Massachusetts. Jim became Master and Director of *Tabor Boy* Programs in 1987, and since then he has taught celestial and coastal navigation and piloting as well as naval architecture to Tabor students. More than 3,000 Tabor students have sailed under Jim aboard the *Tabor Boy*. He has skippered the vessel numerous times from Marion to the Caribbean, and once through the Panama Canal, in addition to many trips out of Camden, ME, where the *Tabor Boy* was previously based for summer orientation programs. New England provides a vast variety of weather conditions during the summer, requiring extensive piloting skills for the student crews under Jim's command. A CCA member watched in awe in Portland, ME last summer as Jim guided *Tabor Boy* through a crowded mooring field with dinghy races in progress and a 25-30 knot breeze with only the use of hand signals to the crew to come to rest against the dock. Jim is known as a

man of few words, but students respond remarkably to his silent commands, both in good weather and bad. Jim is responsible for the schooner's maintenance, and under his tutelage *Tabor Boy* has never failed its USCG annual certification test. Jim acquired *Typhoon* in 2011 for his personal use, and has since been carefully restoring and equipping her for coastal cruising.

## **JEFFREY P. GONSALVES**

South Dartmouth, Maine

Spouse: Mege

Yacht:

Station: BOS

Proposer: Steve Tofield



Jeff sailed in his teens around Buzzards Bay on his grandfather's O'Day, starting work at the early age of 12, taking care of a Hinckley B40 in South Dartmouth, MA. During high school and college, Jeff operated his own informal yacht care business, maintaining and varnishing boats in Padanaram Harbor. He completed his first transatlantic as crew in 1994 crossing from South Dartmouth to Kinsale, Ireland on a Shannon 43, thereafter cruising to Scotland, England, Spain, Portugal, Madeira and the Caribbean. In 1996 Jeff delivered the boat from Antigua to South Dartmouth as Captain. He was race crew on the 94' Fife *Sumurun* for seven months in 1997 on her voyage from New York to the Solent (winning the classics division of the Atlantic Challenge Cup) and on to the Mediterranean. Jeff's meticulous nature shows in his work as a certified marine surveyor, where he examines all aspects of a boat before reaching any conclusions. Jeff has worked as a professional captain, logging thousands of

miles of deliveries between Maine and the Caribbean, and crewed on a wide variety of sailing yachts, being especially familiar with wooden classics. In November 2013, Jeff, along with Mege and their two children, delivered Steve Taylor's (BOS) *Meridian* to the BVI, living on the boat as they voyaged around the Caribbean and Bahamas until March 2014, home-schooling their children. After returning on *Meridian* with his family, Jeff returned to Puerto Rico to act as navigator on a 60' Gannon and Benjamin schooner back to Jamestown, RI. In summer 2014, he skippered the Concordia yawl *Winnie of Bourne* on the NYYC annual cruise, and won the Acoaxet Cup on the family beetle cat *Zou Zou* in Westport Harbor.

## **SIR KENELM GUINNESS, BT. (K.)**

Newcomb, MD

Spouse: Melissa

Yacht: 65' Custom trawler *Morning Star*

Station: FLA

Proposer: Pam Wall



K. grew up in an active sailing family led by his late father, Kenelm "Tim" Guinness (CCA-FLA), his late uncle "Berto" Nevin (CCA) and his grandfather Paul Nevin (CCA). He worked his way up from a Dyer Dhow while cruising with his parents throughout the Chesapeake Bay and back and forth to Blue Hill, Maine. As a teenager he began skippering his family's wooden 33' cutter *Tara* for overnight cruises. After graduating from Embry-Riddle Aeronautical University in 1986, K. took the family's cutter from Maine to the Bahamas, returning the next spring. He continued to sail as his professional flying life permitted, accompanying his father and brother, Sean (CCA-FLA) on offshore cruises between Maine

and the Bahamas on their Hinckley 49, *Migrant*. From 1987 through 2012, K. lived and sailed in St. Michaels, MD racing his Star boat. He summered with his family in Blue Hill where he raced his Starling Burgess Atlantic. During this time he took part in many cruises and deliveries on a wide variety of boats on the east coast and as far south as the Panama Canal and worked as a pilot and researcher for *The Yachtsman's Guide to the Bahamas*. He has also served as Fleet Captain for both the Star (MRYC) and Atlantic (KYC) one design classes. K. and Melissa have been living aboard *Morning Star* in the Bahamas, with their two children Fiona and Jack, since 2012.

Affiliations: Hope Town Sailing Club, Elbow Cay, Bahamas; Kolledgewidwok Yacht Club, Blue Hill, ME; Chesapeake Bay Yacht Club, Easton, MD.

## ROELOF C. HOEKSTRA (ROEL)

Norristown, PA  
Partner: Kate Kaminski  
Yacht: Swan 43 *Akela III*  
Station: CHE  
Proposer: Andrew Armstrong



Roel is a lifelong sailor with one design racing, and offshore racing and cruising experience. From the early 80's through 1991 he crewed in numerous Lightning class regattas at the national and world championship levels with strong results. Since 2003 Roel has served either as Captain, Watch Captain or Navigator on east coast offshore races, principally on his family's Swan 43 *Akela III*. *Akela III* has also been the family's cru-

ing home from the Caribbean to Maine. Roel has been instrumental in the planning, logistics and management of many sailing events, most noteworthy being Co-Founder and Chairman of the annual Philadelphia Cup Regatta. The regatta, founded in 2011 draws approximately 100 boats and over 300 competitors. The Philadelphia Cup brings together the regions yacht clubs and is a fund-raiser for Independence Seaport Museum. Roel is also active in the Corinthian Yacht Club of Philadelphia having served as Co-Chair of the Race Committee and Chairman of the One Design Committee. As a co-owner of the J/22 *Timeless* he is also a regular at the Wednesday night races.

Affiliation: Corinthian Yacht Club of Philadelphia

## ELLEN C. MASSEY LEONARD

Aigle, Switzerland  
Spouse: Seton Leonard (BOS)  
Yacht: 40' Custom Cutter *Celeste*  
Station: BOS  
Proposer: Karl Schoettle



Ellen grew up sailing with her family in San Francisco and on Hornby Island, British Columbia. In 1999, at age 13, she was one of an all female under age 15 race crew on a J24 out of San Francisco Yacht Club. In 2000 she began her studies at Phillips Exeter Academy in New Hampshire, and in summer 2001, at age 15, she learned navigation and pilotage aboard a 110' topsail wooden schooner

*Pacific Swift* out of British Columbia. Over the next five years she was a summer sailing instructor in Tenants Harbor, Maine, sailed on her parents' Herreshoff 12½, and was on the Yale Sailing Team through May 2006. After her junior year at Yale, Ellen decided to take time off for a circumnavigation, so in September 2006, she and her now-husband Seton set off on their first voyage on *Heretic*, a one-off 38' cutter (previously Larry Glenn's *Runaway*) from Blue Hill, Maine to the Bahamas. From there they travelled on through the Panama Canal to the Cook Islands, where they arrived in August 2007. Over the next three years Ellen and Seton completed their circumnavigation by way of New Zealand, Australia and South Africa, returning to Blue Hill in June 2010. Ellen maintained a fascinating journal of their trip, with her stories and photographs frequently gracing the pages of sailing magazines. She completed her studies at Yale during the cyclone seasons that *Heretic* spent in New Zealand and Australia, receiving a degree in Classical Civilizations in December 2008. From 2011 to July 2013, Ellen sailed her own 34' Herreshoff ketch *Nahma* from the Chesapeake Bay north and then along the Maine coast, or crewed in local regattas. Then in August 2013, she and Seton set off again from Victoria, BC in their new boat *Celeste*, a 40' Francis Kinney Custom Cutter. In September 2014, they arrived in Dutch Harbor in Alaska's Aleutian Islands after a cruise including Prince William Sound and the wilderness Alaska Peninsula. In the summer of 2015 they hope to sail the Northwest Passage, west to east, with the intention of raising awareness about the Global Climate Change. This voyage would be one for the record books, as Ellen would then be the youngest female owner/skipper to complete the Northwest Passage.

### Fleet Surgeon



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

[http://www.cruisingclub.org/seamanship/seamanship\\_surgeon.htm](http://www.cruisingclub.org/seamanship/seamanship_surgeon.htm)



## **HEATHER MCHUTCHISON**

Tiverton, RI  
Station: BOS  
Proposer: Nicholas Brown



Heather was raised in a sailing world. Her earliest memories are aboard her family's Concordia yawl *Wizard* cruising from Buzzards Bay in New England to the Bras d'Or Lakes in Nova Scotia. She was therefore fully prepared when making her first ocean passage at age 14 on her father Jim McHutchison's (BOS) Jeanneau 39' *Watermelon*, returning to Padanaram, MA from Bermuda. Heather made many subsequent passages to and from Bermuda and the Caribbean before her 21st birthday. At 19 she was encouraged to get her 100-ton Captains License which started her career in sailing, first as an offshore sailing instructor in Florida and the Bahamas and later as a captain aboard various privately owned yachts up to 78 feet. Heather continued to cruise between Maine and the Bahamas while raising her son Cory (19) and daughter Samantha (16). In October 2010 Heather returned to sea and skippered the delivery of a 57' sloop from Newport, RI to Charleston, SC. In 2012 Heather spent six months teaching a family the basics of navigation, mechanics and sea safety, and also handled the refit of their Dixon 65' before setting them off on their circumnavigation. She has since been

actively involved in two similar projects, preparing both boats and owners for long distance voyages. Heather's most recent interests include on and off the water seminars entitled "Women on the Water," a comprehensive class that empowers women to take charge on board. Once her children are out of the nest, Heather hopes to start an offshore sailing school.

## **ANDREW MCTAVISH**

Toronto, Ontario  
Spouse: Melissa  
Yacht: Nonsuch 26, *Avalon*  
Station: GLS  
Proposer: Robert Medland



Andrew is a lifelong sailor, having sailed since boyhood out of Oakville and later out of RCYC in Toronto. He has competed in International Championships in the Laser, Snipe, J24, Etchells, J105 and Swan 42 classes as well as Newport to Bermuda and RORC 600 offshore races. In his racing life, Andrew has been a skipper, Watch Captain, helmsman and Navigator, who is now much sought after as a senior crew member for major International regattas. Andrew was a member of Canada's team in the 2009, 2011 and 2013 New York Yacht Club Invitational Cups, with victories in 2011 and 2013. Andrew and Melissa, who is also a fine sailor, along with their son Angus, enjoy cruising on Lake Ontario with family and friends on *Avalon*, which they have been meticulously restoring over the past four years. As a couple they strongly support the junior sailing club at RCYC, passing on their enthusiasm and knowledge to the next generation. Andrew spent six years working in the boat building, rigging and sail making trades, and that, combined

with his aptitude for diesel engine repair, make him an altogether ideal shipmate.

Affiliation: Royal Canadian Yacht Club

## **PATRICIA ANN MONTGOMERY**

Coconut Grove, FL  
Partner: O. Kendall Hege (Ken)(FLA)  
Yacht: Schucker Motorsailor 43  
*Straight on Till Morning*  
Station: FLA  
Proposer: William Scott Piper III

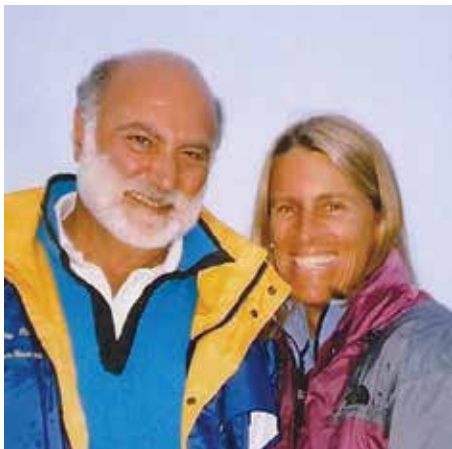


Pat became involved in distance racing in California in 1982, when she bought a boat and began coastal racing, teaching herself to sail in the process. Since relocating to Miami in 1985, Pat has widened her horizons and has acted as Watch Captain, helmsman, Navigator and trimmer aboard a variety of yachts in the Miami to Key West Race, the Trans Pac, Abaco Race Week and Cork Race Week in Ireland, to name only a few. From 1997-1999 she took part in the Expo '98 and Millenium Round the World Rallies sailing from Antigua to the Azores, Cork to Cadiz and Palma to the Canary Islands. During that rally she met Scott Piper (FLA), and has since sailed at least 16,000 miles with him on *Pipe Dream*, including the 6,000 mile Southern Ocean crossing from New Zealand to Cape Horn. She has been a welcome shipmate on *Pipe Dream* along the coasts of Central America, the Gulf of Alaska, the Eastern Mediterranean and the Baltic. Most recently, Pat joined Scott and his wife Mary in American Samoa and the three of them sailed to Fiji. Ken and Pat met in 2000, and are now co-owners of *Straight on Till Morning*. They have cruised on her in the Bahamas and Caribbean, double-handed between Miami and Quebec, and sailed from Syracuse, NY

to Georgian Bay, negotiating 110 Locks. They recently shipped the boat to Italy, with plans to sail the canals of Europe for a few years. Meantime, they are scheduled to meet Scott Piper in South Africa for the transatlantic passage to Brazil. In addition to her seamanship skills, Pat's varnishing and cooking earn more than honorable mentions.

## R. BRUCE NOURJIAN

Stowe, VT  
Spouse: Carrie  
Yacht: Waquiez 47 *Mirage*  
Station: BOS  
Proposer: James D. Phyfe (Sr)



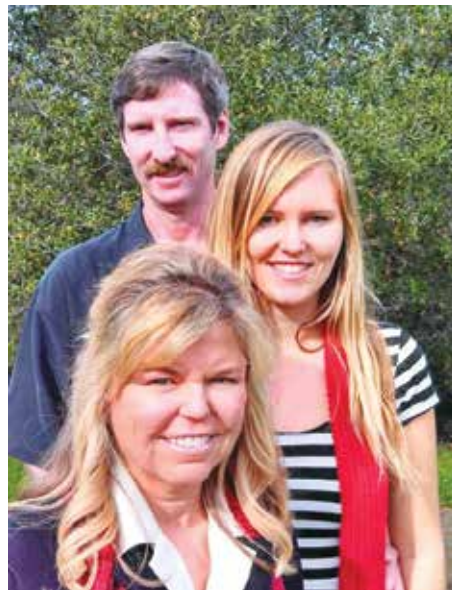
As a "Wharf Rat," as the 12-14 year old junior sailors at the New Bedford Yacht Club were fondly named, Bruce spent endless hours sailing on Buzzards Bay, mostly on 110s and Beetle Cats. He cut his sailing teeth on larger boats as he matured, crewing on Concordia yawls such as *Malay* and *Rusta*, as well as racing locally on his own boats. Besides coastal Vineyard and Block Island races and regattas, Bruce has participated in countless international races and maxi regattas on such well-known boats as *Boomerang* (on which he crewed on four Newport-Bermuda races, cruised in the Caribbean and raced in Sardinia and the Hawaiian Islands); *Tenacious* (SORC, Newport-Bermuda), and *Arcadia* (cruising the Caribbean, New England coast and seven Newport-Bermuda races). Since 2007 Bruce has been a regular helmsman and navigator on Steve Frank's (NYS) *Gracie*, either cruising the east coast or taking

part in Newport-Bermuda, Marblehead-Halifax or Fastnet races. Since acquiring *Mirage* in 2013 Bruce has spent several months skippering her on cruises in the BVI's, Caribbean and New England, with Steve Frank on board. When "soft" water turns "hard," Bruce and Carrie, who is also an avid sailor, repair to the Commodores Inn, a ski lodge in Stowe, VT which they own and run. It is there that Stowe Yacht Club members race Soling 1 meter and East Coast 12's, remote-controlled boats on the "lake" behind the inn.

Affiliations: Beverly Yacht Club;  
Storm Triesail Club

## THOMAS L. O'KEEFE

San Clemente, CA  
Spouse: Wendi  
Yacht: MacGregor 65 sloop *Lean Machine*  
Station: SOC  
Proposer: Jerry Montgomery



Tom grew up in a CCA family, often sailing with his dad Thomas J. O'Keefe (SOC). As a result he has been active in the Southern California sailing community all his life, and has taken part in many west coast inshore and offshore races. His longest voyage was in 1988 when he was Watch Captain on a Spencer 73 from Easter Island to Long Beach, CA by way of the Galapagos and Acapulco. Tom was promoted to Captain en route when the owner became injured. Tom was manager at Newport Marine in the 1990's at

the time the yard completed an overhaul of the 12-meter *Defender* and a refurbishment of the Mull IOR 73 *Sorcery*, and was often invited to crew on them. Although he is no longer in the marine business, Tom remains an active participant in the Transpac, which he has competed in 7 times, and has missed only one of the biennial 800 mile Newport to Cabo San Lucas races in the past 14 years. He has raced consistently aboard *Horizon*, the top Santa Cruz 50 on the west coast offshore scene, which speaks volumes about his skills, but also of natural ability as a competent and trusted shipmate.

Affiliation: Newport Harbor Yacht Club

## STEPHEN R. PRIME

Middletown, RI  
Spouse: Liz  
Station: BOS  
Proposer: Dan Nerney



Steve started sailing in Finns as a teenager, and began his working life at North Sails. He quickly established his offshore racing bona fides on all of the east coast races, and became sought after crew on many famous yachts. Besides his extraordinary big boat racing skills, Steve is a positive force with every crew, with great interpersonal skills complementing his ability to make a boat go faster. His helmsmanship, sail trimming and good judgment are legendary, and he is definitely the shipmate to have on board in 65 knot winds and high seas. Steve has proved himself equally at home with



the cruising life in recent years, on voyages between Newport and Maine, and is actively racing in the Shields class in Newport. He was previously a Director of the Storm Trysail Club, and is now on their nominating committee. Steve was Past Chairman of the Ida Lewis membership committee, and serves on the membership committee and the race committee of the NYYC.

Affiliations: New York Yacht Club; Ida Lewis Yacht Club; Storm Trysail Club

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### **JOHN P. DE REGT**

Rowayton, CT

Spouse: Joan

Yacht: Cambria 46 cutter *Starlight*

Station: NYS

Proposer: Hiroshi Nakajima



John spent six years as an officer from 1972-1978 in the U.S. Navy aboard a destroyer and aircraft carrier in the Pacific and Atlantic oceans. His career served him well with discipline, a respect of the sea, and a good working knowledge of electrical and mechanical systems, all excellent qualities for a good seaman. While on "shore" leave, John skippered his own boats, and navigated for others in coastal cruises between New England and Florida, and in 1978 completed a gale-tossed double-handed voyage on a 30' Seawind Ketch from the Bahamas to Newport with New York Maritime College President Admiral Sheldon Kinney. He completed his first of many Newport-Bermuda races in 1978 on Rich du Moulin's (NYS) *Blaze*, which won first in class, and has participated in numerous annual Vineyard and Block Island races. John's previous boat was a Contessa 35, which he and Joan and their children sailed for

twenty years on cruises between Rowayton and Maine or Nantucket, as well as local cruising on Long Island Sound. He and Joan acquired *Starlight* in 2009, and have since double-handed her each year on three month cruises. He has brought *Starlight* up to a very high standard with mechanical and electrical updates, and a fully varnished interior. John has also been active in the Storm Trysail Club's Junior Safety at Sea program, and was past STC Fleet Captain.

Military service: U.S. Navy 1972-1978 Lt.

Affiliations: Storm Trysail Club; New York Yacht Club

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### **J. DOUGLAS ROLLOW III**

St. Michaels, MD

Partner: Marian Brown

Yacht: Bristol 35 *Galatea*

Station: CHE

Proposer: Bill Hord



Doug has been cruising on the East Coast from Martha's Vineyard to Florida since the mid-70's, especially around the Chesapeake Bay. Since the mid-80's he has captained his own yacht, and been Watch Captain on deliveries, to and from the Chesapeake and Bermuda, the Virgin Islands and New England ports. He has also navigated on a Swan 43 on the Annapolis-Newport race and a Newport-Bermuda race, as well as being Watch Captain on a 2012 transatlantic crossing from Bermuda to Lisbon. His many shipmates on some of those voyages remember him as being consistently cheerful despite endless days of gales, and a reliable, excellent seaman. Doug is actively involved in the Corinthian Yacht Club of Philadelphia, where he has served as Trustee and Fleet Captain. Doug has just retired from the legal world in Philadel-

phia to reside in St. Michaels, where he and Marian, who owns the downeaster *My Turn*, sail on the beautifully restored *Galatea*, as well as a Shamrock 20.

Affiliations: Corinthian Yacht Club of Philadelphia; Miles River Yacht Club; Chesapeake Bay Yacht Club

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### **JAN KARL SMEETS**

Larchmont, NY

Spouse: Anne-Mieke

Station: NYS

Proposer: Richard W. York



Jan was born in Curacao and learned to sail on a wooden Sailfish. From a young age he crewed on his father's thirty-foot wooden Norwegian double-ender along the coast of Curacao and to Bonaire, a short but tricky passage, with steep seas. In his early twenties, Jan borrowed his Dad's Dufour 31 and ventured off to the Windward Islands on several Caribbean cruises and to Antigua Race Week, using dead reckoning and basic navigational tools. Jan came to the New York area in 1976, and began sailing out of Larchmont cruising from Annapolis to Maine on four successive boats which he owned and captained, most recently a J/133 *Bacchanal*. Jan has also enjoyed bareboat chartering in Turkey, Croatia and the coast of France/ Corsica as well as in the

Caribbean. He began racing *Bacchanal* in 2005, winning IRC overall in the Around Long Island Race and winning the YRA-LIS Commodore's Cup three times. In 2006, 2008 and 2012 he captained *Bacchanal* in the Newport-Bermuda race. In 2005 Jan signed on to the 250' square rigger *Stad Amsterdam* along with fellow members of the Storm Trysail Club, for a transatlantic crossing from New York to Southampton. Jan and the STC members stood watches and trimmed sails under the eyes of the professional crew. Besides racing *Bacchanal*, Jan and his family have taken part in numerous annual cruises of Larchmont Yacht Club, of which he is Past Commodore.

Affiliations: Larchmont Yacht club (Past Commodore); Storm Trysail Club (Board member); New York Yacht Club

## PETER C. STONE

Marion, MA  
Spouse: Amanda  
Yacht: Hinckley Pilot 35 *Nightingale*  
Station: BOS/BUZ  
Proposer: B. Paul Bushueff, Jr.



On many passages in his youth Peter served as delivery crew aboard *Arcadia*, owned by his late uncle, long-time CCA member Robert Stone (BOS). As an artist and author, Peter has combined his love of sailing with painting, photography and literary projects, having presented exhibitions of his work in galleries and museums in Canada, the U.S. and England. Several of his photographs appear in the Cruising Guide to the Labrador. He was on Tim and Chris West's *Westri* expedition from Chile to Antarctica, which informed a forthcoming book about sailing, painting and the mythological journey. Peter


has been Watch Captain on several occasions aboard John Bockstoe's *Belvedere* on her voyages to Baffin Island, Labrador and the Gulf of St. Lawrence, where he acquitted himself well as a first-rate seaman, with an enormous interest in Inuit communities and knowledge of sailing in Labrador waters. He also logged many miles on Bob Lawrence's *Sea Witch*, including Bermuda-Marion and Labrador passages. In 2012, Peter spent several weeks on the late Ned Cabot's *Cielita* between Iceland and Greenland, and in 2013 he joined Fin Perry aboard his sloop *Elskov* to the Hudson Strait. Peter has not limited himself solely to colder waters, and has spent time sailing in Australia and New Zealand, and through Indonesia aboard Waring Partridge's *Wireless*. His award-winning book about the endangered North Atlantic right whale, *Waltzes with Giants* (Skyhorse 2012), combines science, art, and a literary voice to draw attention to the plight of this wonderful creature.

## FREDERICK H. WEMPE, JR. (RICK)

Irvine, CA  
Yacht: Custom 40' Sloop *Patience*  
Station: SOC  
Proposer: Robert Winters



Rick began sailing as a boy in the junior sailing program at the Shore and Country Club in Norwalk, CT on Blue Jays and other family owned vessels. His

skills soon earned him a place as crew on a 45' sloop on the Bermuda Race at age 16. At 17 he helped to deliver a 51' Chris Craft from Norwalk to Fort Lauderdale. After moving to the west coast in the early 80's, Rick raced successfully for 13 years in Solings in the North American, Pacific Coast and U.S. championships out of San Francisco, Long Beach and Seattle. During those years, he also acted as First Mate on a 125' motor yacht on its voyages to Hawaii and Tahiti from San Diego and on a variety of sailing vessels as Captain or crew from ports in California to Mexican waters. In 1999 Rick had the pleasure of sailing on the research vessel *Nathaniel B. Palmer* from Chile to Antarctica, during which he assisted in scientific research. In 2003 and 2005 Rick was Watch Captain aboard a Cal 40' *Ralphie* on the Transpac Race from Long Beach to Hawaii, winning first in class and second overall in the 2005 race. Rick has applied his specialized skills of marine plumbing, electric and mechanical knowledge to *Patience*, which he acquired in 1996, while continuing to race Solings, most recently winning the San Diego mid-winter series. 

## Check out the Website: [www.cruisingclub.org](http://www.cruisingclub.org)

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





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**Pieter de Zwart**  
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## *Deadline for Fall 2015 Issue is October 15, 2015*

### Calendar of Events

- 2015**      **September 14-25, Cruise in the Ionian Islands**  
               **October 15-17, Fall Members Meeting, St. Michael's, MD**  
               **December 4, Wirth M. Munroe Race**
- 2016**      **February, Ski Gam, Park City, Utah**  
               **March 4, Annual Meeting and Awards Dinner, NYYC**  
               **March 19-20, Bermuda Race Safety Seminar, Newport, RI**  
               **June 17, Newport-Bermuda Race**  
               **June 26-30, Bermuda cruise following Newport-Bermuda Race**  
               **October, Fall Members Meeting, Bermuda**
- 2017**      **June, Azores cruise**  
               **October, Fall Members Meeting, San Francisco**
- 2022**      **CCA 100TH Birthday Anniversary Celebration, Newport, RI**

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

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

#### **Special mention:**

**August 5-12, Maine Cruise organized by Boston Station**  
**October 18-23, Chesapeake Station Fall Cruise**

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

**Boston:** "Rats" 3rd Wed. Oct-Mar; for April see BOS station website

**Essex:** 3rd Thurs. Sept.-June; Pilots Point Marina, Westbrook. Exceptions: June 18th will meet at Mystic Seaport as part of our Spring Cruise with Commodore Tad & Joyce Lhamon in attendance. October 15th has been shifted to October 13th at Pilots Point Marina.

**Florida:** Stuart 2nd Tues. Nov-Apr., Stuart Y&CC

St. Pete 2nd Tues. Apr.-June & 3rd Thurs. Sept.-May, St. Pete YC

**San Francisco:** 1st Wed. except July, Aug., Dec.; Alt. St. Francis, San Francisco and other Bay Area YCs

