

## NEWPORT-BERMUDA RACE 2016



Far Left: Start of Class 12, Cruiser Division. Alden 54, *Legacy V* is closest boat to camera.

The final entry list for the 50th Bermuda Race had 185 boats and a notably international fleet. The 1,700 sailors came from 23 countries, 55 crews included men or women from outside the U.S., and 21 boats (including the race's first entry from mainland China) sailed under non-U.S. sail numbers.

As the Friday, June 17, scheduled start neared, meteorologists were forecasting rough weather on the race course. The Bermuda Race Organizing Committee considered postponing the start. During the Commanders Weather briefing to Captains on Friday morning, race chair A.J. Evans (NYS) asked forecaster Ken Campbell if a Saturday start was a possibility. Campbell advised that conditions would be worse. Some forecasts suggested that if the race

did not start on Friday, the next best opportunity for a start would not be until Monday (at which point the race would have to be cancelled). An on-schedule Friday start would give the majority of the fleet initially benign conditions to get them as far as the Gulf Stream and, if they decided to retire, back to Newport. The BROOC already had a plan in place to provide the fleet with twice-daily weather forecasts from Commanders via email, voicemail, and a notice board on the race website.



Commodores Jim Binch, CCA, and Leatrice Oatley, RBYC

Under the circumstances, the committee decided to start the race on schedule. Many of the 133 starters planned to give the weather a 24-hour looksee while holding course to the west of the rhumb line so they would be closer to shore. While a few boats encountered strong winds and big seas, most of the fleet (which had passed the race's rigorous entry requirements) was moderately challenged, with a few reports of "Champagne conditions." In an email from Lenny Sitar's *Vamp* (NYS), A.J. Evans noted a "spectacular evening of sailing here on a gentle sea with a decent breeze under a full moon and stars." From *Aura*, skippered by Bill Kardash (CHE) with Frank Bohlen (ESS) navigating and Schuyler Benson (CHE) a Watch Captain, Chris Museler reported, "reaching at 8 knots through the Gulf Stream on a moonlit night." Several crews spotted whales and porpoises. But crews looking for a very large cold eddy predicted to offer a boost toward Bermuda were disappointed to find that it wasn't there. "I've sailed many Bermuda Races," said CCA Vice Commodore Brad Willauer (BOS/GMP), who sailed with his family in *Breezing Up*, "but I don't recall ever sailing one when we didn't get a push from a favorable current."

First to finish in spectacular time was Jim and Kristy Hinze Clark's 100-foot cant-keel sloop *Comanche*. Navigated by CCA member Stan Honey (SAF), she averaged 18 knots

*continued on page 5*



## LETTER FROM THE COMMODORE



**Dear Fellow CCA Members,**

As this goes to press, we will have just completed our Fall Meeting in Bermuda...what a year it has been for our Bermuda Station—first the 50th Thrash to the Patch, then a wonderful Cruise to help celebrate the 90th year of the Royal Bermuda hosting this iconic race, and now the Fall Meeting. Not to say that the America's Cup is not a distraction for our amazing and gracious hosts!

After a challenging beginning to this year's Bermuda Race, all turned out well, with Stan Honey and Ken Read setting a new course record aboard *Comanche*, and fellow member Peter Becker, along with two other adults and seven youngsters between the ages of 15 and 18 becoming the second across the line in a Tripp 41, *High Noon*!! Needless to say they were the winners of our new Stephens Brothers Trophy, to be awarded to the winning boat whose crew are between the ages of 14 and 23, averaging at least 17 inclusive of the adults aboard. Well done Peter and your entire Young American Big Boat team!

I hear the Boston cruise to Maine was a roaring success, as were the exploits of nearly a dozen of our West Coast brethren as they raced in the Pac Cup to Hawaii. And not least, congratulations to Tad and Joyce Lhamon as they completed their extraordinary "round the Stations" journey, going from the Chesapeake to Lake Ontario and then on to the North Channel (after completing the Bayview Mackinac race no less!), and on to Michigan, and thence by overland transport home to Seattle! It will likely be more than a century before another Commodore completes such an amazing journey to the far reaches of our Club!

We hope to shortly learn of a favorable nod to the Club from the Internal Revenue Service for the establishment of the Newport Bermuda Race Foundation, a tax deductible entity we hope will permanently secure the future of this signature race under CCA and RBYC control. Meanwhile, both the Safety & Seamanship and Membership Committees have been busily engaged in following up the recommendations of the Futures Task Force, and the new Technical Committee is now poised to do likewise. In addition, our fabulous Club and Bermuda Race trophies are now beautifully exhibited in

the Library of the International Yacht Restoration School, (IYRS) on Thames Street, in Newport. An enormous thank you to Fred Bauerschmidt for fashioning the gorgeous display cases, and of course to Tad Lhamon, Bob Darbee, Bjorn Johnson and Chris McNally, all of whom played a huge role in making this permanent display at IYRS possible. Come visit!

All in all, a very busy summer now past for all of us, with hopes for some terrific late season cruising before either heading south or to the

yard for the winter, and plenty of plans for 2017—Ski Gam, the Azores Cruise, a Safety at Sea seminar in Bermuda, planning for the 2018 Bermuda Race, and of course, enjoying the camaraderie that is so unique and special to the CCA. May clear skies and fair breezes be always at your back...



FRANK BOHLEN

Commodore Jim Binch in Bermuda





### The CCA GAM

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## Coming Up...Cruises and Meetings

### SKI GAM 2017



*Big Fun last year*

Planning for the 2017 CCA Ski Gam is in full swing. Scheduled for February 3–10, 2017, we will again convene in Park City, Utah at the Silver King Lodge at the base of Park City Mountain Resort. For this, our ninth consecutive year for the Gam, we have 41 adventurous participants signed up for another week of skiing, fun and camaraderie. 32 of those are returning from prior years along with a healthy injection of first timers, who we will welcome with gusto. The group always includes skiers of all abilities as well as non-skiers.

We will ski Park City, Deer Valley, Canyons, Alta and probably one other nearby area such as Snow Basin, Solitude, Brighton...the choices

seem endless. We have plans for two dinners at excellent local restaurants plus a “carry in” Super Bowl dinner in our Club Room. Of course, we’ll meet each afternoon/evening to share stories and a drink or two, perhaps have a “tasting” experience and a slide show, and prepare for the next day’s activities. There are also always a number of participants who prefer activities other than alpine skiing, such as Nordic skiing, snowshoeing, exploring Park City museums and shopping, or simply a quiet game of bridge by the fire on a frosty winter day.



We are currently at capacity with 41 participants, but there are usually one or two last minute cancellations for unavoidable reasons, so we are accepting members for the waitlist.

*John Robinson*

### AZORES CRUISE JULY 2017



*Cruise chairs Mark Rice & Sandy Vietor*

The July 2017 cruise in the Azores is taking shape and promises to be an intimate gathering in an exotic location. We’ve chartered eight boats from the charter company Sailazores and currently have one (a Dufour 450) available. Several members expressed interest in sailing their own boats to

the Azores, and three have signed up so far. We expect about 60 participants if a few others decide to sail their boats. Because of the limited infrastructure in the Azores and the mid-summer date, we view the cruise as sold out with the exception of the available charter. In lieu of a mother ship, for those who would like to visit the Azores, we offer the ability to shadow the cruise by staying in local hotels, ferrying or flying between the islands, and attending the social events. Should you have interest in the Dufour 450 or the “land cruise” please contact Mark Rice or Sandy Vietor, the cruise co-Chairmen.


## NYYC ANNUAL MEETING AND AWARDS DINNER

MARCH 3, 2017



The Annual Meeting and Awards Banquet will be held at the New York Yacht Club on Friday, March 3, 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."* 


## SAN FRANCISCO FALL MEETING

OCTOBER 12-14, 2017

Leave Your Heart  
In San Francisco



The 2017 Fall Meeting will be held on Thursday, October 12, and Friday, October 13, 2017, at the St. Francis Yacht Club in San Francisco. All

meetings and events will be held at St. Francis YC beginning with Registration and a Reception on Thursday afternoon and evening, respectively, and ending with a Friday-night dinner. St. Francis Yacht Club has arranged for CCA members and guests to take advantage of its preferred room rates at three hotels in the Marina District of San Francisco that are within walking distance of the yacht club. A number of spouse events are under consideration and will be available to members and guests. 

## 100<sup>TH</sup> ANNIVERSARY REPORT



Your 100th Anniversary Committee continues to plan for our gala event in the fall of 2022. As most of you know, this will be the one hundredth anniversary of the Cruising Club of America. The celebration will reflect the efforts of the club over this time.

The history of the club will be portrayed in several ways and promises to be interesting. There are many

sources to research this history but one of the most viable sources of new information is *our members*. Take a trip to the attic, basement, or perhaps a seldom visited locker on the boat. Many of us are acquainted with senior CCA members who may have a trove of historical information available.

Send any lost bits of the past to our National Archivist, Joe Callaghan or to your station historian. (Contact Joe Callaghan at [jtc518@gmail.com](mailto:jtc518@gmail.com)) This material will be forwarded to our archives at the Mystic Seaport Museum or returned to the owner. All material will be handled with the utmost care.

Stay tuned as our plans progress—the 2022 celebration is closer than you think!

Your 100<sup>th</sup> Anniversary Committee 

## CCA Mission Statement

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





DAN NERNEY

Start of class 9 in St. David's Lighthouse Division



BARRY PICKTHALL/PPL

Cruiser Division winner Shearwater after the start

to St. David's Head, and her time of 34 hr., 42 min., 53 sec. broke the old race elapsed time record by nearly five hours. Because the other big Grand Prix competitors in the Gibbs Hill Division opted not to sail, *Comanche* sat alone at the Royal Bermuda Yacht Club marina for two days before the appearance of the next boat, *High Noon* (Peter Becker, NYS), about which we will have more to say.



DANIEL FORSTER/PPL

Record breaking first to finish Comanche after the start

The winner of the race's main prize, the St. David's Lighthouse Trophy, was *Warrior Won*, an X-Yachts Xp 44 owned by Christopher Sheehan, with CCA member H.L. DeVore (NYS) navigating and calling tactics straight through the last, tense 24 hours of light-air reaching and running in a pack of half a dozen boats. "Coming into Bermuda, we were sailing a downwind VMG kind of a race," DeVore said. "It's a fine line. You can go higher and faster, you can go lower and slower, and you have to hit the middle of that. And we had some great drivers."

CCA boats did well. In St. David's, *High Noon* corrected to third place and *Selkie* (Sheila McCurdy, NYS) was fourth. In the Double-Handed Division, *Kiva*, sailed by Mark Stevens (BOS/GMP) was third and Richard Du Moulin's *Lora Ann* (NYS) fourth. The Cruiser Division winner was Daniel Biemesderfer (ESS) in *Shearwater*.

Representing the Young American Junior Big Boat Sailing Team, at American Yacht Club, *High Noon's* crew consisted of seven teenage sailors (two girls and five boys) and three adults led by CCA member Peter Becker. He explained why he had organized and trained the team over a three-year campaign: "I've sailed 16 Bermuda Races. My first race was when I was 15 or 16. I was the kid on the boat, up on the bow changing sails. I'm trying to give these kids the same passion and experience I was exposed to when I was young and sailing with older sailors. Every junior on the boat is there because they're competitive and they want to win the race." *High Noon* was awarded the race's new Stephens Brothers Trophy (honoring young Olin and Rod Stephens' accomplishments in *Dorade* in the 1930s) as the top boat with a youth crew, and all young sailors in the race received special medallions designed by BROC Awards Chair Bob Darbee.



BARRY PICKTHALL/PPL

High Noon youth crew accepting the new Stephens Brothers Award

More race news and the final standings may be found on the race website, [www.BermudaRace.com](http://www.BermudaRace.com).

John Rousmaniere (NYS) 

## BERMUDA

The Bermuda Station has been out flat this spring and summer helping to organize the Bermuda Race, organizing the CCA Bermuda cruise immediately following the Race and getting ready for hosting the CCA Fall Meeting in October.

The Bermuda Race which had a near record number of entries was drastically depleted when some 40 boats dropped out at the last minute when faced with predictions of severe weather and extremely rough seas in the Gulf Stream. Fortunately for the fleet that did hit the starting line on June 17 conditions were not onerous and all boats made it safely to Bermuda. On the other hand, there was sufficient wind on the course for the 100-foot *Comanche* in the Open Division to set a new record of 34 hours, 42 minutes and 53 seconds elapsed (and corrected time). This incredible time left the Flag Officers little leeway to get from the start in Newport to the finish line in St. Davids.

On the surface it would seem that one of the worst jobs for a Committee connected with the Bermuda Race would be inspecting yachts when they first arrive in Bermuda to ensure that corners have not been cut particularly those having to do with safety. At one time it was only the "big" winners that were inspected but in recent years an effort has been made to inspect as many yachts as possible. In this way the BROCS has been able to get valuable feed-back from a wide spectrum of the fleet. The job of post-race inspections has fallen to the Bermuda Station to carry out with help from some of the race participants that are on the Inspection Committee.

Feedback from post-race inspections has been positive and by far, most participants have welcomed the inspectors and the opportunity to discuss their concerns, problems, triumphs and any safety issues they feel are important.

The traditional CCA reception following the Bermuda Race was

again hosted by Buddy and Jennifer Rego at their beautiful home on Harbour Road on the shores of Granaway Deep. Commodore James Binch presented the Regos a lovely crystal ship's decanter as a token of thanks for hosting the reception.

The CCA Bermuda cruise got underway on Sunday, June 26 with a bit of a shaky start when Stephen Kempe, Bermuda Station Rear Commodore and Cruise organizer (and station safety officer) took a tumble, wrenched his leg and ended up having surgery. Fortunately Stephen's son Somers (P.C. of the RBYC) stepped in and successfully took the fleet of 11 boats and some 44 participants on a circumnavigation of Bermuda. This was a bit tricky as the reefs to the southwest are poorly marked and the entrance into Castle Harbour is not marked at all.

The fleet crossed the Great Sound (where the America's Cup will be sailed next year) to the former Royal Naval Dockyard. A cocktail reception and dinner was held in the newly restored Commissioners House at the Maritime Museum. On Monday, participants had an opportunity to sightsee and shop at the Dockyard where a number of the America's Cup teams are housed and then make their way through the reefs to Mangrove Bay. People were ferried ashore to the home of Andy and Sara Burnett-Herkes for a pre-dinner reception and rum tasting put on by Goslings, one of the official sponsors of the America's Cup. This was followed by a short walk to the Village of Somerset and a pub dinner at the Country Squire.



Jeff Wisch watches Cindy Croft-Wisch and Suzy Binch having a good time on Wishbone

On Tuesday, all boats made it through the shallows off the western end of the Island and sailed easterly down the South Shore to Castle Harbour. In the early 17th century, when settlers first colonized the island, this was Bermuda's only seaport. There was a natural history tour of Nonsuch Island National Park, home, along with the other islets fringing Castle Harbour of the Bermuda Petrel a seabird thought to be extinct for many decades. Tuesday night, dinner was at the Tom Moore's Tavern where RBYC Past Commodore (and CCA Member) Ralph Richardson entertained with trumpet and a sing along.



Ann Willauer with Assistant Warden Peter Drew on Nonesuch Island

Wednesday it was off around St. David's Head and into St George's Harbour and a visit to the Old Town, a World Heritage site. In the evening Bermuda's newest CCA Member Mark Soares and his wife Dr. Annie Pinto entertained the group with a swizzle party at their home on Smith's Island in the middle of St. George's Harbour. Dinner was at the Tempest Bistro on the "mainland" in the Town.

Thursday saw the fleet make their way back to the RBYC in Hamilton in time for a farewell dinner, anecdotes, and thanks to the organizers. In all a most successful 5 day gam.

James Burnett-Herkes, Historian



# NEWS FROM STATIONS & POSTS

## BOSTON

The Boston Station has been busy.

We started the spring season with the Spring Lunch at the Dedham Club on tax day, April 15. Then a few weeks later on May 5 we had our Spring Dinner at the Union Club in Boston. Twenty-five members and spouses had a very nice salmon filet dinner, after which we settled down to listen to Bill Cook give an interesting presentation about his 2010 cruise to Greenland aboard his Bristol 56 *Resolution*. The talk was accompanied by a video that was described as showing some of the most spectacular coastal scenery anywhere, what the Lonely Planet Guide described as "something out of a Tolkein fantasy land."



Ben Morris, Gale Willauer, Charlie Willauer, Phyllis Orem



Charlie Willauer Sr, Tim Surgenor, Charlotte Surgenor



Steve Taylor and Tony Will

The Spring Memorial GAM lucked out with beautiful weather, which on Saturday, May 28, enticed 13 boats and 43 members to spend the afternoon and evening in Vineyard

Haven. Nat Benjamin had arranged for Cap'n Robert Douglas (owner of the *Black Dog*) to give us a tour of his nearby boat storage area. It was quite a mishmash of old schooner parts and "someday I'll get to it" boat projects, some of them quite extensive, and it was really interesting to see.



Miles Bidwell, Liz Brainard, Jack Towle, Nat Benjamin, Ted Brainard, Steve McInnis, Chris Cunningham

Afterwards we adjourned to the Gannon and Benjamin Marine Railway's yard where the Keg was tapped and members brought various items to be grilled. The week before the GAM, Nat's boatyard workers had built him the strangest cooker, made up of odds and ends around the yard. It looked like it would take off as soon as it reached temperature. There was also a bit of a problem starting the darned thing, as it was loaded with hardwood scraps from the latest G&B boat project. The problem was solved when we initiated the burn with very fine saw dust from the yard's air filtration filter—Warning! Do not attempt at home! Having difficulty starting the grill had the usual result of emptying the keg faster, which made for a delightful and fun evening.



Chris Cunningham, Sue B. O'Keeffe

The next day, half of the boats sailed to Marion and picked up free moorings supplied by the Beverly Yacht Club. They were joined at the club for dinner by another 20 or so members who cruised over in their Fords and Volvos. Chef Damian put on his usual great spread.



Jon White, Dooie Isdale, Deb White, Steve Taylor, Joan Dalton, CC Cunningham

The Annual Beer and Pizza Party, which has been held in June in Portsmouth, RI, was indeed held again on June 8, 2016. The venue was sold last year and the new owners selected the name Gulf Stream Bar and Grill, appropriate for a pre-Bermuda Race party.

It was a gloomy afternoon with thunderstorms threatening but a few arrived by water including Ed Kane and his crew on *Bolero*. It was well attended with 35 or 40 enjoying not pizza but a buffet of specialties prepared by the house.

The Boston Station was well represented in the Newport-Bermuda Race, which started in light winds amid predictions of dreadful conditions in the Gulf Stream. By my count twelve of the 127 finishers were skippered by Boston Station members including first in class finishes by David Millet, Mark Stevens, and Vice Commodore Brad Willauer.

After the usual round of parties, too much rum and scootering around the island (with no crashes that I'm aware of), the Station was again well represented on the Bermuda Cruise, which began on June 26. *Breezing Up*, *Ladybug*, *Temptress*, *Wassail*, *Whisper*, and *Wischbone* were all skippered by Boston Station members. We were all particularly grateful to Bermuda Station member Somers Kempe, who stepped into the breach after his father had a last minute fall and could not lead the cruise. Somers

# NEWS FROM STATIONS & POSTS

## BOSTON CONTINUED

was unflappable and kept us all from running up on the various reefs.



Saint Andrews Cruise participants at Susi Homer's house

DAN NERNEY



Ann Willauer (BOS), Brin & Joy Ford (ESS) and Dick Holliday (ESS) at Susi Homer's house

DAN NERNEY

It was a delightful evening with good food and drinks and pretty views of the CCA boats all anchored close by. This was an à la carte cruise, so not every participant attended every event, but 115 members and friends participated in one event or another.

After the opening dinner, some boats headed down east, while others lingered for a day or two at Northeast Harbor or Somes Sound. Eventually, we all headed toward St Andrews, New Brunswick, Canada with stops at colorfully named places like the Mud Hole and the Cows Yard. US Customs and Border Patrol could learn something from our neighbors in Canada. On arrival at North Head Harbor on Grand Manan, I called a designated number, was asked a few pertinent questions about length, color, destination, etc. and then was given a number to post where it could be seen. The Small Vessel Reporting System is supposed to make entering the US as easy as Canada, but word doesn't seem to have reached the hinterlands.

Our mid-cruise gathering began with a cocktail party at Bellenden, the beautiful summer home of Howie and Wendy Hodgson on August 14 in St Andrews. Howie's family has long ties to the area, so we felt welcome



DAN NERNEY

A revival of the "Rum Keg Aboard" blue-white checkered flag and privileged to be there. The next day many of us visited the Kingsbrae Gardens, which by themselves would have made the trip worthwhile. Then we all gathered again for dinner at the Algonquin Resort. The resort opened in 1889, burned to the ground in 1914, and was rebuilt in its present form. It was part of the Canadian Pacific Railways system of beautiful hotels (think Château Frontenac or Banff Springs) and proved a very nice venue for our mid-cruise dinner.

Many cruise participants visited Campobello Island, home to the Roosevelt Campobello International Park, which was FDR's summer home, and



Frank Connard, Phyllis Orem & Pepper Sinkler at the Algonquin Resort

DAN NERNEY



Beverly and Mark Lenci at the Algonquin Resort

DAN NERNEY

is now said to be "the only park in the world owned by the peoples of two countries." We were rewarded with a very pleasant visit. I understand that the 1930's was a long time ago, but I was nevertheless struck by how modest the furnishings were. It gave us a very personal glimpse of FDR.



Brad Willauer and Howie Hodgson

DAN NERNEY

After clearing US Customs, most of us headed to the vicinity of Roque Island, where the final cruise gathering took place on Saturday August 20. Roque is completely unspoiled having been owned by the same family for more than two centuries, and it is largely self-sufficient with cattle, sheep, pigs, chickens, etc. The day started with dense fog, which lifted just in time for a delicious lunch of clam chowder and rum, and then descended again soon after the last dinghy left the beach to return to our boats. The beach picnic was a perfect end to a wonderful cruise. Chris Cunningham and his wife CC did a great job of putting together a cruise that had something for everybody and was memorable for all.

Despite the prediction of inclement weather, the Boston Station Fall GAM took place at Mememsha Pond on Martha's Vineyard. It was to be a three



Columbus Day GAM: Paul Busheff, Peter Stone, Beth Lux, David Curtin, Amanda Stone, Bob Morris, Peter Cassidy, Geoff LaFond (guest)

AMANDA STONE



## NEWS FROM STATIONS & POSTS

day affair, but after a wonderful day on Saturday October 8, the weather deteriorated and the fleet dispersed on Sunday morning.



Bob Lux, Sandy Weld, Jeff Wisch, Ann Morris, Cindy Wisch, Sally Curtin

The New Member Dinner took place on Thursday October 13 at the MIT Endicott House, Dedham, MA. Eighteen new members were welcomed into the club with appropriate roasts from their sponsors.



New members and their sponsors

Nick Orem, Historian

### BRAS D'OR

CCA Bras d'Or Station welcomed spring with a member social and dinner on April 13 at Saraguay House of the Royal Nova Scotia Yacht Squadron. The evening's agenda included the presentation of a club burgee to new member Todd Burlingame, and an informative talk by John Harries entitled "A Paradigm Shift in Man Overboard Procedures." John's scientific approach to this topic left us better informed of current practices and their potential shortcomings, while inspiring us to apply changes to improve safety on our own vessels. John's information, when shared with other sailors, will no doubt "raise the bar" in man-overboard practices.

Further out to sea, Hans Himmelman sailed from Horta to his

home in St. Margaret's Bay aboard *Delawana*. It is important to note that this marks Hans' third transatlantic, aboard two different vessels, completed in less than three years! Hans shares his most recent transatlantic experiences: "The new *Delawana* (Farr 56 Pilothouse) had wintered in Horta after we sailed from Vigo, Spain in November 2015. The crew for that leg consisted of Phil Wash (CCA), Gene Gardener (CCA), Sandy Macmillan (CCA), Stephen Taylor and me.



Delawana crew

In late May, 2016 it was time to do the second leg of the journey. The crew arrived in Horta May 17 to prepare *Delawana* for the trip to St. Margaret's Bay, Nova Scotia, just south of Halifax. The crew comprised of Erwin Wanderer, Tom Vokey, Mike Archibald, Steve Taylor and myself. The planned departure date was Thursday, May 19 but due to a low pressure system approaching part of the Azores we delayed departure. We departed Tuesday, May 24 as the tail end of the low passed by. The sea state was a bit bumpy due to the recent low passing with wind speed in the high teens. The course we plotted would take us a few hundred miles south of the rhumb line as there was another low approaching from the NW in the next three or four days. The center of the low was predicted to travel well north of us. As time progressed the low drifted further south. Although we were hundreds of miles from the center we experienced very strong winds and big seas. We had very little sail up and were semi hove to, jogging along between 1.5 – 2 knots in a SW

direction. The boat was performing well and reasonably comfortable, given the sea state, although the crew food intake was somewhat limited. Of course, in those sea conditions, boat gremlins appeared causing some minor issues which we dealt with. After 24 hours the weather improved and we were able to alter our course and head for Nova Scotia. We arrived at Shining Waters Marina in St. Margaret's Bay to clear customs 10 3/4 days after departing Horta. Everybody enjoyed the voyage!!"



Delawana in following seas

Closer to home, Sandy McMillian sailed from Maine to Nova Scotia in his recently acquired S&S Sunward 48, *Manana*. Sandy has spent the summer enjoying the new boat and preparing *Manana* for a passage south this winter.

Bras d'Or Station participants in the Newport-Bermuda Race included Fraser Forsythe from Saint John, sailing his C&C 41, *Sugar and Spice*. Sandy McMillian and I also made the trek as crew members aboard *Farfarer*, skippered and owned by Maine Post member Frank Blair. Any passage with Frank is always enjoyable, and sailing with him through this year's jumble of conditions proved to be the right mix of challenge, team work and time well spent offshore.

Frequent contributors to *Voyages*, Rick and Bonnie Salsman, transported



Re-launch of Aisling

# NEWS FROM STATIONS & POSTS

## BRAS D'OR CONTINUED

their vessel *Aisling 1* from the Mediterranean to Newport, RI by ship transport in September. Rick and his crew then re-commissioned her, making the final leg home to Nova Scotia from New England.

*Aisling 1's* decade of cruising overseas is described vividly in their blog: <http://www.sailblogs.com/member/aisling>. It's an excellent and inspirational resource, especially for those considering cruising the Mediterranean. Rick writes: "After a wonderful spring of exploring and entertaining 5 couples from Nova Scotia in Marina di Ragusa (MdR), Italy, and our winter home these last 5 years, we returned home to Halifax to help Bonnie's Mother. Then it was a quick flight back to MdR to ready *Aisling* to sail up the west coast of Italy to Genoa to try and catch a ship to take her home to Canada. It was the quickest departure we have ever made. The next day we were on our way North. After 2 stops in Porto Palo and Siracusa to avoid weather, we sailed up the East coast of Sicily and through the Messina strait. The currents there can be troublesome and for the first few hours they were against us but at the end we shot out into the Tyrrhenian Sea at 8-10 knots.



West Coast of Italy

After passing the volcanic island of Stromboli to watch some "fireworks", the next stop was Ponza for bread and fuel. We stayed no more than 30 minutes and were off north again while the weather agreed. Next stop was Elba of Napoleonic fame. We rested here for 2 nights and did a bit of exploring. It is a beautiful and lush island and quite a contrast to southern parts of Italy which are so

dry in summer. Now that we were able to get internet again we learned that Sevenstar had cancelled our ship in Genoa and we would have to wait for the next one in a month's time. So we lazily made our way to Genoa and found a marina called Mollo Vecchio that was inside the old harbour and just a few steps from the old city itself. What a city! We spent the next few weeks attending concerts and exploring the treasures of this historic spot. We will go back to Genoa and highly recommend it as a place to stop. After returning to North America, we met the Sevenstar ship in Newport and sailed *Aisling* across the Gulf of Maine and home to Nova Scotia. *Aisling* is now back in Halifax. It was another great year.



Sunset from *Aisling*

This being the 10th season we sailed in the Med, we have mixed feelings about leaving all our friends in Europe. But we are happy to be back with all our friends and family in Canada and planning the next adventure."

While many of our members were off on the ocean, others took advantage of our favourable weather this summer and enjoyed cruising with friends and family on and around the coast of Nova Scotia.

Les Savage aboard *Maximo III* writes, "I did spend 5 full weeks single handling on *Maximo III* this summer, with only 3 nights ashore when I had to return briefly to Halifax. I was alone the whole time except for 4 nights when my partner Janice joined me in the Bras d'Ors. My route was up the Eastern Shore, in fog of course, a week in the Cape Breton region then out to the Magdalen Islands via Ingonish and Cape North. After Havre Aubert,

I crossed to Souris, PEI followed by Ballantyne Cove, NS where I stepped ashore for the first time in a week since leaving Baddeck, NS. The logic being...since it took nine months to get on the boat I was in no hurry to get off. Back to the Bras d'Ors for a week then another few days of good weather back on the Eastern Shore. A great way to get to know your boat even better."



Cape North viewed from *Maximo III*

On a personal note, I was delighted that my family took time from their busy schedules to cruise for a few days with Liz and me aboard *Sable*, our new-to-us Hinckley 41, along the coast of Maine. The highlight of the cruise was an early morning run to Monhegan Island where I had promised everyone a hike they would not soon forget. Following a lumpy, "tic a fog" three-hour sail from Boothbay, we picked up a mooring from the harbormaster just off the beach. Soon after, with dinghy launched but fog still lingering, I wondered if I had chosen the right day. Prayers were soon answered as moments later the sun burned through to reveal a spectacular, cloudless sky and to expose on the ridge above us Monhegan's landmark hotel surrounded by the scenery that has inspired painters for centuries. The following hike and scenic vistas provided all I had promised and more!



# NEWS FROM STATIONS & POSTS



Sable crew: David & Liz Arenburg, Kevin Gobien, Hilary & Maggie Arenburg and David Leblanc

DAVID ARENBURG

Back in Nova Scotia our station activities continued throughout the summer with raft-ups and a cruise. Wilson Fitt shares his remembrances of those events: "The Bras d'Or Station typically has a semi-organized raft-up in late spring and again in early fall. This year's spring raft-up was held in Sambro Harbour, but a variety of intervening events, including a forecast of strong easterlies and rain on the night of the raft-up, kept the numbers down to three boats. After the usual convivialities and discussion of plans for the summer, discretion overtook valour for two boats that headed back to a more secure spot in Halifax for the night and the third spent a quiet night tucked further into the inner reaches of the harbour.

The fall raft-up was held in Scotts Cove, a completely protected spot at the head of one of the deep bays that indent the rocky coast just west of Halifax. Seven boats came together in brilliantly clear weather for another very pleasant evening of food, wine and sailing talk. The quiet night gave way to a pea soup morning fog but also a fair southerly breeze for boats heading east and west to their

respective home moorings. It all felt like a suitable close to another Nova Scotia summer."

One of the year's highlights was a cruise on the south shore of Nova Scotia in August under the excellent organization of our Cruise Chair. Locations, shore events and distances between ports were chosen, while allowing for any need to adapt to sudden weather changes. Wilson Fitt reflects on his recollections of this year's cruise: "Bernard Prevost organized an early August "relaxed coastal cruise" for the Bras d'Or Station with the first rendezvous intended to be the Lahave Islands just west of Lunenburg. But as the morning dawned beating twenty miles or so into a stiff summer westerly, the conditions did not match the definition of "relaxed" as far as this group of hardened CCA members was concerned, so the four boats in the fleet made an easy little jaunt in the protected waters of Mahone Bay and spent the evening trading stories of past heroism over copious quantities of food and drink.

The next day dawned, clear and hot with unabated westerlies still in the forecast, the intrepid fleet shifted to another anchorage about three or four miles downwind and at least one member opted to break the voyage into two legs by stopping for a swim on the way. Crew stamina was again tested by food and drink in the evening.

Bernard had pre-arranged events in Lunenburg for the third day: a tour of the Ironworks Rum Distillery located in a former blacksmith's shop followed

by a restaurant supper. The skies were clear and the wind gave us a nice rail down beat four or five miles up into Lunenburg Harbour, just enough to make everyone feel that they had well earned their libations in the distillery and food in the restaurant. All in all, an excellent and very relaxed cruise!"



BERNARD PREVOST

Cruise cocktails at Rous Island:  
L-R top Wilson Fitt, Gordon Matheson, Rick Salsman, Hans Himmelman, Peter Watts, Fred Voegeli;  
L-R bottom: Beverly Prevost, Maryanne Matheson, Nancy Voegeli, Barbara Watts, Thelma Costello, Phil wash

As historian I believe it's important to note that, in addition to the mild winter we experienced last year, our past summer weather in Nova Scotia was incredible, with brilliant sun being the norm almost every day and statistics proving this observation. While the Bay of Fundy is known for fog and can impart more than its share of rain, 2016 is now documented as Southwestern Nova Scotia's driest year since records began in 1880.

David F. Arenburg, Historian

## CHESAPEAKE

QUOTE OF THE DAY: "I've had a lot of worries in my life, most of which never happened." — Mark Twain

Few would dispute that here in our corner of the world, we have a lot of worries. We've supposedly had the hottest summer on record, we're in the midst of a nasty political campaign, Russia and China are rattling their sabers and the fighting in the Middle East has triggered a mass migration which is severely stressing European societies.

Fortunately, led by Rear Commodore Bob Matthews, Chesapeake Station has wisely attempted to "keep



Fall raft up Scotts Cove

TONY MCGUINNNESS



PHIL WASH

Ironworks tender service

# NEWS FROM STATIONS & POSTS

## CHESAPEAKE CONTINUED

calm and carry on," maintaining a steady course despite our own particular uncertainties like a really hot summer which could ruin Chesapeake Bay cruising and the possible destructive track of Hurricane Matthew.

According to weather records, July 25 is the hottest day of summer....and this year it was 99 degrees, 12 degrees above average. But before you get into a panic about global warming, consider this – the highest temperature ever recorded in Maryland was 10 degrees higher...yes...109 degrees; that was in July 1936.

It was much cooler for the Station's February lunch at Eastport Yacht Club when we enjoyed a video trip to Sable Island with Gary Jobson. We had several monthly lunches at the temporary home of Annapolis Yacht Club, and a May lunch at the Corinthian YC in Philadelphia, which featured a newly-researched "History of the Founding of Chesapeake Bay Station" detailing how we got started as the Philadelphia Station.



DOROTHY GOLDWEITZ

Spring cruise: L-R Margy Robfogel, Lisa von Schwarz, Renee Closs and Anne-Lise Fink

In June, a bunch of us toured Poplar Island about 30 miles south of Baltimore which once covered more than 1000 acres but had eroded away. It has now been rebuilt with dredged material from Baltimore Harbor. It was first

visited in 1573 by Spanish explorer Don Juan Menendez de Marques (who knew they were here?). According to the U.S. Coast and Geodetic Survey, he sailed from St. Lucie, Florida, with four ships and 150 men, and made such good charts of the Bay that he must be considered one of the best of the early explorers. Poplar Island is now a favorite stop for migratory birds.

As most of you are keenly aware, much of this year's Fall Cruise (so carefully planned by the Crumps and the Garretts), was washed out by the approach of Hurricane Matthew just at a critical moment. (Perhaps we can encourage a repeat attempt next year.) Matthew is a perfect example of a Mark Twain "trouble that didn't happen."

New Subject: You may have heard me refer to regrets about overlooking what I call the "giants among us"—sometimes we are way too late in appreciating the talents and accomplishments of many of our fellow CCA members. Here are three more examples:

We said goodbye to Jud Henderson in February. He wrote more than twenty books on sailing, one of which became a textbook at the Naval Academy. He raced and cruised aboard a series of boats named *Kelpie*, including many bluewater cruises. He also wrote a book on playing jazz piano. During World War II, he used all his maritime expertise going after aviators downed at sea as part of an Army Air Corps air-sea rescue unit.

In May, Bob Engle sailed on his final voyage. After growing up racing Comets and Lightnings as a boy,

he learned celestial navigation and graduated to blue water sailing, navigating in Newport-Bermuda races and cruising with his family in Europe, New Zealand and the Caribbean. During the bitter winter of 1944 he was on the ground as an Army infantryman with the famous "Fighting 69th" surviving the Battle of the Bulge and fighting all the way across Germany to link up with the Russians.

Bill Brewer gently slipped his moorings on July 25th after 60 years as a CCA member. He was a rarity, a CCA member who had served as Rear Commodore of two different stations, Boston and Chesapeake Bay. A lifelong sailor who had his first boat trip at the age of one month, he was a broad-gauge lawyer, one of the U.S. negotiators of the Law of the Sea Treaty, directly involved in clamping down on foreign overfishing in U.S. waters, and the first General Counsel of NOAA. He served in the Army's 10th Mountain Division and as a cryptanalyst who became a successful Japanese code-breaker.

By the very nature of the CCA membership process, your fellow members are very likely to have some amazing stories to tell. Don't miss any chance to get to know them better. As some philosopher once said "Life is uncertain. Eat dessert first."



BARBARA RAGAN

Lindsay Mathews transfers her flag pin to Martha Thomson as retiring RC Bob Mathews (L) and new RC Cary Thomson (R) look on



MARSIE HAWKISON

August tour of Poplar Island



DOROTHY GOLDWEITZ

Cary & Martha Thomson and Ray Munsch



## NEWS FROM STATIONS & POSTS



Past RC Bob Mathews enjoying Chip Schutt's harmonica renditions



Cathy Stinchcomb, Past RC Tad duPont, Chip Schutt & Frank Hopkinson

Fred Hallett, Historian

### ESSEX

It seems like only yesterday that we were bending on the sails or checking the diesel engines, but in spite of the beautiful fall weather, here we are putting the boats away.

The Essex Station had a very busy season which is why it has all gone so fast. It started with the Spring dinner at the Essex Yacht club on April 26. In excess of 50 members and guests gathered for an enjoyable evening in the new Wetmore Room.

Our spring rendezvous started on June 3 at Brewer Pilots Point North yard with the arrival of the "Big Green Pizza Truck." Twenty-eight of us gathered with "the Keg" and had a good evening. Many of our craft spent the winter at this yard which is managed by ESS member Bob Connell. The next day, June 4, the rendezvous moved to Selden Creek which is just above Hamburg Cove on the Connecticut River. Selden Creek is a most bucolic setting with beavers, turtles, song

birds, osprey, an occasional eagle and no civilization in sight. This unusually deep creek allows boats to proceed up to a rock cliff into which iron rings have been secured for tying up. Members present were Tom and Dorothy Wadlow on *Joyant*, Dick and Ardis Holliday on *Everbreeze*, Mindy and Past Commodore Bob Drew on their Marshall 22 catboat *Whiskers* and Jeb and Dianne Embree on *Ceilidh*. With the exception of a short visit of a boat full of swimmers and cliff divers it is hard to imagine you are so close to civilization. The only sounds you hear are the calls of nesting birds and the occasional slap of a beaver tail. We enjoyed a beautiful sunset.



Selden Creek, Connecticut River – L-R: *Whiskers*, *Everbreeze*, *Joyant*, *Ceilidh*

Our little Essex station was well represented in the Newport-Bermuda race. Dan and Gretchen Biemesderfer on *Shearwater* did very well, as you can read below. Rives Potts' *Carina* scored in the Eastern Ocean Racing Championship by placing 6th in Class 5; Sean Saslo's *Brigand* with our RC Dave Dickerson on board was 4th in Class 10. Carter Holliday sailed on *Warrior Won* which took several honors, including the St David's Lighthouse trophy. Ernie Messer was aboard *Cecile Viking* which was 2nd in Class 9, and Frank Bohlen navigated on Bill Kardash's (CHE) *Aura*. Dan Biemesderfer contributed the following article on *Shearwater's* race:

"The spring of 2016 saw our return from an 11 month circumnavigation of the North Atlantic aboard our Mason 43, *Shearwater*. Our return from Antigua, where we had wintered, was via a scenic route stopping in the Virgin Islands, Puerto Rico, Turks and Caicos, Bahamas and then home to

Connecticut. We arrived at Pilots Point Marina in Westbrook, Connecticut in May with just enough time to prepare for the Newport-Bermuda Race scheduled to start mid-June.

We had her hauled, cleaned and the bottom painted. Since we had sailed around 9,000 miles the previous year we pulled the rig and went over everything to be sure nothing was damaged and ready to fail. With everything in good shape, *Shearwater* went back into the water in time for race inspection and crew training.

Our 8-person crew included: myself (Captain, ESS) and my wife Gretchen (quartermaster and crew, ESS), Richard Formica M.D. (Watch Captain and ship physician), Ric Sanders (Watch Captain, SOC), Dennis Driscoll (Navigator), Mark Pittenger (crew), Mark Kondracky (crew) and Jeff Ryer (crew). This would be *Shearwater's* 11th Bermuda Race and each crew member has been aboard in many of these races.

We arrived in Newport the day before the start of the race to find a "buzz" going through the fleet regarding the weather predictions for the race. It looked as though the fleet was likely to see 40 knots of northeasterly wind just as many boats would be getting to the Gulf Stream. Boats were beginning to withdraw and in fact the entire Gibbs Hill Division withdrew. Out of roughly 190 boats originally scheduled to race, 130 showed up at the start line off Castle Hill.

The race started on Friday, June 17 in light southwest winds. We quickly fell into our racing routine and kept *Shearwater* sailing as fast as possible. *Shearwater* has a good rating and most boats in the fleet owe us time.

We reached the Gulf Stream on Sunday and the nasty conditions predicted never materialized. In fact, we didn't see winds in excess of 20 knots during the entire race. As the days passed and we occasionally came in view of other boats we began to sense that we were doing well. All the boats we encountered were bigger and faster than us. This was further confirmed as we approached the finish

# NEWS FROM STATIONS & POSTS

## ESSEX CONTINUED

line on Wednesday. We sailed to the finish with boats we knew from past races and who owed us a lot of time.

When we arrived at the RBYC in Hamilton, we discovered we were in first place in class and in the division with only one boat, *Toujours*, still racing to which we owed time. In the end, we did not only win Class 12 but also won the Carleton Mitchell *Finis-terre* Trophy as the overall winner of the Cruiser Division, the Navigator's Trophy, and the Bermuda Station Trophy for the best corrected time of a CCA and/or RBYC boat."

This year's ESS summer cruise was held in Maine. *Joyant* was early in Maine and stopped at Rockport where they met the Navy. After 2 days in Northeast Harbor, Tom commented that they would probably head east to the Cow Yard, Mud Hole, Roque area (i.e. Great Wass and a little further). If it was foggy (as it was today) they might just go over to SW Harbor. Fog runs with lobster pots are easy enough under sail now that they have a flexo-fold prop. Powering in fog requires a lot of attention to avoid the pots, and the forecast for sailing was not good. On August 4, the Station gathered in Cradle Cove on 700 Acre Island. Present were Dick Holliday and Mike McBee on *Everbreeze*, Tom and Dorothy Wadlow on *Joyant*, Brin and Joy Ford and Jeb and Dianne Embree on *Pax* (a charter from NAS member Frank Thibodeau) Dan and Gretchen Biemesderfer on *Shearwater*, Pieter and Joanna de Zwart (now FLA) on *Margarita* and Charles Clark and Heather Chalmers (NYS) on *Dawn Piper*. Also present was *Liberty*, an MJM 34 owned by Jennifer and Michael Lannan, Jeb and Dianne's

daughter and son-in-law who came over from their home in Northport. We all drained the Keg on *Everbreeze*.

On our way to Southwest Harbor for the GAM at Susie Homer's place, *Pax* had a simply fantastic trip through the Fox Islands Thorofare. We had a little push from the tide, 8 knot beam reach breeze, crystal clear weather, and a temperature in the 70's—what more could one ask of Maine? In Southwest Harbor on August 8, the Cradle Cove boats were joined by RC Dave and Sue Dickerson on *Lindy*, Fred Brooke on *Meander*, Past Commodore Bob and Mindy Drew on *Shamrock* and Frank Bohlen on *Tattler*. Sadly, Barnaby and Mari Ann Blatch on *Cloud Racer* had to leave Maine before the festivities began.

Congratulations to the Boston Station for a well planned evening at the Birches. It was a perfect anchorage, beautiful scenery, great weather and first class food and drink, and who could forget the 88 year-old with her fiddle who entertained us.

The Keg was passed to *Shamrock* for the final GAM of our cruise in Tenant's Harbor. Not everyone was able to attend this event, for which Mindy planned a fine shore dinner at Luke's which was enjoyed by all participants.

RC Dave Dickerson had a successful Eggemoggin Reach Regatta with *Lindy*, but not without excitement. With local knowledge Navigator Frank Bohlen aboard, in light air but strong currents on the first leg to Egg Rock, they managed to snag a submerged lobster pot. The quick thinking bowman, Paul Cushing, grabbed the toggle and hauled it around to starboard, freeing *Lindy*. They won 1st in class, and only

missed line honors by a couple of minutes.

At 10:00 on August 17, the Essex Station held a Flag Raising Event at the Mystic Seaport for the new CCA flagpole. The topmast, gaff and plaque are all in place and functioning. RC Dave Dickerson presided over the ceremony.

Our Station Fall Cruise began on September 30 with 55 members and guests enjoying great food and service at Niantic Bay Yacht Club. We had plans to go to Block Island, but the weather gods were against even going to West Harbor. The next day *Ceilidh* with Brin and Joy Ford and Jeb and Dianne Embree left Stonington heading for the Connecticut River. It was a mostly dry, grey day with a brisk north-east wind which pushed us along at 8 kts over the bottom.

Please don't forget our 3rd Thursday of the month lunch at Brewer's Pilots Point Marina, Westbrook, CT. Company, libations, great food, and the price is right. Contact Bob Green for details at [robertaGreen321@gmail.com](mailto:robertaGreen321@gmail.com)

Jeb Embree, Historian

## FLORIDA

The sea miles just keep accumulating for our own Blue Water Medal winner and five-time circumnavigator, Scott Piper. Scott and *Pipe Dream* cruised up the U.S. East Coast with visits to NYC and Newport including the Bermuda Race start. After waiting out some questionable weather, they followed the fleet southward and they report an event-filled stay in Bermuda including the CCA Bermuda cruise. This was followed by a passage to the Bahamas including the Abacos, Berry's and Nassau before returning to home port in Miami. In the accompanying photograph, Scott is appropriately posed in front of a plaque bearing the inscription: "Only those who will risk going too far can possibly find out how far one can go."



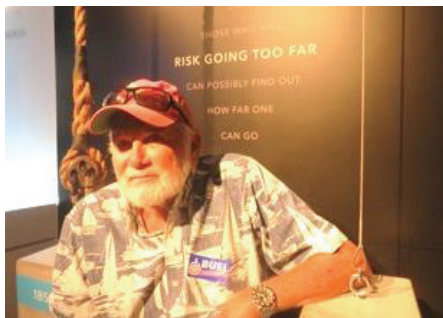
Rockport, ME: Four USNA sloops and Joyant to the right



*Lindy* approaching first mark near Egg Rock, Eggemoggin Reach Regatta



# NEWS FROM STATIONS & POSTS



Scott Piper in front of the plaque

While not quite crossing oceans in her sailing kayak *Sherbert Lemon*, Barbara Watson gets an occasional stiff breeze for some excitement out on Tampa Bay and adjacent waters.



Barbara Watson in The Sherbert Lemon

Jim and Sue Chambers enjoyed a river cruise in Europe and otherwise spent the summer in Maine, where they were visited by Charlie and Mimi Munroe and toured the area around South Bristol in Jim and Sue's newly acquired vessel described by Jim as a small tug.

The report from *Threshold* is again impressive. Steve and Karyn James departed the Grecian waters where they spent last year including heading up the Ionian cruise. This season, they headed west for Italy including Sicily and the Amalfi Coast. The islands, the food, and the friends were so inviting they had to stop and play. After a family get-together in Sicily, it was *Nellie* sailed by Charlie and Heather Lalanne that caught up with them in the Pontine Islands near Naples. *Threshold* and *Nellie* cruised together visiting Ischia, Ponza, Elba, La Grazie, Cinque Terre, and Santa Margherita (Portofino) for a fantastic month of cruising among the "short scope" Italians. *Nellie* headed west for Spain while *Threshold* awaited the Scottish duo of Barbara Watson and Katie

Christie (past CCC Commodore) for a hilarious two-week sail south visiting the Pontine Islands and the Amalfi Coast. *Threshold* remains in Gaeta, Italy for the winter where the batteries and electrical system will be renewed and upgraded.



Threshold moored off Ponza, Italy

The Florida Station Spring Cruise was held on Florida's west coast this year with those in attendance enjoying the resources of Useppa Island including sun, fun, and croquet.



A game of croquet

Joanna and Pieter de Zwart on *Margarita*, had a wonderful summer in Connecticut, Maine and Canada. After spending June and some of July in Noank and seeing old friends, they steamed to Maine where they joined the end of the Essex Station cruise and the entire Boston/GMP St. Andrews cruise.



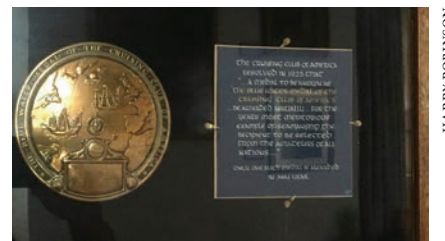
Margarita's last CCA cruise

"The latter cruise was wonderful, seeing old friends and making new ones, and visiting the beautiful Canadian Passamaquoddy Bay. Having never been further northeast than Cutler, our visit to Canada was a very enjoyable extension of our usually fantastic Northeast cruising experience over the last ten years." They also report that after Pieter missed a Newport-Bermuda navigator opportunity he and Joanna have decided to go back to a sailboat. *Margarita* has been sold and they have bought a nice Baltic 51, now named *Pastime*, which they will be sailing next year. They also attended the Fall meeting in Bermuda.



Fall meeting, Bermuda L-R: Mags Crane, Pieter & Joanna de Zwart

Harry Robinson sent news of a visit to the Royal Welch Yacht Club in Caernarfon, Wales. While lunching there he was given a tour of the club which included viewing of the CCA Blue Water Medal presented in 1934 to Vice Commodore Lionel W.B. Rees for a single handed crossing of the Atlantic from England to Nassau and then Miami in the 34 foot ketch *May*.

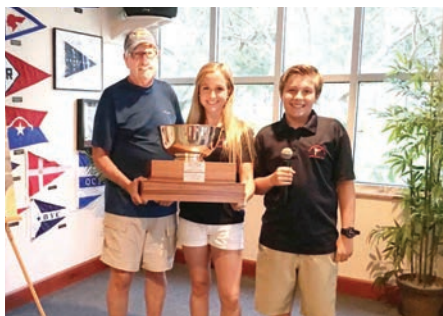


Blue Water Medal presented to VC L.W.B. Rees

Don Krippendorf, won the "Irwin Fun Class" sailing his Irwin 52 to become one of the first winners of St. Petersburg Yacht Club's Leukemia Cup Regatta and Ted Irwin Memorial trophy. Don and Ted Irwin were

## FLORIDA CONTINUED

childhood friends, and the trophy was presented by Ted Irwin's grandchildren, Pearson and Alex Payne, who have both stepped into their grandfather's shoes to become sailors at SPYC.



Don Krippendorf, Pearson and Alex Payne

The Stuart, St. Petersburg, Miami, and Ft. Lauderdale winter season luncheons continue in full force and remain excellent opportunities for fellowship among the members as well as a chance to meet guest members visiting us from the chilly North.

The CCA Fall meeting in Bermuda concluded just before press time with an excellent representation from our station on most of the very active CCA committees. The list included Tanner Rose, Barbara Watson, Joel Taliaferro, Nick Nicholson, Pieter de Zwart, Tom Kenny, Pam Wall, and Clint Bush.



Pam Wall and Doug Bruce in Bermuda

We look forward to the 2018 Fall meeting which our station will be hosting in Miami. We also anticipate a good turnout at our own Florida Station Winter Rendezvous, Rum Keg, Annual Meeting and Banquet in Stuart 27-28 January, 2017. See you all there!

Clint Bush, Historian

## GREAT LAKES

Just the other day, when we realized that we did not have very much to write about for our GAM report, a lovely email came in from the intrepid Bob Knight, our senior member in Chicago. "I'm so damned old that the Chicago Yacht Club tells me I'm a member of the Old Guard, which are the 25 members with the longest record of any others!" Turns out, he says, that there are organized races in T-10's for such guys. "I'm learning how to sail again, and have advanced to a third place finish in the fleet this year, my second in the program."

In a small, geographically diverse Station supporting a growing international roster we easily lose track of our member's activities, so a request went out from our editorial desk for updates and reports, returning to us an impressive response.

First in was Magnus Day writing from Panama, where he and his partner, Silvia Varela, are refitting their boat *Lazy Bones*. "Yeah", he told us, "we are all safe after a very uneventful passage through the Northwest Passage this summer, from Nome, Alaska, to Pond Inlet, Nunavut, Canada in S/V *Agar II*. Then, in September, we cruised with her across Baffin Bay to Umannaq in western Greenland and down the coast before departing for Inverkip, on the Clyde in western Scotland." So, we learned, that was the uneventful part. Then he continued "Silvia and I are writing a long piece about a recent cruise of the Falkland Islands we took in May of this year, which you can read in the next issue of *Voyages*."

Magnus thought there was a more challenging second part to his adventures. "In late January, I flew down to Puerto Williams, Chile, to prepare for a short cruise in *Pelagic* with some free divers, around the Cape Horn archipelago and a landing on the island itself. A week or so later, we departed across the Drake Passage bound for the Antarctic Peninsula, where we cruised from Rothera north up the Peninsula, experiencing very

heavy ice in the Grandidier Channel and visiting the Ukrainian Base, Vernadsky and the UK Post Office at Port Lockroy before heading back up to Chile.

"I was joined in Puerto Williams by Silvia, with just time for us to do a limited cruise up the Beagle Channel to Bahia Yendegaia where we spent a few days hiking and fishing. On three separate occasions we attempted to head further west but were beaten back by winds to hurricane force."

We hope another year does not go by before we can meet these young adventurers from our Station, who already have a lifetime of stories to tell. How about drinks on me, Magnus, at the RORC bar in London?

We had a nice note from David Thoreson the other day, our Station member now improbably resident in northwestern Iowa. Thoreson is a professional photographer, explorer, and blue water sailor with 65,000 ocean miles under his keel, and to our knowledge, our only Station member who has a circumnavigation of the entire North and South American continents to his credit, not to mention the TED Talks where he discusses what might be regarded as extreme adventure cruising under sail. David has a new book to his credit, [Over The Horizon: Exploring the Edges of a Changing Planet](#), compiled from over 100,000 photographs and countless pages from his journals. Much of the inspiration for this book "comes from my personal experience with the climate issue which has transformed my life." We checked, and found that Amazon has it; or if you wish an inscribed copy, David will ship one to you immediately if you contact him at [www.davidthoreson.com](http://www.davidthoreson.com).

With unfailing generosity, Skip Novak, that Chicago native in our Station, has again sent us a report about an adventure most interesting. "The *Pelagic* team likes to address unfinished business," he tells us. "It's the motive to return to places like South Georgia, where in previous years the relentless untenable weather made it impossible to traverse the



# NEWS FROM STATIONS & POSTS



*Storm bound for five days on the Harmer Glacier*

south part of the island and perform several planned first ascents of virgin Antarctic mountains. This year we returned in September aboard *Pelagic Australis* with a strong climbing group of six, and after sailing from Port Stanley we spent 16 days traversing the length of the Salvesen Range from Trollhul in the south to St. Andrews Bay on the north coast—65 kilometers of glacier travel.



*Both Pelagics at Grytviiken*

Following five days of tent-bound gale conditions, it took a half day to dig the tents out on day six, the terrible weather relented and allowed us to complete the traverse and ascend two unclimbed summits—Mt. Starbuck and Mt. Baume—several minor summits, and new glacier terrain heretofore unknown to the South Georgia veterans. It was the weather I had always hoped for in almost three decades of visiting the island on skiing and climbing expeditions.” In the next edition of the GAM you will be able to read Skip’s story about a very significant contemporary revisiting of the original 1916 traverse by Shackleton and Worsley following

their epic boat journey from Elephant Island in the *James Caird*. Stay tuned to the Great Lakes Station.

Tom Post, a Michigander who gets around the yachting world a lot, was on other peoples’ boats for the Queen’s Cup and both Mackinac races this year, and then put in a lot of time racing his 32’ NM Sloop one-design “up North,” and closer to home there was some good sailing and racing in his Lightning. No mention was made of that classic Lyman woodie utility in his fleet, but he was eager to tell us about some fun in the Chicago Mac where, as the wind was right, they saw 18.3 knots during a surf on big Lake Michigan waves in a J-105, the *Green Flash*. True! Then a perfect September cruise among the coastal islands of Maine on *Acorn* (my own Bermuda 40) included Tom, one of the best men of the sea that I have ever had aboard.



*Acorn heading out for Roque Island*

Late July brought Bob and Sally Medland east to the coastal Atlantic



*Stephen Venables on the summit of Mt. Starbuck*

waters of Maine. Our Past Rear Commodore Medland writes of “the distinct pleasure to be guests of Rob (that would be me) and Kate Beebe on board their beautiful (thank you) Bermuda 40 yawl, *Acorn*.” The cruise took us from Southwest Harbor to Roque Island and back, running at times on a typical fine SW breeze.



*Sally and Bob Medland on Acorn*

At Roque we found Stafford Keegin, with a short crew on his dark green yawl *Bay Leaf*. They were returning from a cruise to the St. John River, and that evening the ship’s company joined us at a dinner for 7 on *Acorn*. Many days later we all went out to Great Cranberry Island for a cocktail cruise on Stafford’s 1962 Bunker and Ellis built downeast original

# NEWS FROM STATIONS & POSTS

## GREAT LAKES CONTINUED

picnic boat, *Josephine*. Ask about that name when you see him.



Bob Medland, Rob & Kate Beebe, Sally Medland, Stafford Keegin on *Josephine*

Rob Beebe

## GULF OF MAINE

Spring finally came to Maine in March at the Maine Boatbuilders Show when forty five CCA members and guests enjoyed the hospitality of Phin Sprague and Portland Yacht Services, the show organizers, at a GMP reception following the close of the boat show on Saturday March 19. The Portland Company complex on Fore Street has been the site of the show for decades, but as most already knew and Phin announced, this is the last time the show will be there. A new venue has been arranged for 2017.

During the evening Phin Sprague and Greg Belanger, president of Ocean Passages of Portland, Maine, gave a presentation about the schooner *Harvey Gamage's* mission in Cuba. This venture is not just a charter operation in Cuba but an educational initiative with multi-year long-term goals of building mutual goodwill and fostering marine industry opportunities for Cuban workers in partnership with U.S. companies. It is planned to hire Cubans and contract the shore-side services needed to conduct this program and to initiate maritime skills training while the *Harvey Gamage* is sailing in Cuba.

In April, forty-one people attended a presentation on the Gulf Stream and offshore weather by the husband and wife team of Dane and Jenifer Clark at the Portland Yacht Club. Speaking first was Gulf Stream expert Jenifer Clark. Jenifer described the Gulf Stream as the strongest and biggest of the five oceanic gyres. Because of the warm



Phineas Sprague discussing Cuba Expedition plans

water with lower density the Gulf Stream raises sea height compared to the surrounding ocean as much as three feet. Eddies spin off both sides of this stream and make navigation interesting. Warm eddies turn clockwise and last about one year. When a warm eddy is the standard size of 60 miles wide, it is relatively stable. At a width of 300 miles, the warm eddy is unstable. Cold eddies run counter-clockwise and last about two years.



Gulf Stream forecaster Jenifer Clark

After lunch, Dane Clark presented fundamental meteorological information. He described the Gulf Stream as 60 miles wide with a dome of warm air over all of it where rapid changes in temperature create greater instability in weather patterns. He pointed out that safety should be on the top of everyone's list. He said the worst thing is to have an airline ticket home that determines when to leave on an off-shore passage. For a good passage, look for consistency in the weather patterns with nothing in the routing area looking like the beginning of a storm.

Early June had many of us at Maggie Salter and Al Hickey's home on Cousins Island in Yarmouth, Casco Bay for this years Post Captain's dinner. CCA business was kept to a minimum with a discussion of future GMP events, the upcoming launch in Camden of the schooner *Bowdoin* and a Safety Moment regarding the failure of stainless steel fittings by Garry Schneider.

The 50th Newport-Bermuda Race started this past June 17 with a dire weather forecast, and a potentially tricky Gulf Stream. But it ended up being a slow and frustrating race, but not for:

**1st Place Class 14 Cruising Division**—*Breezing Up*, Brad Willauer (GMP) with Corwith Cramer, Tony

Fitch (GMP), Ben Willauer, Charles Willauer (BOS), Charles S Willauer (GMP), Eleanora Willauer, Langley Willauer, Peter Willauer (BUZ), and Tori Willauer

**1st Place Class 1 Double Handed Division**—*Kiva*, Mark Stevens (GMP) with Hank Halsted (BUZ)

**1st Place Class 2 Double Handed Division**—*Yankee Girl*, S. Zachary Lee with Gust Stringos (GMP)

Post Captain Maggie Salter had the great idea of hosting a dinner at her North Haven home on July 9th to welcome new GMP members and spouses Teresa Carey, Gene Gardner and Gust Stringos with the idea of introducing them to each other and to the local GMP organization. Dinner was changed to lunch when the weather turned 'interesting' and it was realized that the last ferry off the island ran at 3:45pm. That didn't stop Gust & Jan Stringos and Paul & Marty Rogers who came by sail – it also didn't stop lunch with a Caribbean flare from being every bit as good as dinner would have been.



New GMP Members Dinner—Girls: Post Captain Maggie Salter, Marty Rogers, Teresa Carey, Lynda Cassidy, Jo-Ann Ramsey and Jan Stringos

Since July in Maine means sailing, ten boats traveled to Harbor Island in Muscongus Bay, the home of the late Lev Davis, a member of the CCA since 1939 and a good friend to the CCA, for a 'fenders over the side gam' on July 23. Weather was threatening with NOAA predicting possible "thunder



# NEWS FROM STATIONS & POSTS



FRANK CASSIDY

GMP Post Captain's Dinner L-R: Kate Wilkinson, Peter Stoops, Dale Bruce, Brad Willauer, Tori Willauer, Marina Passano, Ed Brainard, Lynda Cassidy (and Caroline Baker just behind), Al Hickey, Ann Willauer, Leslie Schneider, Pam Plumb (behind), Tom Tobey, Peg Willauer-Tobey, and Tony Fitch

squalls with dangerous lightening, damaging winds and small hail." We moved the gathering on the beach up an hour and only got a few sprinkles. A number of people reconvened on Brad & Ann Willauer's *Breezing Up* with the remains of the 'rum keg'.



BRAD WILLAUER

Harbor Island with the Lev Davis house in the background: Frank & Lynda Cassidy, Nancy Marvin, Chris Cunningham, Jan Stringos, Kathy Newman, Chase Tobey, Ann Willauer, CC Cunningham, Nick Newman, Gust Stringos and George Marvin

The Boston Station Saint Andrews cruise that opened at Susi Homer's Southwest Harbor waterfront Bed & Breakfast "The Birches" on Monday August 8 and closed out at Roque Island on the 20th had its pinnacle at St. Andrews, New Brunswick. One hundred and fifteen members and friends signed up ahead of time for one event or another on the cruise. The Gulf of Maine Post had some 30 members who signed up to attend. You will find some of them in the photo.

The weather cooperated with our plans and the anchorage outside of Susi's place was perfect as was the professionally catered dinner and bar, complete with rum keg (or two). The cruise made its way Down East on its own with some boats stopping at Mistake Island, the Mud Hole on Great Wass Island, Cross Island outside of



JAN STRINGOS

New GMP Members Dinner – Guys: Gust Stringos, Post Treasurer Paul Rogers, Al Hickey, Post Secretary Frank Cassidy, Gene Gardner, and Ben Carey



FRANK CASSIDY

St. Andrews Cruise, Roque Island: Walter Wales, Peter and Brad Willauer



FRANK CASSIDY

St. Andrews Cruise, Roque Island: Fin Perry, Nick and Phyllis Odem

Cutler and on to Passamaquoddy Bay and St. Andrews. While Boston, Cape Cod and southern parts of Maine were sweltering, the word that fit Down East and Passamaquoddy Bay was "fleece"! It was cool, to the point of being able to see your breath (once

during a rain squall). The Bay was beautiful and free of lobster pot floats (it's closed season in the summer) and the people are helpful and friendly, especially so the St. Andrews wharf-inger and the crew of the St. Andrews Yacht Club. And St. Andrews the town is a great stop for a cruiser with showers, laundry, groceries, restaurants, hardware store - all close to the waterfront.

A gift to the cruise was a very special cocktail and hors d'oeu-

vres reception provided by BUZ member Howie Hodgson and his wife Wendy at their St. Andrews home "Bellenden", a short ride from the waterfront on the evening before the dinner at the Algonquin Hotel. We all appreciated it very much and we give our thanks to Howie and Wendy for doing that. The Algonquin was a great venue for our reception and dinner, high on a hill overlooking the harbor. First class!

While the cruise was wandering down east and back again, Susi and crew were preparing for our closeout event on Roque Island. No easy feat since it is an island and a fairly elaborate lunch was planned with clam chowder, lobster rolls, salads, drinks and a rum keg. A cooker was required for the chowder, plus tables, silverware, cups, etc. and a tent. All this with the weather being unknown. The fleet gathered at the empty crescent beach of Roque Island and there was no activity ashore – until the trucks came. We don't know how she did it but it involved a truck or two to the boat landing, a boat ride to the island and more trucks at Roque and a young

# NEWS FROM STATIONS & POSTS

## GULF OF MAINE CONTINUED

server from New Jersey that had never been on a boat or a Maine Island, in the fog, before. It went well.

Technology was the theme for September and Larry Hall (BUZ) and Frank Cassidy (GMP) teamed up to present "The Current State of Offshore Communications Equipment and Services." With thanks to GMP member Jon Knowles of East Coast Yacht Sales for the venue, we had the opportunity to catch up with the changing technologies available for e-mailing, position reporting and gathering weather information while offshore and out of range of shore based systems. From the beginnings of radio telegraph using Morse code to the next generation of Iridium Next satellites, this talk discussed what is available and what you need for the weather and communications part of an offshore passage.

Sticking with science, members of the GMP had a chance to tour the Bigelow Laboratory for Ocean Sciences in East Boothbay. Their research is worldwide but closer to home the Gulf of Maine is warming faster than 99.9 percent of the water bodies on the planet and Bigelow Laboratory researchers have been taking continuous measurements of the Gulf of Maine for 16 years. Their data show an 80 percent decline in the growth rate of phytoplankton, which indicates lower production of the critical plants at the bottom of the marine food web. Because phytoplankton are food for fish larvae, lower production by these microscopic plants could mean lower numbers of adult fish populations years from now. Other areas of study include aquaculture, changes in the Arctic due to climate change, neurotoxins effect on human health, and ocean acidification that impacts the ability of coral reefs to grow and shellfish to form shells.

## Upcoming Events

For further information contact Maggie Salter ([Msalter52@gmail.com](mailto:Msalter52@gmail.com)) or Frank Cassidy ([fscassidy@roadrunner.com](mailto:fscassidy@roadrunner.com))

**Saturday November 5, 2016:** Marine Electronics Part II—The Latest and Greatest in Chart Plotters.

**10:00 A.M.:** Meet at West Marine, 127 Marginal Way, Portland, Maine

**12:00 Noon:** Lunch at DiMillo's on the Water, 25 Long Wharf, Portland, Maine

**Saturday December 10, 2016:** Jack and Zdenka Griswold will give a presentation on their just completed 7-year circumnavigation. Lunch and presentation at the Damariscotta River Grill, 155 Main Street, Damariscotta, Maine.

**Saturday January 7, 2017:** Annual potluck dinner at the home of Jim and Ruth Harvie, 5 Scribner Lane, Topsham, ME.

**Saturday February 25, 2017:** Sugarloaf Ski GAM hosted by Garry and Leslie Schneider

**Saturday March 25, 2017:** Maine Boatbuilders Show. New venue: Portland Sports Complex, 512 Warren Avenue, Portland, ME 04103.

Frank Cassidy,   
Gulf of Maine Post Secretary

## NEW YORK

The highlight of the past summer for the New York Station was our first rendezvous in recent memory. We gathered on July 30th in Cold Spring Harbor, NY. Thirteen boats were on hand to enjoy hors d'oeuvres, cocktails and a rare rain shower. We gathered on Rear Commodore Peter and Betty Kelly's Huckins *Dolphin* and spilled over onto surrounding yachts for the festivities. In addition to the Kelly's, station members in attendance included Andrew Feder, Jim Murphy, Joan and John deRegt, Yuko and Hiro Nakajima, Dick York, Tish and Joe Fontanella, Celina and Bizzy Monte-Sano, and Peter Bauer. Many in

attendance enjoyed dinner and spent the night on the hook before departing the following day. All agreed it was a long overdue occasion and one that will most definitely happen again in 2017.

The station resumed our monthly dinner meetings in October. At this meeting station member H.L. DeVore gave us a firsthand look at how *Warrior Won* earned their Saint David's Lighthouse victory in the 2016 Bermuda race. H.L. served as Navigator on the boat and made some key decisions as the conditions changed which lead to the winning result.



HL DeVore, winner of the George W. Mixer trophy, presented to the navigator of the winning yacht in the St. David's Lighthouse division of the 2016 Bermuda race.

Our next meeting will take place on November 10th at the Larchmont Yacht Club.

Peter Bauer, Secretary 

## PACIFIC NORTHWEST

The Pacific Northwest Station enjoyed two wonderful cruises at the shoulders of our summer, both organized by our Cruise Chairman/Fleet Captain Phil Swigard with Tom White lending an able hand. We have had "lost and founds" along the way this summer but more about those later.

The Hood Canal Spring Cruise took the fleet down that famed body of water which bisects the Olympic Peninsula, creating the Kitsap Peninsula. Named by Capt. George Vancouver in 1792 after Admiral Lord Samuel Hood of the Royal Navy, Hood Canal is not really a canal but is, instead, an inlet extending 65 miles from Puget Sound's Admiralty Inlet



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to Belfair where it meets its shallow end. It is shaped like a giant fish hook and is crossed at its northern end by the Hood Canal Floating Bridge, the only saltwater floating bridge in the Western Hemisphere.

The Cruise included 20 boats, overseen by the Fleet Captain's *Eventide* and the party was kicked off at Port Ludlow with a pot luck dinner and an amusing "dinghy cruise" the following day. Larger vessels such as Jon Bowman's elegant *Constant* seemed to gather up visitors from the fleet.



DOUG COLE

MV Constant with guests

The next day, the festivities moved to the charmingly renovated old mill town of Port Gamble. This site includes inviting stores and historic company houses. Then it was off down Hood Canal, either passing under the bridge at its extremities or waiting for the pre-scheduled opening for those too lofty to pass beneath.

The next gathering at Pleasant Harbor brought out the rum barrel and the strictly recipe-enforced Chowder Night. Somehow, chowder and rum mixed in the correct proportions produces song and the PNW contingent led by Neil and Nancy Sirman, and Alan and Janie Forsythe belted out the favorites from our patented PNW Songbook. Then it was south again and around "The Great Bend" to the final rendezvous at Alderbrook Lodge where the cruise was grandly concluded with a lovely catered dinner. All was as it should be until the fleet headed back north. An accident on the Floating Bridge was under investigation and those yachts with too much height were kept captive in the Canal for an additional day until the dust had settled. Oh

well, a forced day aboard! Not so bad after all.

The Fall Garden Isles Cruise was set in Canada's Gulf Islands, familiar territory for most of the Station but a great venue in the fall when the maples are turning scarlet and gold and the crowds have retreated to the cities. Telegraph Harbor is pretty much smack-dab in the middle of this island group and the 24 yacht fleet gathered on Thetis Island for a kick-off catered dinner under cover, a good idea in our somewhat unsettled weather. The next gathering was in Ladysmith at the newly renovated Community Marina where the fleet took up most of the facility and Rum Meister John McCartney stirred up the first of two barrels consumed on this cruise. We are sure Baird Tewksbury was in the mix somewhere but he is denying any involvement. Our dinner under the tents was cozy and loud but dispersed to warmer spots aboard the fleet as the light faded. Montague Harbor and Host Night followed with the big boats gathering up the sailors, fully laden dinghies flocking to their host yachts at 1700 hrs. A great evening was had aboard Rony Dike's *Moxie*, Admiral Swigard's cruise flagship *Eventide*, Dennis Umstot's *Tecka III*, Michael Brown's *Journey* and Don Roose's *Sitka*.

After colors and retreats to home vessels, the predicted 25-30 knots from the northwest arrived causing lots of ground tackle checking but no

apparent dragging. Then the traveling circus was off to beautiful Daphne Isle in Brentwood Bay, a pocket-sized paradise owned by Trisha and Kaspar Schibli. The crowd at times seemed sufficient to sink the Isle and several visitors were caught looking for their sea boots as more and more piled onto the docks for our group picture. The locally sourced and catered dinner was an immense success, again washed down with another barrel of rum by John and followed by the traditional Songfest. So, the second memorable cruise ended and the station reveled in another wonderful gathering.



DOUG COLE

PNW Fall Cruise



DOUG LAS ADKINS

Lee Hedge and Dan Schwartz,  
PNW Fall Cruise at Ladysmith, BC



BRENDA BLYTH

PNW Fall Cruise Group Photo at Daphne Isle

# NEWS FROM STATIONS & POSTS

## PACIFIC NORTHWEST CONTINUED



Trisha Schibli aboard Westerner I at Daphne Isle

As was mentioned, the summer included “lost and founds”. The sudden loss in May of Lee Hillman Brown, Mike Brown’s lovely wife, was a shock to the station. She had just pitched in with *Wings* for our Safety at Sea Seminar, led us in song on the Spring Cruise and then she was gone. Her many welcomes to Double Island, her devotion to sailing and her deep involvement with the station leave a hole in our hearts.

Sometimes with losses come “finds” and the Station was amazed but not surprised by a very important rescue at sea. Following the Fall Garden Isles Cruise Dan and Kathy Schwartz were heading south aboard *Northern Rose*, their able Grand Banks 32. Having recently purchased a home on the southern tip of San Juan Island, they determined to have a look at it from the turbulent waters around Cattle Pass. The ebb was running and the current there is strong. At around 0915 they were peering through a heavy fog to try to make out their home and saw a kayaker waving frantically. Thinking she needed help, Dan and Kathy approached and saw three small yellow specks in the water. Coming closer they found them to be three plane-vest clad survivors of a DH2 deHavilland Beaver floatplane which had crashed in the fog-bound pass and sunk. The fourth survivor, the pilot, hung to a floating cushion. Gravely hypothermic after 30–40 minutes in the icy waters of Cattle Pass and being sent rapidly to sea by the ebb, all were still alive although

several had injuries from the crash. Kathy launched and abandoned the dinghy to clear the swim step. Dan sent a MAYDAY and they turned to the difficult task of hauling them all aboard. The only woman was shaking violently. They were stripped of their wet clothing, bundled in any and all dry garments aboard, covered with blankets and a coverlet and the woman was given the Schwartz’s stalwart little dog Patch to provide comfort and warmth. Heading back to Friday Harbor, the Coast Guard and County Police mustered and took the victims aboard, several to be airlifted to a hospital on the mainland. The crew of the *Northern Rose* was modest and complimentary of all who had helped them but the obvious fact was that they had saved four lives that morning. Dan’s training in safety and recovery during his career in the Merchant Marine and in commercial ship operations clearly kicked in and was instrumental in the rescue. Kathy’s clear headed actions and heroism made the operation seamless. Patch did his part! We of the PNW Station could not be more proud of these wonderful CCA shipmates.



Heros Dan and Kathy Schwartz with Patch aboard Northern Rose

Our station meets for luncheon at 1130 on the second Monday of each month at the Seattle Yacht Club throughout the winter. We are always delighted to have visitors from other stations.

Douglas Adkins, Historian

## SAN FRANCISCO

Our durable station mate, Stan Honey, has been at it again. You may recall that he navigated *Groupama 3*’s winning of the Jules Verne Trophy as the fastest boat to sail around the world, setting a record of 48 days, seven hours, 44 minutes, 52 seconds—improving on *Orange II*’s performance in 2005 by more than two days. He was the only English-speaking member of the otherwise entirely French-speaking crew.

Last year, as Navigator of *Comanche*, a 100-foot racing yacht owned by Jim Clark and Kristy Hinze-Clark, he was aboard for the monohull’s world 24-hour distance record of 620 nautical miles during the Trans-Atlantic Race, and finished super-fast—in seven days, 11 hours, and then some. Now, Stan’s no youngster and he suffered some significant injuries (ribs and head—ouch!) down below when *Comanche* stuffed her bow (“it was like hitting a wall!”), but was back at the navigation station a little while later.



Stan the Man

By the way, between *Groupama 3* and *Comanche*, Stan navigated several Trans-Pac Races, won US Sailing’s Rolex Award as Yachtsman of the Year in 2010 (Station Member and wife, Sally, was Yachtswoman of the Year twice back in the ‘70s), and, perhaps more significantly, made the America’s Cup in San Francisco Bay hugely more entertaining for TV followers by conceiving electronic boundaries and positioning the racers so viewers could follow the action.

But that’s all history. How about something new? Well, we can start



## NEWS FROM STATIONS & POSTS

with Stan once again navigating *Comanche* to an all-time record, this time in CCA's own Newport Bermuda Race this past June. *Comanche* crossed the line off St. David's Lighthouse 34 hours, 42 minutes, 53 seconds after her start. This broke the previous all-time fastest record set in 2012 by *Rambler* by nearly five hours.

And then, a month later, Stan was the winner of the 2016 Magnus Olsson Award presented in Sweden by the Magnus Olsson Memorial Foundation to sailors from around the World who uphold Magnus Olsson's standard of indomitable spirit and enthusiasm. Stan is the third recipient of the award, following Torben Grael of Brazil in 2014 and Ben Ainslie of Great Britain in 2015. Stan was recognized for being a great leader and team player much appreciated by everyone. You can say that again.

By now, Stan had the *Comanche* bug. Could they break the all-time west-to-east monohull transatlantic crossing time? Well, perhaps they could if Stan found the right sequence of fronts. Stan, *Comanche* and the *Comanche* crew stood by for a number of weeks waiting for optimum conditions to take their shot across the Atlantic, always ready on instant notice. After a few false starts, on July 21, Stan and skipper Ken Read agreed that the time to go looked to be finally there. *Comanche* left New York (Ambrose Light Tower) on July 22 at 20:58 UTC and made Lizard Point (2,880 nautical miles) in five days, 14 hours, 21 minutes, 25 seconds—more than a day faster than the previous record. *Comanche's* average speed was over 21 knots. As Stan said, "There are only about two weather windows a year where a monohull can make it all the way across the Atlantic in one system, and we found one of them." One of Stan's secrets is his approach to risk-assessment calculations. In searching for the favorable wind, is it worth the extra miles away from the rhumb line to go faster? His other secret? Get a fast boat.

Racing in the same pond this past summer, but closer to shore, were Matt



Stan addresses the Station at October Lunch

Brooks and Pam Rorke Levy aboard their magnificent *Dorade* in a number of New England regattas, including the NYYC Annual Regatta Round the Island Race, a pursuit race around of Conanicut Island, the large island at the mouth of Narragansett Bay (3rd place). Then, further to the north and a fair bit east, *Dorade* took ownership of Penobscot Bay, winning both the Camden Classic Regatta and the Egge-moggin Reach Wooden Boat Regatta, while also doing really well in the Castine Classic Yacht Race. Then, back to Boston and the Marblehead Corinthian Yacht Club's Classic Yacht Regatta, where they had success and received lots of recognition including being awarded the *Historical Yachting Achievement Award*. And finally, off to Nantucket for Nantucket Race Week, where they did the Opera House Cup (3rd place) and the Sail Nantucket Regatta (3rd place in the Vintage Corinthian Yacht Division). Now that's a summer of racing.



Matt and Pam in Marblehead

But, wait, here's another special thing that Pam and Matt have been up to, and that's a major undertaking—to restore the classic International 6 Metre Class. And have they ever! In July, Pam and Matt, *Lucie*, and her crew traveled to Lake Lucerne, Switzerland, for the International Six Metre European Championships, where she was joined on the water for the first time by two new entries from the newly formed St. FYC Six Metre Racing Team: *Scoundrel*—a gorgeous classic sailed by an all female crew—and *Sting*, a modern boat crewed by some of the St. Francis' most accomplished sailors. All three boats brought home silver.



Lucie in Switzerland

Also out East was Peter Noonan aboard his *Defiance* (a Swan 56, not to be confused with our other *Defiance*, a fast tri owned by Bill Edinger), where Peter joined many CCA members in the race to Bermuda. *Defiance* was also in Rhode Island for the NYYC Round the Island Race and other Annual Regatta events, along with *Dorade*.

In the long-haul race out here, we had a great representation in the Pac-Cup, San Francisco's nifty "fun race" from the Gate down the road to Oahu, Hawaii (see the nearby article), about 2100 nautical miles. Michael Moradzadeh's Santa Cruz 50, *Oaxaca*, with Liz Baylis, as navigator, and Todd Hedin aboard. Liz chose to take the straight shot to Kaneohe Bay. I say straight shot because the Pacific High stayed to the north and two hurricanes

# NEWS FROM STATIONS & POSTS

## SAN FRANCISCO CONTINUED

were approaching Hawaii from the southeast, so there was very ample wind to do a rare rhumb line race.



DICK ENERSEN

Pac-Cup Racers: Liz, Michael and Todd

Also, in the romp across was Jim Quanci, fetching a second in class as the Navigator of *Encore*, a Sydney 36, and Michael Brown aboard *Ticket II*, who had his excitement right after the start when he found himself and his crew mates amidst a pod of whales (see the picture below).



MICHAEL BROWN

Them's the Whales

But Jim Antrim had, perhaps, the toughest ride. About six months after having a new hip job, he took off on *California Condor*, an Open 40 of his own design, sailing in the double-handed class with *Condor's* owner. They had a few knocks, one of which resulted in a wrap that took the two of them about five hours to undo, and both these guys are approaching the "old guy" status, although they both would probably deny it. But, in any event, they still got a third in the double-handed class. Not bad. (For more on *Oaxaca's* and *Condor's* adventures, see Michael's and Jim's description of the trip in the nearby article on the Pac-Cup. It's good reading.)

Our members were also active cruising halfway around the world. Jason Deal, aboard his *Dequello*, with Françoise Ramsay and Michael Lael aboard as crew, sailed from New Zealand to French Polynesia and then cruised up to Hawaii where the boat is currently. Also far, far out in the Pacific, were Jim and Kim Coggan aboard their Carl Schumacher 40-footer *Auspice*, where they cruised the east coast of Australia from Queensland down to Tasmania and then back to New South Wales. Jim then solo-sailed over to New Caledonia from whence he plans to sail to New Zealand at the end of the year. Finally, just a little bit closer in were Sylvia Seaberg on board her Schumacher 52 *Cinnabar* with her pal Tom Condy, who had arrived in the Marquesas in April. They have spent the past four months cruising the Marquesas and the Tuamotus and

on seeing Wyman eye-to-eye? Wyman and Gay will be off to Palmyra in November and back to the Maldives for the third time in March.

Dick Enersen spent 66 days up there on *Brass Ring* with his lovely daughter, Kendall, and a gang of favorites, including the renowned Ron Holland. Some think he is attempting a de facto merger with the Pacific Northwest Station by having Linda and Dan Newland (PNW), Chuck Guildner (PNW), Dan McDonough (PNW) and Joe Goldberg (PNW) aboard as well (but, perhaps, not all at the same time).

And, of course, Steve and Ginger Mason returned to *Sea Jay*, which they had left to winter over in Sointula, BC, on Malcom Island. For the last four years they have ventured north to Alaska. However, this year they chose to travel south through BC's Gulf Islands, US's San Juan Islands,



WYMAN HARRIS

Who says all pretty fish are tropical?

are now in Papeete, Tahiti, awaiting some new sails following a short 250-mile voyage from Fakarava at the end of August. What is it with Schumacher boats anyway?

In the "out cruising (somewhat local)" department, we had a number of folks poking around the islands and fjords of the Pacific Northwest this summer. Wyman and Gay Harris were up there on *Safari*, as they almost always are. They had their friend, Phil Swigard (PNW) aboard some of the time. Wyman's a serious diver (over 135 dives in the past three years), as the pictures below, taken by Wyman, will attest. What do you think the fish thought

then down into the many harbors of Washington. The furthest south they went was Gig Harbor, at the south end of Puget Sound. Their most interesting experience was transiting the locks up into Lake Washington and the Seattle Yacht Club. But, in the end, they returned *Sea Jay* to Sointula for the winter.

And now for the outliers: In September, Doug and Anne Finley cruised for one week down Ireland's Shannon River aboard Anne's brother's 12-meter, Holland-built, steel canal boat. Doug reports that Ireland's inland waterways have been rebuilt with a focus on recreational boating, and provide beautiful cruising





Henry duPont's motorsailer Noreaster

The first task for newly elected Commodore Henry B. duPont was the search for past Commodore Harvey Conover's lost *Revonoc* (detailed in a previous edition) and he, with the aid of many, conducted the largest air sea rescue attempt of the time. Sadly, to no avail.

The inside cover of the 1959 yearbook is devoted to a eulogy of Harvey Conover who, with his family and beloved *Revonoc*, were lost during a sudden squall off the coast of Florida. Quoting from the eulogy: "Because Harvey Conover so greatly exemplified the seagoing traditions on which the club was founded; because he was our past commodore; and because of his innumerable friends throughout the yachting fraternity, the following resolution was unanimously passed by the Board of Governors:

"THEREFORE BE IT RESOLVED, that this Board, with a deep sense of its loss in the death of Harvey Conover, makes this record of its appreciation and sorrow".

"BE IT FURTHER RESOLVED that this resolution be spread upon the minutes of this meeting, and that copies be sent to members of his family."

This resolution of the Board of Governors and its prominence in the yearbook certainly speaks highly of the man.

Early in life, duPont began sailing on the Chesapeake on board his hand designed motorsailer *Nor'easter*, eventually cruising to the Bay of Fundy and Nova Scotia. During World War

## Tracing Our History XV — 1958 – 1959

II, *Nor'easter* was loaned to the Offshore Listening Patrol and later returned to duPont. Following the war, she made several trips to the West Indies.

Commodore Henry duPont enjoyed racing as well, competing in the Bermuda Race and the race to the Fastnet Rock. His flagship during his tenure as commodore was the 46 foot aluminum cutter, *Cyane*, designed by Olin Stephens and Irving Jakobson.

The 1958 Bermuda Race, chaired by 1954 Race winner Dan Strohmeier, attracted 111 yachts, with 108 finishing. Bob Bavier remarked that the CCA rules had made the race what it had become when compared with the small fleet of 22 boats crossing the line in 1923.



Dan Strohmeier

The weather for the race was fairly typical, with periods of calm interspersed with strong winds. The larger boats started well and in many instances had to shorten sail only to sail into fluky wind with a great deal of frustration. The smaller boats had the reverse, with strong winds at the end of the race, sailing to the finish line close-hauled on a starboard tack. Ironically, twenty-four of

the first boats to finish on corrected time were in Class D. To complicate matters for the race committee, the majority of the fleet finished near midnight with a deluge of boats close tacking for the finish line. Many boats failed to properly identify themselves creating havoc for the committee. Two days later the confusion was finally straightened out and it was announced that Carleton Mitchell's Finisterre with a CCA crew of Dick Bertram, Cory Cramer, and Chuck Larkin won the honors for a second time.

Following the race, *Skipper* magazine published the following statistics regarding the Cruising Club:

|                  | 1923 | 1933 | 1943 | 1953 | 1959 |
|------------------|------|------|------|------|------|
| Membership       | 110  | 327  | 476  | 608  | 681  |
| Fleet            | 70   | 208  | 224  | 344  | 424  |
| Schooners        | 15   | 62   | 39   | 30   | 26   |
| Yawls & Ketches  | 22   | 45   | 63   | 110  | 143  |
| Sloops & Cutters | 10   | 59   | 92   | 138  | 181  |
| Catboats         | 2    | 7    | 3    | 9    | 2    |
| Motor Cruisers   | 21   | 35   | 27   | 50   | 69   |
| Vessels 55ft +   | 7    | 64   | 34   | 44   | 62   |

*It is interesting to note that over this thirty-six year period, membership increased six-fold and there was a marked shift from schooners to sloops and cutters.*

During the year, Measurement Rule Committee Chairman H. Irving Pratt completed proposals for changes to the rule going into effect for the 1960 Bermuda Race. Accordingly "...rated sail area will be relatively higher in proportion to the size of their fore triangle and yachts will be allowed to carry more than one mizzen staysail." The committee was not able to solve the ballast ratio problem for inclining yachts.

In the epilogue of Parkinson's *Nowhere is too Far*, he quotes Henry A. Wise Wood, effectively the Club's first "historian," "We popularize the use of the open sea for pleasure. By turning into a gigantic playground three fourths of the earth's surface and training our youth to use it for sport, we shall recover the seagoing

## HISTORY OF THE CCA



Marcel Bardiaux

at sea and environmental protection. The Foundation is an important arm of the Cruising Club and worthy of every member's charitable giving.

George P. P. Bonnell was a charter member of the club and Commodore in 1928. Aside from his yachting expertise, Bonnell was best known for his warm personality and the hospitality during his chowder parties at his property on Block Island. Early in life, George spent summers in Digby, Nova Scotia where he developed his love of sailing. He built his first boat at age nineteen from plans in *Rudder* magazine. He then sailed the 32 foot knockabout from Digby to New York in eleven days. His shipmate and friend on the passage was a salty old fisherman from Digby sporting a tatter derby, as was the fashion of the day. Since the Cape Cod Canal was nonexistent, the passage was outside the cape and considered quite an achievement.

Going to 'the dark side', Bonnell's next building project was a 24 foot Hand designed V-bottom motor boat on which he completed many cruises to Digby. On one passage in 1916 his crewmate, new to offshore sailing, was Bill Nutting. The two encountered heavy southerly winds plus fog and with Bonnell's decision to set a drogue and ride it out, it is surprising that

Nutting continued his quest of the sea. Happily, Nutting toughed it out or there might not be a Cruising Club of America as we know it.

Bonnell's next boat was the 58 foot Lawley double-ended auxiliary motor cruiser, *Old Glory*. The 170 foot, 465 ton Canadian coastal schooner, *Minas Princess*, had been hove down and dismasted near Yarmouth, Nova Scotia. Bonnell purchased her in the late 1920's changing her name to *Old Glory*. After substantial repairs and a thorough refit, she was used for many club gamas as well as a tender

for the America's Cup defending challenger, *Whirlwind*. Bonnell eventually presented *Old Glory* to the Manhattan Council of the Boy Scouts of America.

The 1959 club cruise raised the bar for distance when Commodore duPont selected the Royal Kennebecasis Yacht Club on the Saint John River, New Brunswick. The fog and Reversing Falls presented an interesting challenge. While ninety-five yachts started the cruise, fifty-five yachts arrived at the club. In reading John Parkinson's log of the cruise, many daily entries began with "Dense fog when we awoke" and contained several "Took a pocket compass with me when I went ashore for water and supplies."

Two Blue Water Medals were awarded in 1959. The 1958 medal was presented to Marcel Bardiaux of the Channel Islands port of Ouistreham for his four year, single-handed circumnavigation in his homemade, 30 foot sloop, *Les 4 Vents* (*The Four Winds*). Doing it the hard way, Marcel approached Cape Horn from the east, having been capsized twice by heavy winds blowing against the tide in the Le Maire Strait. After pumping the boat and bending on a new suit of sails, *Les 4 Vents* was eventually abeam of the cape when a heavy westerly forced her to divert from the passage around the Patagonian



John Guzzwell on Trekka



## HISTORY OF THE CCA



*Finisterre*

impetus that we lost at the close of the clipper ship era. As an inspiration to those who cruise under our flag, I suggest that we adopt for our maxim "Nowhere is too Far" and engrave it upon our seal." Thus the origin of our club's motto and the title for Parkinson's book.

Several interesting speakers were featured at Club dinners throughout the year at the New York Yacht Club: Dan Morrell's cruise to Maine, Dr. Laurence Sloan's movies from the coast of Labrador while cruising with Dr. Paul Sheldon, Phil Rhodes, Olin Stephens, and Jack Dickerson who shared up to date designs and plans for the upcoming 12-Meter campaign for the America's Cup. At the Annual Meeting, Rod Stephens detailed the

America's Cup defense by Columbia complete with "moving pictures" of the trials and the actual races.

Eight stations (two led by Post Captains) reported on events: Boston, Rear Commodore Talcott Banks; Chesapeake, Rear Commodore Henry Meneely; Essex, Rear Commodore Henry A. Scheel; San Francisco, Rear Commodore Charles A. Langlais; Southern California, Rear Commodore W.L. Steward, Jr.; Florida, Rear Commodore L.L. McMasters; Quissett, Post Captain A. Metcalf Morse, Jr.; and Huntington, Post Captain Robert Hart Moore. There were dinners, cocktail parties, cruises, individual voyages, and the occasional transoceanic passage.

During the year, the San Francisco Station evolved into a station by surpassing the twenty-four member minimum. The Florida Station reported on the growing popularity of its Miami to Palm Beach Race with twenty-seven boats crossing the starting line on December 12. This nearly doubled the field of entries from the previous year. The fleet encountered 15 to 20 knot winds, cold weather and, with the effect of the Gulf Stream, horrendous seas. Most of the fleet short tacked between the stream and the shore with all but four finishing. *(The race grew and eventually became known as the Wirth Munroe Race in honor of CCA member Wirth Munroe. The 2015 Wirth Munroe Race was the last race sailed under the auspices of the Cruising Club of America.)*

The Essex Station hosted the first stop of the Annual Club Cruise with a chowder party on the beach at the home of George Bonnell. Bonnell was famous for his many clam chowder parties. It being his birthday, Commodore duPont presented George with a birthday cake and, upon cutting the cake, George found his birthday gift baked inside: four cans of Sea Salt Clam Chowder. (Must have been a pretty big cake!)

Following the chowder and cake, Past Commodore Bonnell announced to Commodore duPont and those assembled that, providing the charter could be adjusted to accept this gift, he would give his Block Island beachfront and ten acres of adjoining land to the Cruising Club of America. Obviously, this gracious donation was met with hearty approval. Thus was the birth of what would, in 1989, become the Bonnell Cove Foundation. The land on Block Island was eventually sold to the Block Island Conservancy and the proceeds used to fund the Bonnell Cove Foundation.

*Today the Foundation is funded by donations from many sources. Annual grants allotted by the Foundation to other charitable organizations provide funding for worthy marine related research. Particular emphasis is given to the area of safety*

## HISTORY OF THE CCA

Islands. After three days navigating heavy ice and fighting strong head winds she sought cover in the then remote village of Ushuaia on the Beagle Channel. Following a month of repairs and reorganization, Bardiaux headed west via the Beagle Channel where his troubles began in earnest. Sailing onward toward Valparaiso, his right leg became paralyzed due to the extreme cold and wet conditions. His condition gradually improved and after spending a year recuperating in and out of the hospital, he headed for the paradise known as the South Pacific.

Paradise seemed out of his grasp when *Les 4 Vents* struck an uncharted reef near New Caledonia. In preparation for any such disaster, the overhead of the forecastle had been lined with twenty empty five gallon tins. This, in combination with the inflation of his rubber raft, allowed the boat to remain afloat with decks awash. This extra floatation, in conjunction with a special purpose winch that Bardiaux had designed, allowed the intrepid sailor to winch the boat across the remainder of the reef. Eventually Bardiaux set the anchor and refloated the boat to institute repairs. After bending on new sails and with tiller lines carried to the spreaders, Bardiaux navigated the reefs from aloft for the next sixty-five miles to Noumea.

The remainder of his circumnavigation was tranquil by comparison. Here was a man who had designed and built a boat most would have felt unsuitable for such an undertaking. The champion canoeist who paddled half the length of the Mediterranean, had taught himself navigation on the first leg of his passage to Rio de Janeiro and surpassed all obstacles, finally completed his quest—a truly deserving candidate for the medal. Upon hearing of his nomination, Irving Johnson remarked, “Bardiaux is obviously the one to receive the 1958 Blue Water Medal; of course, some may say he is crazy as a coot, but aren’t we all to a certain extent?”

From a group of four well-qualified candidates, The 1959 Blue Water Medal was awarded to John Guzzwell of Victoria, British Columbia. Guzzwell built *Trekka*, a 20 foot 10 inch Laurent Giles designed yawl, small and of light construction for the ensuing passage. He left Victoria astern on September 10, 1955 and headed for San Francisco. Guzzwell, encountered a baptism of fire when struck by a 60 mile per hour gale during the sixteen day passage. Thinking this would be the worst he would encounter, Guzzwell pressed on. Departing San Francisco, *Trekka* headed west to Honolulu, Fanning Island, Apia, the Tonga Islands, and eventually New Zealand.

Guzzwell left *Trekka* in New Zealand heading to Melbourne, Australia to sail with friends he had met in San Francisco. As Guzzwell and his sailing companions approached Cape Horn their yacht, *Tzu Hang*, pitch poled and sustained severe damage. Guzzwell initiated a jury rig and together they sailed the damaged vessel into Talcahuano, Chile.

Guzzwell left his new friends and returned to New Zealand to pursue his sailing adventures. He rebuilt *Trekka* with new garboards, laminated mahogany knees and fiberglassed the entire hull. The next portion of the 30 day, 1300 mile trip westward toward Australia was spent fighting headwinds, culminating with the 280 mile trek up the coast to Brisbane. Skipper and boat were given up for lost during this last passage as he spent six days hove to in a cyclone.

The next 2800 mile leg was a fast twenty-nine day passage. Continuing to the Panama Canal was a relatively uneventful passage. The transit of the canal was unique during the circumnavigation as it was the only portion of the trip when he had crew onboard. Leaving Balboa, *Trekka* made the 5400 mile passage back to Honolulu in 62 days with one day’s run of 192 miles.


Thirty-two days after leaving Honolulu, Guzzwell wrote, “I could see Vancouver Island 65 miles off.” The following day, September 10,

four years to the day that he had left Victoria, *Trekka* slipped into Neah Bay with the outboard driving her along over a glassy sea. In his later writings, Guzzwell subscribed to the old adage that “a foot of boat length for every year of a man’s age is about right”.

\* \* \*

Where are our “graybeards” with their stories? We hear plenty at cocktail hour; but by morning the memories seem to fade. Dust off those morning cobwebs, take pen or mouse in hand, and please send them along.

*The material for this article was obtained from John Parkinson’s, Nowhere is too Far, CCA yearbooks, CCA Blue Water Medals 1922–1996, Mystic Seaport Museum, and Wikipedia. Photos researched by Chris Otorowski.*

Jack Towle, Historian 

\* \* \*

**Erratum**—To correct a misprint in our last article, the proper description of the burgee:

*“The Club Burgee shall be triangular in shape, and the hoist shall be 2/3 of the fly with a waved, blue stripe, 20% of the hoist in width running through the center from hoist to point, consisting of one crest and one trough. The center of the stripe shall be placed at half of the hoist, and the bottom of the trough coincide with the lower edge of the point of the burgee. The burgee shall be flown so the crest is nearest the hoist.”*



## NEWS FROM STATIONS & POSTS

through the Irish countryside. And the other outlier, the undersigned, aboard *Bay Leaf*, sailed some of the time (and motored more of the time) from Maine to the Saint John River NB (with Arthur English (GLS) aboard, eastbound). While up the river and on the way back, he ran into a number of CCA members, including Ernest Hamilton (BOS) and his *Glooscap II* in the river (Ernest carries some clout up there) and, at Roque Island, in a prearranged rendezvous, Rob Beebe and Bob Medland (both also GLS) who were aboard Rob's *Acorn*.



Keegin, Hamilton, and English at the Royal Kennebecasis Y.C.

Typically, the SAF Station is able to coordinate its Fall Cruise to Tomales Bay with the Coastal Cleanup Day, which is always the third Saturday in September, but this year the tides were against us. Tomales Bay is a magnificent, and very lightly visited, long, narrow slot in the northern California Coast that, unfortunately, has a natural bar at its entrance that is too shallow at low tide to safely cross. Our Fall Cruise dates are always determined by the tides, and, if possible, we would also be in Tomales Bay for Coastal Cleanup Day to clean the beaches of Heart's Desire State Park, but not this year. So, in early October, the tides being right, we held our fall cruise and sailed up to Tomales. Four boats and crews, along with a number of other members who drove up, gathered at Heart's Desire

Beach for our BBQ and picnic, which was an outstanding success with many Station members present and accounted for.

But don't worry about our beach-cleaning efforts. They were held in September on the International Beach Cleanup Day with the rest of the beach cleaners in the U.S. With a team of five, we collected about 11½ cigarette butts, a deflated Mylar balloon (with great effort by Jim Antrim) and other small stuff collected from the roadhead for Tennessee Valley Beach (in nearby Marin County) and two miles further along to the beach itself. When one gets assigned an essentially clean beach, one's haul is accordingly light.

Coming up, we have our usual lunch meetings on the first Wednesday of each month. We invite all to join us at various venues of interest around the Bay. These feature distinguished speakers and great food. Our Christmas gathering, always a special event, will be on **December 7** at the St. Francis Yacht Club. Please let our rear commodore, Bob Hanelt,

our secretary, Bill Foss, or yours truly know if you'd like to attend, and we'll set it up.

Also, the San Francisco Station is proud to be hosting the CCA 2017 Fall Meeting. It'll be headquartered at the St. Francis Yacht Club and we already have made arrangements for nearby overnight accommodations. **Save Thursday, October 12, and Friday, October 13.** There'll probably be some fun activities on **Saturday, October 14.** Maybe the Wine Country?

In any event, this should be a great time to also enjoy San Francisco and its surrounds for those CCA members who are interested. More details to come.

Stafford Keegin, Historian

## SOUTHERN CALIFORNIA

The Spring luncheon was held on April 14 at the Long Beach Yacht Club and featured the upcoming Pacific Cup race from San Francisco to Kaneohe Bay, Oahu. Our guest speaker was Rowena Carlson, Pacific Cup Yacht Club Director who with her husband, Robb Walker, has been a two times participant in the double handed division on their Cal 40, and who again will be sailing in the race. She gave an excellent overview of the event and how to plan for this year's race. Our member, Steve Calhoun has been planning to race this year and there will be more about his experience below.

The annual Spring Cruise to Catalina kicked off on June 7 with a large party hosted at the waterfront home of the cruise chairpersons, Mick and Pam Bacich, in Newport Beach.

It was quite a turnout with over 80 people attending. The next day, the fleet of 9 boats headed out for Catalina for a week of events consisting of a rendezvous at the Newport Harbor Yacht Club outstation at Moonstone Landing and a BBQ on the beach. Next, the fleet moved to the Isthmus for several days. Events included a 7 mile hike to Little Harbor, a tour of the USC Wrigley Marine Science Center, and a dinner at a local restaurant. Finally, some moved on to Avalon and a final dinner ashore. The weather was a bit overcast but the libations flowed well and all had a great start of the cruising season.

Ric Sanders participated in the Bermuda Race aboard Essex members, Dan and Gretchen Biemesderfer's Mason 43 *Shearwater* which won the cruising division, and thereafter went on to participate in the CCA Bermuda Cruise.

On June 23, we held our Balboa Yacht Club luncheon with new CCA member Kerry Deaver recounting an interesting voyage she recently completed on a new Outremer 45 foot catamaran from La-Grande Motte,

# NEWS FROM STATIONS & POSTS



Kick off party at Bacich house —Catalina cruise



Mick & Pam Bacich —co-chairs Catalina Cruise

## SOUTHERN CALIFORNIA CONTINUED

France to Ft. Lauderdale across the Atlantic.

The biennial fun race across the Pacific to Kaneohe Bay always draws a big entry. Steve Calhoun, our station member, entered the race with his veteran crew in his Cal-40 *Psyche* which he had previously raced to Hawaii in 2005 and 2007. After the first days run in heavy seas and 20 to 25 knots of wind they discovered that his mast had fractured at the deck and had moved slightly to port. The rig was slack but standing. After taking all sails down, the alert crew managed to stabilize the rig with spare halyards, fix the boom to the cabin top, and take up the slack in the rig so they could come about and power 130 miles back to Monterey without any damage to the boat or injury to the crew. This was a difficult piece of seamanship in adverse conditions. Steve has replaced the mast and is planning on entering the 2017 Transpacific yacht race with

the same crew. We wish him well.

Another highlight of the summer is the annual CCA summer barbeque party held at the Newport Harbor Yacht Club. This year was no exception with a record turnout of some 80 people and near perfect conditions. Karen Prioleau who raced to Bermuda with Past Commodore Sheila McCurdy, described the various conditions they experienced. Al Garnier who has left his own boat *Chez Nous* in Paradise Marina in Mexico for the year also told of his race to the Onion Patch this year. Steve Calhoun gave us some details of his unfortunate experience in July's Pacific Cup and showed some pictures of the event and how they managed to save the mast.

The final luncheon of the year will be at the San Diego Yacht Club on October 13. There will be a presentation by a retired US Naval Captain who commanded the Naval Assault Ship that was responsible for the rescue of the Maersk container ship



Steve Calhoun & Karen Prioleau — Summer party

Alabama and its Captain Richard Phillips. It should be very interesting to hear the many details of the operation which may not have been previously aired in the press.

The annual Christmas dinner will be held on Wednesday, November 30 at the Newport Harbor Yacht Club.

John L. Cahill, M.D., Historian



*Psyche's mast jury rigged*



*Psyche's mast jury rigged*



## CCA MEMBERSHIP COMMITTEE NOTES

### Miscellaneous Thoughts...

As we approached the National Meeting in Bermuda in October, a few random things on our membership process were drifting around in my mind, that I felt I should share, just as “food for thought”...

- A subcommittee has been formed to study some responses to the challenges put forth from our Futures Committee Membership Survey. Bill Read (PNW) is heading that effort, and we expect to present findings in Bermuda. So far, we’ve had some great input from the committee members.

- We’ve maintained a relatively constant stream of new members over the last few years, roughly 24 per semi-annual session. Our average age remains in the upper 50’s and females account for around 12% of accepted candidates.

- We don’t see a broad-based effort by our membership to propose new members... consider that we have 1300 members but only 50 approved applicants per year.

- The Boston Station/Gulf of Maine Post added a new wrinkle to the membership process this year by hosting a new members dinner on North Haven... underscoring the importance of keeping our new colleagues plugged into the club after the process has been completed.

- As a member of both the CCA and the OCC, it’s interesting to compare the membership process, the events and legacies each has established, and the members themselves. The bottom line is that both—in their own ways—are promoting/preserving the sport and lifestyle of offshore sailing and cruising... the more qualified sailors we attract to each, the stronger that single cause becomes.

As I’ve said before, I welcome any thoughts from the CCA base on our membership process, and who you think we should be as members. In the meantime, I look forward to joining the other Membership Committee station chairs in Bermuda as we add new members to our rolls, while continuing to refine the way we add them.

*Peter Stoops, Chair Membership Committee* 



### FINAL VOYAGES

Philip Briggs, 9/22/15

James McConnell Clark, 10/24/15

Robert Coe, M.D., 7/17/15

Brian Dalton, M.D., 3/13/15

William C. Brewer, 7/25/2016

Kenneth M. Campia, 7/7/2016

Henry T. Chandler, 2/19/2016

Gerald B. Clapp, 7/29/2016

Robert W. Engle, 5/27/2016

J. Douglas A. Henshaw M.D., 9/6/2016

Roy Jennings, 8/11/2016

Edward J. Lenihan, 4/30/2016

C. S. Lovelace, 6/11/2016

Alan McIlhenny, 9/25/2016

John E. Sanford, 10/16/2016

Thomas S. Walker, 4/30/2016

James T. Wetherald, 8/2/2016

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

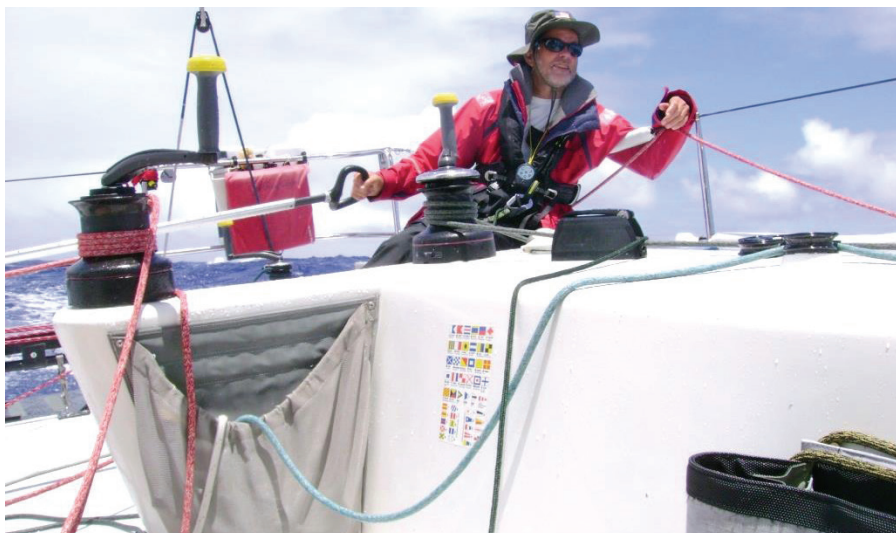
### CLUB ETIQUETTE REMINDERS

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*

## WHAT'S PAC CUP?



BUZZ BLACKET

Antrim along the way

The most well-known long distance sailing race amongst our members is almost certainly our very own Newport-Bermuda Race, which is run every even year, and was run again this year with hundreds of participants. Many of us are also familiar with and have participated in the odd-year TransPac Race (for which 2017 applications are now being accepted by the Trans Pacific Yacht Club, and some super-fast boats are already in). But a less well known, but ever-growing distance race known as the Pac Cup, starts in San Francisco in the even years and heads straightaway to Oahu, Hawaii, about 2100 nautical miles distant. For the navigators among us, it sometimes comes as a surprise that the TransPac Race from LA, at about 2225 nautical miles, is quite a few miles longer than the Pac Cup.

In 1980, the first Pacific Cup was out the Gate on its way to Nawiliwili on the southeast corner of Kauai. Forty boats were involved, but it was a boat-buster, and only 32 boats finished. Among the finishers was Bill Lee's 67-foot *Merlin*, a super-light, go-fast rocket ship that set many consecutive Pac Cup elapsed-time records over the years.

By 1988 the race was to Kaneohe Yacht Club, which is tucked in behind the Mokapu Peninsula on the northeast side of Oahu Island, and is a wonderful Hawaiian destination. It has been the finish line ever since. The race has also adopted a semi-pursuit

format with the hope of having the participants finish within a few days of each other. And they mostly do.

Throughout the years, the San Francisco Station members have skippered, navigated or crewed on boats going across. For example, in 1996, Stan and Sally Honey double-handed their Cal 40 *Illusion* and captured the overall corrected-time honors. In 2000, Skip Allen, sailing in *Wildflower*, also won the double-handed division and also came in first overall. In 2006, Liz Baylis, Todd Hedin and Jim Antrim, aboard *ET*, an Antrim 27, came in second. This was one of many crossings by *ET*.

The course across from San Francisco is determined in large part by the weather. Where's the wind? Like CCA, the Pacific Cup Yacht Club publishes a basketful of material on the race, and our man Stan Honey, the Navigator (see SAF's Report nearby), has written a thoroughly readable treatise on the subject of the weather. Stan has navigated 22 transpacific races (both Pac Cup and TransPac) and has set the single-handed, double-handed and fully crewed monohull records at one time or another.

According to Stan, the primary feature that determines the tactics in a transpacific race is the Pacific High, which often sits right on the preferred crossing course. Typically there is no wind in the center of the high, but there is increasing wind as you get farther south. The central question

concerning course selection is: how close to sail to the high, or how many extra miles to sail to get farther from the high? In years when the Pacific High is weak (or weakening) and positioned well south, there can be strikingly more wind to the south.

The Pacific High almost always has a ridge extending from the southeast corner. Stan likes to view the race in three principal sections: (i) the windy reach to the Pacific High ridge; (ii) the critical "slot cars" through the ridge (when you get to the ridge, the wind will lighten and veer very quickly); and (iii) the run to Kaneohe Bay.

Occasionally, however, the Pacific High will be strong (or strengthening), and located to the north. In these conditions, it is easy to be too far south. The boats sailing closer to the high will not only get more wind, but will sail a shorter distance. Typically in these sorts of years, the wind stays "reachy" throughout the middle third of the race, so the boats that have paid extra distance to get south cannot "cash in" the southing and reach up in front of the northern boats, because everyone is reaching fast.

The critical characteristic of the correct "lane" as you approach the High, is to get sufficient veer on which to gybe from starboard to port before the wind gets too light. If you are too far north, you have to gybe before you get enough veer, and end up gybing on a rotten angle. If you are too far south, the boats to the north get the veer first and gybe across your bow.

It's rarely smooth sailing in any case. Once in the trade winds during the final third of the race, the boats have to deal with nightly squalls. And these, too, require a little strategy. The squalls only occur at night, starting about midnight and continuing and strengthening until dawn. If there is a moon, the squalls are visible for miles because of their height. If there is no moon, you can often detect squalls behind you by watching for the absence of stars. Each squall on a given night will behave almost exactly like its predecessor, except it will be a little stronger. So Stan says you should "go to school" on each squall in order to sort out how to best take advantage of the next one. If one squall provides more fun than you really wanted,



douse the kite and wing out a jib for the next one. At dawn the squalls vanish, but leave calm zones around and particularly behind them that should be avoided.

The parting wisdom in Stan's treatise may be the most important: "Pick your strategy and stick to it. Then, whatever happens, make up your story for the Kaneohe bar and stick to it."

This year's race departed from the norm. With two degraded hurricanes (Celia and Darby) threatening from the southeast and the Pacific High stubbornly to the north, there was the unusual opportunity to shoot straight across, and shoot they did in great winds (but complicated seas). As CCA/SAF member, Jim Quanci, summed it up: "This year's Pac Cup was wind, wind, and more wind. Getting out of Dodge that first day, the missing light-wind ridge, north and south—there was good wind everywhere. The strong high northeast of Hawaii and an unbroken string of Tropical Depressions created these strong winds across the whole course. And winds mean waves. And yes, there were waves."

The race had Moore 24s, on the small size, and the maxi *Rio 100* at the upper end. And *Rio 100* was hot (5d, 2h, 41m, 13s) breaking the record set by *Mari Chai IV* in 2004 (5d, 5h, 38m, 10s), but the Moore 24 *Mas!*, sailing double-handed, was first in PHRF (10d, 14h, 30m, 22s) which broke the previous Moore 24 Pacific Cup record that had stood for 18 years, by nearly a day. Could it be that it helps to go light?

Among this year's Pac Cup sailors were San Francisco Station's Michael Brown on *Ticket II*, a Jeanneau 57, which won in the Cruising Division, and Michael Moradzadeh on his modified Santa Cruz 50 *Oaxaca*. Both Moradzadeh and *Oaxaca* are Pac Cup vets (Michael has many crossings to his name, and *Oaxaca* was first across the finish line in 1990). Jim Quanci, leaving his *Green Buffalo* behind, fetched a second-in-class as the Navigator of *Encore*, a Sydney 36. And then there was Jim Antrim, crewing double-handed on *California Condor*, an Open 40 of Jim's design, *Condor* and Jim both also being Pac Cup regulars. *Condor* got third in the Double-Handed Division. Their takes (slightly

edited) on the race are below:

**Mike Brown:** There were many whales outside the Gate at the start, but "three large whales got so close to our boat we could have jumped and landed on them. They thankfully dove and didn't hit, but it was close." (For a picture of the whales, see the SAF report nearby). The first 24–36 hours were the roughest of the trip, but after that, it was smooth sailing. During a squall in the middle of the night, the spinnaker pole broke off its track and put a small hole in the mainsail. It didn't slow *Ticket II* down, though—she got to Hawaii in 10.5 days, much faster than the crew thought possible.

**Michael Moradzadeh:** CCA/SAF members Liz Baylis and Todd Hedin joined Michael Moradzadeh on *Oaxaca*, with Liz doing the navigating. Numerous upgrades, including re-rigging, new sails, and a new pedestal grinder system, plus some great coaching by Liz, gave the crew some hope for perhaps a third-place finish in their division. *Oaxaca* benefited from the breezes, with a great passage time of just under eight days, four hours. Hours of surfing at up to 20 knots made for a memorable passage. Nothing on the boat broke, except for the newly purchased spinnakers, leading the crew to run the entire race on an old undersized kite they had added as a spare at the last minute. After scoring handicaps were applied, *Oaxaca* and her CCA crew ended up with a second place in division (third ORR) and the determination to get out there and do it again. They've entered the TransPac 2017.



*Oaxaca's CCA Crew: Liz, Michael, and Todd*

**Jim Antrim:** Jim has formulated an opinion, based on vague and limited data, that Hawaii races following an El Niño winter tend to be windy. "The prediction was certainly borne out this year, my 11th Hawaii race and the windiest, fastest trip yet. We covered the course in eight days, 11 hours."

*California Condor* is a powerful boat with a generous sail plan. "Changing sails is a lot of work for two guys who qualify for Medicare." *Condor* was the fastest-rated boat in the double-handed division, owing the next boat (an Antrim 27!) 45 hours over the course. "In the first 24 hours we hit two sunfish with the port rudder, each time doing about 10 knots. These things are massive and heavy. We blew up two spinnakers, including our biggest runner and the A-5, which unfortunately would have been the ideal kite for the final three days. The worst debacle was a very nasty wrap with the A-7 and snuffer tightly double-wound around the headstay. It took the two of us five hours in the middle of the night to get the thing down, back in the snuffer, and flying again."



*Condor heading for the Gate, traffic to port*

**Jim Quanci:** Here's Quanci on wave riding: "And once in a while a helmsman's dream would appear. Atop one of those 18-or-so-foot mountains, a pass through the mountain ahead of you would appear. So, bow down, race down the first mountain, catch the pass through the second mountain before it closes up—with the boat in the mid-teens the whole way—a full minute or two. Call it double-black diamond. Call it Le Mans. When at night and blind, call it just plain scary. And when you caught the rarest of the rare...a pass through three mountains...personal and boat speed records fell...17k, 18k, 20k of boat speed and more—from boats everyone said were displacement and couldn't/shouldn't surf."

A message that comes through loud and clear: Take plenty of spinnakers!

*Stafford Keegin, SAF Historian*



## 2016 FALL MEETING — BERMUDA



*Painting of a post Bermuda race party from about 1960*

While the weather was less than planned, the Fall meetings went well with a little over 100 members with spouses and/or partners travelling from the mainland to join two dozen Bermudian members for a 3 day weekend.

Thursday's reception and dinner featured the unveiling of a painting of a post Bermuda race party from about 1960 showing great detail of the participants and their boats.

After meetings Friday morning, the mainlanders were treated to tours of the Oracle or Softbank bases at Dockyard—the boats, wing sails and preparations underway were impressive.

Saturday featured a lunch aboard *Spirit of Bermuda* amid brief showers and 20 knot winds. Following lunch, a brave crew of 40 set off for Dockyard. Dinner Saturday was at the beautiful Beau Rivage overlooking Hamilton Harbour.

*Les Crane, Fall Meeting organization*



*2016 Board meeting*



*Below: Lunch on aft deck of Spirit of Bermuda*



*Registration L-R: Stephen Kempe, Les Crane and Andy Burnett-Herkes*



*Opening reception L-R: Joe Fontanella, Hiro Nakajima, Sue & Dave Dickerson*



*Opening reception L-R: Happy crowd at the bar*



*3 guys jacking away: L-R: Mark Ellis, Jim Robfogel and Sandy Vietor*



*Peter Palette, Barbara Watson, Sally & Bob Medland in front of the RBYC*



## 2016 FALL MEETING — BERMUDA



Opening reception L-R: Jim Corenman, Sue Corenman and Joyce Lhamon



Final evening: Ann Noble-Kiley, Steve Taylor and Mark Rice



L-R: Pam Barker, Jack Towle, crew, Larry Somers



Final evening L-R: Tony & Leslie Will and Cmdr. Jim Binch



Dennis Powers trying out for a spot on the boat



CCA crew on the Spirit of Bermuda



Dorothy Wadlow, Jeb Embree and Tom Wadlow



ESS RC Dave Dickerson addressing the skipper of the Spirit of Bermuda Mike Morland



Final evening: Connie and Waddie Garrett



Opening reception L-R: Ed & Barbara Meserve, Lisa Lang, Jill & Jim Morgan



Opening dinner L-R: Cmdr. Jim Binch, Liza Chandler, RC Stephen Kempe Joyce Lhamon



# ST. ANDREW'S CRUISE



View from Susi's home

DAN NERNEY



Opening cocktails L-R: Cinnie Casner, Ann Willauer and Truman Casner

DAN NERNEY



Opening cocktails L-R: Tom Wadlow, Peter Willauer and Pam

DAN NERNEY



Opening cocktails L-R: Susi Homer and Carol Willauer

DAN NERNEY



Boston Station RC Bob Morris

DAN NERNEY



Opening cocktails L-R: CC Cunningham, Joy Ford and Chris Cunningham

DAN NERNEY



Opening cocktails L-R: Mike McBee, Pieter & Joanna de Zwart and Brad & Ann Willauer

DAN NERNEY



Opening cocktails L-R: What a nice party at Suzie's home!

DAN NERNEY



Happy times aboard Sunflower

CC CUNNINGHAM



An exchange of burgees

CC CUNNINGHAM



## ST. ANDREW'S CRUISE



Algonquin Hotel L-R: Bill Walsh, Annette Harland Peer, Pat Peer and Larry Hall



Roque Island L-R: Peter & Carol Willauer, Agnes Danciger and Brad & Ann Willauer



Roque Island beach picnic



Opening cocktails L-R: Jane & Steve Batchelder, Nick & Phyllis Orem and Jim Hutchinson



Algonquin Hotel cocktails: a happy crowd



Glooscap II, Eight Bells and Sunflower rafted in a cute harbor



Algonquin Hotel Happy Crowd



Algonquin Hotel L-R: Brad Willauer, Mark Lenci and Frank Conrad



Nancy Marvin, Nancy Jamison, Steve McInnis and George Marvin



## CCA AND MYSTIC SEAPORT MUSEUM



L-R: Joe Callahan, Peter Littlefield, Bob Green, Fred Deichmann, Dave Dickerson, Bob Rodgers, Steve White, Dana Hewson, Dick Holliday, Harry Holt

To paraphrase G. B. Shaw, Mystic Seaport Museum and the Cruising Club of America are two entities that are brought together by a common language, the language of the Sea.

The CCA was founded in 1922 by a group of yachtsmen who wanted to develop cruising, particularly offshore cruising, as a pastime. CCA members have literally sailed to every corner of the globe living up to their mantras "*Adventurous Use of the Sea*" and "*Nowhere is Too Far*."

The latter is also the title of Jack Parkinson's book detailing the early history (up through 1959) of the CCA. The Club grew over the years, and today boasts 1300 members organized in 12 geographic stations, each headed by a Rear Commodore. And it has attracted real sailors. "Let us refuse stoutly to accumulate an on-shore contingent; let membership be a mark of achievement" was the cry, and it still is.

Mystic Seaport Museum was founded as the Marine Historical Association in 1929 by three leading citizens of Mystic. They realized that they were living at a time when an era was disappearing. The Age of Sail was coming to an end, and they decided to do something about it. They acquired land along the Mystic River with the objective of duplicating a typical mid-19th century New England coastal town. Boats, ships, buildings,

shops all sprang up under their efforts. The first vessel of size that they acquired was Annie, a turn of the century sandbagger racing sloop. Painstakingly restored she is still an important part of MSM's collection.

In late 1940 MSM had the opportunity to acquire the Charles W. Morgan, the last wooden whale ship. It was a big risk due to the demands she would place on the museum in terms of restoration and maintenance, but the Board of Trustees decided to go ahead, and that decision has paid off magnificently. Over the years she has become the centerpiece of the Seaport's collection and in 2014, after a \$10MM restoration she sailed off on a six week tour of New England ports.

The first contact between the two organizations goes unrecorded, but in 1946, with a lot of foresight, the CCA bought a lifetime membership in Mystic Seaport. That was the beginning. In 1946 CCA donated \$2050 to build the CCA dock (at the north end of the Seaport) and in 1953 another \$850 was added. In 1948 MSM reached out to all CCA members for funds to purchase a portrait of G.W. Blunt White. The CCA responded with \$5848. The solicitation was a success but the portrait was not purchased. The funds remained in an account until 1972 when it was repurposed and used to set up a book purchase endowment fund.

In 1990, a major effort by Commodore Jim Pitney, Vice Commodore Jim Harvie and MSM President Revell Carr resulted in funds raised of \$250,000. The funds were to be used to renovate and name a library room in honor of long time CCA member and MSM Board of Trustees member Olin Stephens. Some of the funds were to be used to design and build an exhibit which displayed many of the modern navigation and safety tools used by sailors today. Unfortunately, the exhibit was short-lived due to the demise of the G.W. White Building due to water problems. Much of the display, however, is on the MSM website. See "*The Adventurous Use of the Sea: The Cruising Club of America*." The design and building of this exhibit was an excellent example of two organization working together to achieve an objective.

In 1972, the two organizations signed their first formal agreement. The Agreement provided for the establishment of "a depository of historic records pertaining to the Cruising Club of America" and referred to as "the CCA Archives." They would include official CCA records, minutes, notices, pertinent books, manuscripts, letters, photographs and small unframed paintings, sketches, etc. The Archives would remain the property of the CCA but would be managed within the existing policies of the





DAVE DICKERSON

*The hoisting of the CCA burgee*

library and be available only to CCA members. Around 1994 ownership of the Archives was turned over to MSM, indexed by a professional archivist and stored in a locked area of the G.W. White Building. Unfortunately, the area had water problems and we lost a piece of the Archives, particularly the Club's yearbooks. Fortunately we have duplicates and the Archives are now in a much safer climate controlled home in the "vault," the section of the new library which is reserved for rare books and artifacts.

On the morning of August 17, 2016, a group of men gathered at the base of a large mast on MSM's south end. Present were Steve White, President of Mystic Seaport Museum, David Dickerson, Rear Commodore of CCA's Essex Station, and a handful of CCA members. They were there to attend the "christening" of the mast, which had recently been in for major repairs. The mast had been donated by D. Cameron Peck, the last owner of Nebula, the yacht in which the mast spent its service life. It was donated to honor the memory of John C. Davis, a previous owner. The mast was also dedicated to the memory of Hobart ("Hobie") Ford, a young Gunners mate who lost his life in action during WWII. The dedication was in response to the wishes of his father (a CCA member). After an appropriate time, Rear Commodore Dickerson stepped forward, raised the Ensign to the peak, and the CCA burgee went proudly to the masthead. It was a special moment.

*Joe Callahan, Archivist* 

## GUEST MOORINGS

I had a call today from a CCA member who in the best spirit of our organization gave me some well-informed and valuable input about the guest mooring program going forward.

His point was that moorings are a valuable commodity, increasingly regulated by the town where the mooring is located. He wondered whether we should try to preserve moorings in high value locations even when the stewardship changes.

When a member stops using their mooring because they no longer have a boat, it is unrealistic to expect them to maintain the mooring indefinitely solely for the club benefit. In these circumstances, should the club consider sharing the annual maintenance costs, particularly if the mooring is in a highly desirable location? A CCA mooring fund, perhaps? Promoting more endowed or memorial moorings?

Some guest moorings are destined to disappear. But it may be possible to preserve others with some creative future planning. What specific locations? Are there non-CCA entities we should consider reaching out to expand our mooring access? Your input on this subject is great appreciated.

*Channing Reis,  
Guest Mooring Committee,  
chanreis@comcast.net*

## BONNELL COVE FOUNDATION

Bonnell Cove attracts a fascinating assortment of grant applications from studies assessing marine protected areas to the testing of boat building materials to the purchase of emergency rescue equipment.

This past spring the Foundation granted over \$34,500 to 10 organizations. The grants ranged from \$2,500 to \$5,000. Most of the organizations are relatively small and have excellent track records in accomplishing their goals. Seven grants were for environmental projects and three were for training or equipment related to safety. Eight were given to East Coast and two were to West Coast non-profits.

This fall we have received seven grant requests, five for safety at sea and two for the environment of the sea. A total of \$72,800 has been requested. The Board of Trustees is likely to consider funding part of the requested amounts depending on the pool of donations received through the year.

Once again we ask that CCA members steer worthy not-for-profit organizations to the Bonnell Cove website to find our application policies and forms. And, as always, we are most grateful to you who allow us to help inspiring programs achieve their missions. Your donations are put to immediate use.



## WELCOME NEW MEMBERS



### CHRISTOPHER P. BELL

Annapolis, MD

Yacht: *Irwin 54 Southerly*

Station: *CHE*

Proposer: *Mark Myers*



Chris came to sailing as a teenager on Pamlico Sound, NC, sailing a Hobie 16, Sunfish and Flying Scot in local regattas. He was Watch Captain on his first distance voyage of over 170 NM from Belhaven, NC to Annapolis and back with 3 other teenage boys in a Tartan 34, moving on to race and cruise aboard a J30 as a young adult. Throughout the 1990s Chris and his family cruised his Santana 30 on the Chesapeake, often in company with the Myers family. In 1997 Mark and Chris double-handed Mark's Serendipity 43' from Newport to Annapolis, and since that time the two have been together almost annually in a variety of offshore races and cruises, with Chris as Watch Captain on Mark's boats. A 1999 trip from Annapolis to Guadeloupe was interrupted by a late season hurricane, sending them on an 800NM detour. Similarly in 2012, on a voyage from Puerto Rico to Annapolis, they had a brush with tropical storm Beryl, and then, in 2013, experienced 8 days on the wind with a 1,000 mile beat from Bermuda to Guadeloupe. Chris's calm disposition and seamanship were always obvious during these storms. He spent 2014 living aboard and cruising Southerly in the Chesapeake and then, while wintering on the boat in Florida over 2015/2016 made time to sail the inaugural Miami to Havana race in February 2016, with Mark as his Navigator.

*Affiliations: Annapolis Yacht Club*

### DR. GRETCHEN DIECK BIEMESDERFER

Guilford, CT

Spouse: *Dr. Daniel R. Biemesderfer*

Yacht: *Mason 43 Shearwater*

Station: *ESS*

Proposer: *Ric Sanders*



Gretchen came to sailing as an adult, and by dint of hard work and effort has moved from being a novice to becoming an experienced offshore sailor. For the past 30 years Gretchen and Dan have made passages along much of the coastline of New England between Connecticut and Maine. Much of Gretchen's early cruising was aboard their Alden-designed Bristol 35 cutter *Daphnae*, with their two young sons on board. While Gretchen continued to develop her skills at sea, on land she was becoming an international leader in the field of pharmacoepidemiology. After acquiring *Shearwater* in 1999, they continued to cruise more extensively and began ocean racing. Gretchen has crewed in the 2007 and 2013 Marion to Bermuda races, as well as in the 2012, 2014 and 2016 Newport-Bermuda races. The 2016 race was an outstanding result for *Shearwater*, being awarded the Carleton Mitchell *Finisterre* Trophy as the overall winner of the Cruiser Division, the Class Trophy, the Navigator's Trophy, and the prestigious Bermuda Station Trophy for the best corrected time of a CCA or RBYC boat. Gretchen has also participated in the Marblehead to Halifax race, in a couple of Lobster Runs from Stonington, CT to Boothbay Harbor, ME, and made 5 short-handed return passages from Bermuda. In 2015, Gretchen and

Dan entered the Transatlantic Race. However a series of gale-force storms 9 days into the race damaged *Shearwater's* rigging and sails, causing them to retire. Gretchen repaired their damaged sails, enabling them to make the 900 mile passage to the Azores for complete repairs. Gretchen and Dan frequently sail *Shearwater* double-handed, including passages between Connecticut and Maine, Madeira to the Canary Islands in 2015, and Martinique to Antigua on New Year's Eve 2015. *Shearwater* will be back in Antigua for the winter of 2016-2017.

### TODD BURLINGAME

St Margaret's Bay, Nova Scotia

Spouse: *Julia*

Yacht: *Valiant 42 Double Cross*

Station: *BDO*

Proposer: *Denis Linton*

Raised on the water, Todd grew up in a commercial fishing family in Alaska and worked offshore as a deckhand in the Beaufort Sea. After finishing school, Todd moved to the shores of the Great Slave Lake in the Northwest Territories and started pursuing his passion of sailing. Spending weeks each summer enjoying wilderness cruising on his Bayfield 29 *Sunblood* and serving as Commodore of the Great Slave Cruising Club, Todd always took a keen interest in promoting sailing in the North. After several years of Northern adventuring, Todd trailered the *Sunblood* from Yellowknife to Halifax Nova Scotia in June of 2002, and set off from the Royal Nova Scotia Yacht Squadron for a voyage to Portugal. In 2007, he was first mate on Denis Linton's Niagara 35 on her voyage from Tenerife to Antigua. Todd has now moved permanently to Nova Scotia, where he and his wife Julia enjoy sailing their Valiant 42 Double Cross between Halifax, St. John's Newfoundland and St. Pierre Miquelon French territory. In 2012, Todd won the Ocean One International Yacht race from St Pierre Miquelon to St John's and return.





## WELCOME NEW MEMBERS



### DAVID EVANS

Lunenburg, Nova Scotia

Spouse: *Tracy Haigh*

Station: *BDO*

Proposer: *Wilson Fitt*

David's first experience with sailing came in 1991, when he was invited to crew on the 44' yacht *Justica* in the Bahamas. He became good friends with the owner of the yacht, and spent the next 17 months sailing her in the Caribbean, as far south as Venezuela. Then in 1994 David spent almost a year as First Mate and engineer on the schooner *Unicorn* on her voyage from Trinidad to the Great Lakes, where she was being put into service as a sail training ship. From March to September 1995, he captained a 48' ketch *Concerto* from St Martin to Maine via Bermuda, followed by cruising on the Eastern seaboard. Then in September 1995 he was taken on as Captain on a Little Harbour 58 *Sauvignon*, and spent the next 5 years on a circumnavigation leaving from Newport, RI through the Caribbean, Panama, Galapagos, Tahiti, New Zealand, Seychelles, Red Sea, Spain, Mexico, and Florida before returning to Newport in May 2000. He is a marine engineer with the knowledge to find a problem, and fix it, while encouraging the hapless boat owner to work alongside him. David is equally at home on sail or power, and in 2001 he was engineer on a 195' m/v *Hawk* from Scotland-Sweden-Halifax. One of his more unusual trips was as Captain aboard the 145' steam yacht *Cangarda* from San Francisco to Maine from 2009 to 2010. In August 2015, David joined Joe Hoopes' 75' *Palawan* crew as second mate and Watch Captain on the leg from Greenland to Lunenburg. Joe says that he had a 'Dave list' waiting for his arrival on board, and that he exceeded all expectations, not only finding the source of a hose leak which caused the steering to fail, but knowing exactly where to go in Newfoundland to get the broken hose replaced. It almost goes without

saying that David is a great shipmate, but his mastery of all things mechanical, electrical and electronic on a boat are what makes him stand out.

### MARSHALL D. DUFFIELD, JR. (DUFFY)

Newport Beach, CA

Spouse: *Terry*

Yacht: 56' *Bertram Following Sea*

Station: *SOC*

Proposer: *Peter C. Palette*



Duffy grew up in Newport Beach, and began racing Sabots, Lido 14's, and Snowbirds. Over the years he moved on to racing 5.5s, Solings, Cal 25s and 40s and on to major I.O.R. ocean racing vessels. Duffy completed his first Transpac in 1975, and has since taken part in the race innumerable times, as well as multiple races to Puerto Vallarta and Cabo San Lucas, SORC's and Big Boat series in San Francisco, often on boats he designed and built, such as the 50' *Native Sun*. In 1991 he was in the Transpac aboard *Chance*, which was first across the line, first in class and first overall, with Duffy elected MVP. Duffy is a well-known boat designer and builder, having started the Electric Boat Company over 40 years ago. The company is still going strong, fueled by his constantly evolving ideas. He is currently working on an economical cruising power boat in the 60' class which is presently under construction. Until 2015, Duffy raced and cruised on his Farr 395 *Illusion*, and now can be found most often cruising in Southern California waters on *Following Sea* with Terry and their 3 kids and grandkids.

*Affiliation: Newport Harbor Yacht Club*

### DOUGLAS FIRTH TRAPPE, MD

Spouse: *Becky*

Yacht: *Wilbur 34'*

Station: *CHE*

Sponsor: *Jeffrey Gibbons-Neff*



Doug grew up on the Chesapeake, where he has sailed all his life on a wide variety of boats. His first distance voyage was in the early 1980s on Jim Thompson's *Swan 47'* from Virginia to the Exumas. He has been either a crew member or Watch Captain on fellow CCA members' boats in a number of races: 8 Block Island Races, 2 Key West and 2 SORCs, 6 Annapolis-Newport and 7 Newport-Bermuda, and is always happy to help deliver a boat. Doug is regarded as a quintessential Eastern Shore Gentleman, which is to say honest, kind, friendly and funny. These attributes, plus his competency and quick reaction make him an ideal shipmate. His fellow crew members remember all too clearly a knockdown at midnight with the spinnaker on the Cedar Point Race, when Doug's quick work at the mast limited the damage. Doug and Becky are very involved in the organization of regattas and racing programs in the Chesapeake Bay region, and give a great deal of their time to the sailing community.

*Affiliations: Tred Avon Yacht Club (Past Commodore); Chesapeake Bay Yacht Club (current Commodore)*



## WELCOME NEW MEMBERS



### EUGENE F. GARDNER (GENE)

Portland, ME

Spouse: *Jo-Ann Ramsey*

Yacht: *Pacific Seacraft 40' Eli Blue*

Proposer: *Maggie Salter*

Station: *BOS—Gulf of Maine Post*



Gene came to sailing quite late in life, but has taken to it with the full focus he employed during his business career. He was a longtime reader of nautical tales, and during vacations in the Caribbean and the Vineyard he began to put what he had learned into practice, anticipating his retirement. He took classes at the Blue-water Sailing School, and in 2007 he acquired *Eli Blue*, hiring a captain and crew to help him sail her from North Carolina to the 79th Street Boat Basin on the Hudson. Gene spent a year dodging ferries and container ships, then, following his retirement, he sailed alone to Martha's Vineyard. Having decided that spending the winter in the Caribbean was a fine idea, Gene hired a captain and crew once more to help him get to Bequia, where he spent the next few months. While there, he had the good fortune to meet Jo-Ann, an accomplished sailor from Mahone Bay, Nova Scotia. After she flew home, Gene single-handed *Eli Blue* to Bermuda, Newport, RI, then on to Lunenburg. Gene and Jo-Ann were married that summer. Later that year they sailed down to

Puerto Rico, around the Caribbean, and back to North Carolina. Gene then single-handed *Eli Blue* to Nova Scotia, then back to St Lucia in the fall for another winter cruising together. They continued this pattern for the next few years until Jo-Ann retired from business, and they moved to Portland in 2015. That fall 2015, Gene flew to Vigo, Spain to help Hans Himmelman (BDO) bring his boat to the Azores. Gene and Jo-Ann are busy planning their next adventure to the Bahamas and the Caribbean.

### PETER R. GRIFFIN

Grosse Pointe Shores, MI

Spouse: *Susan Tapert Griffin*

Yacht: *Jeanneau 40.3 Echo*

Station: *GLS*

Proposer: *Karl von Schwarz*



Peter has spent the greater part of his sailing life on the Great Lakes, with over 20 Chicago Mackinac and 35 Port Huron to Mackinac races under his belt. In addition, he was a frequent and welcome crew member on Fred Detwiler's (FLA) Andrews 70' Trader, sailing on her in 1995 from Long Beach, CA to Cabo San Lucas, and on Newport to Bermuda races in the years 1996, 1998 and 2006. Peter has since joined Llwyd Ecclestone's (FLA) well-experienced Kodiak team in the 2010, 2012 and 2014 Bermuda races, where his navigational skills and weather pattern analysis were exemplary. Peter sailed in both the Chicago Mackinac Race and the

Bayview Mackinac Race in 2015 on a friend's boat *Flying Buffalo* as Navigator, winning 1st place overall in the Bayview Race. Kodiak elected to not race in the 2016 Bermuda race due to the weather forecast, however Peter again sailed in the Bayview Mackinac Race as Navigator, and also sailed and won the 2016 Beneteau 36.7 North Americans in Chicago in September on a friend's boat *Grizzly*. Besides racing and cruising on the Great Lakes with his family, Peter is very involved in US Sailing, acting as a certified US Sailing Judge.

*Affiliations: Bayview Yacht Club, Detroit (Past Commodore); Storm Trysail Club (Great Lakes Fleet Captain) Detroit Regional Yacht Racing Association (Chairperson Appeals Committee).*

### ADOLF F. HAFFENREFFER IV (DOLF)

Sun City, AZ

Spouse: *Sally*

Yacht: *Nordhavn47' trawler Happy*

Station: *SOC*

Proposer: *Gary G. Gould*



Dolf participated in the Sakonnet YC, RI sailing program in his early years, began racing at age 8, and went on to be an instructor and racing coach at the Club. He was a member of his high school varsity sailing team, and during the four years from 2001-2005 Dolf was skipper on the Connecticut College Varsity Sailing team. It was natural that Dolf would choose the yachting world as his career after college, and since 2008 he has been a partner with Ted Hood in

**REMEMBER TO PAY  
YOUR DUES ONLINE!**



# WELCOME NEW MEMBERS

a Portsmouth, RI yacht brokerage. Since 2008 Dolf has participated in four Newport-Bermuda races, one as Watch Captain, one Annapolis-Newport, one Marion-Bermuda race as co-skipper/Watch Captain and one Marblehead-Halifax race. In 2015, he sailed in the double-handed portion of the Bermuda 1-2 race with Murray Danforth on *Flying Turtle*. Dolf has also made several deliveries between the east coast and the Caribbean. Dolf continues to race with his father on his Sakonnet one-design *Chiquita*, as well as enjoying east coast cruising on *Hafftail* with his family and friends.

*Affiliations: Sakonnet Yacht Club; New York Yacht Club; Storm Trysail Club.*

## BENGT ERIK HELLSTROM (ERIK)

Queensland, Australia

Station: BOS

Proposer: William (Greg) Gebow



Erik grew up in Sweden where he spent his formative years around boats, including in the Swedish Navy. His vacations were spent sailing in Sweden, Denmark, Norway and Germany, some of which were organized by the Swedish Cruising Club. Erik ventured further afield in 1979 with a voyage as Watch Captain and Celestial Navigator from Gran Canaria to Barbados, then from April to December 1983 he sailed double-handed from the US Virgin Islands through the Panama Canal across the Pacific, until they reached Sydney, Australia. There he met and married

his late wife Jocelyn, who was already a circumnavigator. Through the 1980s and 1990s, Erik and Jocelyn returned to sailing around Scandinavia, until May 1999 when they joined the OCC Millennial Cruise. This included a transatlantic leg, during which Erik sailed into the lives of several CCA members as he made passages through October 2000 from Florida to Nova Scotia, and back to the Chesapeake on his HR 38' *Havsvind*. In the years since then he has cruised the Chesapeake many times, often single-handing up the coast to Nova Scotia, or down to the Bahamas and Cuba. Since selling *Havsvind*, Erik has been a welcome shipmate on several CCA boats for Chesapeake and east coast cruising, and was recently Watch Captain on Greg Gebow's *Undine* on the BOS/St Andrews cruise. Erik, who now lives in Australia, has signed on as a crew member on a mega yacht in the 'Clipper Round the World Race' which will take care of his sailing from August 2017 to July 2018.

## GARY P. HILL

Newport Beach, CA

Spouse: Sandi

Station: SOC

Proposer: Lawrence Somers



Gary grew up in a sailing family in Newport Beach, and early on developed a passion for all water sports: fishing, diving, surfing and long distance racing. As a teenager, Gary made his first delivery from La Paz, Mexico to

Newport Beach, a voyage he has made many times since. In 1981, he was on the escort/communications vessel Jubilee for the Transpac, during which his seamanship and mechanical skills were noted. In 1987, Gary acquired a former Navy tug which had run aground near Portland, Oregon. He delivered her down to Los Angeles for a rebuild, renamed her William B, and then enjoyed cruising on her with family and friends for the next 28 years. During that time they cruised up to San Francisco and down to Cabo San Lucas and the Sea of Cortez for extended durations, as well as around the local Channel Islands. When not on the *William B*, Gary crewed on several Transpacs, as well as a couple of Newport Beach to Cabo San Lucas races, and was Watch Captain on the 75' sloop Shanakee on her deliveries from Seattle to Newport Beach in 2006 and 2012. Sadly for the Hill family, and for the NHYC community for whom she had become a fixture, the *William B* caught fire at her mooring in October 2015, and sank. Gary has recently replaced this splendid vessel with a 74' 1990 Jones-Goodell Pilot-house Motoryacht.

*Affiliations: Newport Harbor Yacht Club (Commodore)*

## 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.

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



## WELCOME NEW MEMBERS



### PETER JACOBSEN (PETE)

Seattle, Washington

Spouse: *Rachelle*

Yacht: *Canadian Seacraft*

34' *NonSequitur*

Station: PNW

Proposer: *Alan Forsythe*

Pete enjoyed sailing in San Diego as a boy, so when he started work at a Seattle hospital in 2001 he was delighted to have the opportunity to sail with a couple of other medical colleagues—even though it was often 3.00 a.m. when they got off work! Pete has since sailed often with Marcus Reichert (one of his medical colleagues) in the Swiftsure race, the San Juan Islands, and making deliveries up and down the west coast. Pete has taken the opportunity to sail as often as possible to learn all he could about boat handling, electronics, engines, etc., and especially rigging, with great success according to those who have sailed with him. In 2005, Peter and Rachelle acquired *Non Sequitur*, and lived aboard and cruised her extensively throughout the Puget Sound, San Juan, and Canadian Gulf Islands from 2005 to 2013. They rebuilt the interior of *Non Sequitur* in 2012, and in 2013 after extensive interior and exterior refitting, they had a 2 month shakedown cruise to Desolation Sound and Butte Inlet (North of Desolation Sound) where Pete nearly cut off the distal quarter of his thumb and got the opportunity to sew it back on himself. Their long term plan is to cruise Mexico, the South Pacific and eventually cross to New Zealand. With this aim in mind, they made passage from Seattle to San Francisco in 2013, and continue to live aboard in Alameda while finalizing their plans. Meantime in July 2014, Pete was Watch Captain on Marcus Reichert's (PNW) APPA from Honolulu to Seattle, followed by Watch Captain on a J109 from San Francisco to Santa Barbara. Pete and Rachelle will make ideal ambassadors for the CCA as they embark on their long distance voyages.

### FRANCINE KILRIDE

Newport, RI

Station: BOS

Proposer: *Edwin G. Fischer, MD*



Francine was literally born and raised on a boat in England, with her first long distance voyage taking place at age 13 on her parents' 112' brigantine from Denmark to Barbados. She and her 3 siblings stood watch from a young age, and they were home schooled on board. This was a life Francine clearly loved, as she and her husband home schooled their 3 sons in much the same way between 1993 and 2004 as they made passages between Newport and the Caribbean on their Morgan 51'. Francine is the founder and owner of a yacht management company, taking care of many yachts, dealing with issues, both large and small, cosmetic and mechanical or electrical. Boat maintenance is second nature to Francine, who has been a certified master diving instructor for over 25 years. She delivers boats up and down the east coast, and often sails with clients on their vacations, with her role, apart from good friend, being to assure the overall safety and performance of the boat and its systems. Francine's love of the sea has obviously been passed on to her sons, of whom she is justifiably proud—Jacob who was in the Coast Guard, Shaun is a Mass Maritime Academy graduate, and Alex is a corpsman in the Navy and was stationed with the marines in Afghanistan.

### ANNEMARIE LANNIGAN (ANNIE)

Saunderstown, RI

Station: BOS

Proposer: *Steve Prime*



Annie has been a blue water sailor since her early twenties when she stood watch on a 40' English wooden cutter on its passage from Maine to Antigua as one of a crew of three. She then worked on a 100' schooner while based out of Antigua for a year before returning to University and obtaining her MBA. In 1986 Annie and her husband, purchased an Ohlson 36 *Arcadia*. After a substantial refit of this wooden yawl, they cruised New England. This boat was followed up by the build of a new Luders 34 named *Emily*, which they sailed on the east coast for several years, including the Marblehead to Halifax race and Storm Trysail series. The next few years were spent raising her daughters, occasionally chartering and skippering boats on family vacations in Greece, French Polynesia and Italy. Then in 2004 Annie commissioned the construction of a 65' Chuck Paine designed cutter rigged sloop, *Te Mana*, which in 8 years she sailed over 33,000 miles. The first year she and her sailing partner took her from Lake Erie into Lake Ontario, down the St Lawrence and through the Canadian Maritimes. Later that season, they continued their route south, rounding Key West and bringing her home to Sarasota. The following year they brought her back up and cruised New England and





## WELCOME NEW MEMBERS



Canada, returning to Sarasota each fall. They enjoyed 6 months cruising in the Caribbean in 2008/2009, before finally selling *Te Mana* in 2012. Since then Annie has often stood watch on a friend's Farr 63' on voyages between Newport and Bermuda, on one trip achieving a high speed of 27 knots under an A3 in a quartering 30 knot blow! Annie has also captained the delivery of a Vicem 72 from Newport, RI to Thomaston, ME, and still enjoys chartering with friends and family in the Caribbean.

### PETER NIEMANN

Seattle, WA

Spouse: *Ginger*

Yacht: 60' *Herreshoff Ketch Irene*

Station: PNW

Proposer: *Paul A. Baker*



Peter sailed in his childhood on various bodies of water from the Great Lakes to the Gulf of Mexico, and has fond memories of a Grumman sailing canoe—gunter rigged with leeboards and tiller ropes for steering. After moving to Seattle in his teens, Peter started sailing *El Toro's* on Green Lake and Lake Washington before moving on to larger vessels. He built an *El Toro* with his father, then moved on to construct an 18' flat bottomed centerboard boat as his first cruising boat, which he used to explore Puget Sound and the San Juan Islands. Peter was on his college sailing team, racing 420's, after which he raced an International 14, and made deliveries between San Francisco and Seattle. Once their

family was grown, Peter and Ginger acquired a 47' sailboat named *Marcy*, on which they cruised to Desolation Sound on vacations. Peter's engineering skills came into play at that time when he decided that *Marcy* would be better balanced as a sloop instead of a ketch, so he designed and executed the modification. After a test voyage around Vancouver Island, they set off in 2006 for what would be a nearly 4-year west about circumnavigation, by way of the Cape of Good Hope and Cape Horn. When they crossed their outbound path, Peter and Ginger had circled the globe in 3 years 29 days, sailing over 45,000 miles. Needless to say they have many tales to tell, including sailing on a dhow with the locals in Madagascar, and being hailed by an Australian Coast Guard vessel in praise after watching them leave a tricky anchorage under sail. *Marcy* was sold, and Peter and Ginger spent time refitting *Irene*. They are now completing a 5,000 mile shakedown cruise to the Aleutian Islands, Alaska, with plans to sail further afield next year.

### JANET A. RIESMAN

Branford, CT

Partner: *Sean Saslo (ESS)*

Yacht: *Brigand*, a Cookson 50' and *Intrepid*, an Endeavour 51'

Proposer: *Mark Andrews*

Station: ESS



Janet was born into a sailing family, and from childhood she sailed with them up to Maine and on to Nova Scotia for annual vacations, as well

as local cruising and racing in Long Island Sound. During those early years, on the family's Friendship sloop, Hinckley Sou'wester or custom 40' Crocker ketch, she honed her navigational skills, and is now a qualified Celestial Navigator. Between 1995 and 2008, Janet and Sean raced and cruised a Tartan 30, *Seabird*, with Janet either at the helm or navigating. In 2001 they acquired *Intrepid*, which Janet and Sean jointly campaigned until 2009 in longer distance races, such as Marblehead to Halifax (twice) and Newport-Bermuda Race. In 2010, they added *Brigand* to their fleet, and have undertaken many more Halifax and Bermuda races on her. Janet's navigational skills came into play in the 2011 Marion to Bermuda race, Celestial Division which she undertook with Sean on *Brigand*, and in which they placed 2nd. She was also Watch Captain in the 2014 and 2016 Newport-Bermuda Races. Her step-son, Seth Saslo, also participated in many of these races and they look forward to including him in many future events. Safety at Sea is an area in which Janet continues to focus, having attended numerous seminars on the subject and received an ISAF certification. Janet and Sean have been active volunteers at the Essex station, and anyone who has cruised in their company knows that a hot meal and a warm cabin may be had on board either of their boats at the end of a cold, wet cruise.

*Affiliations: Off Soundings Club*

### SAFETY AT SEA RESOURCES:

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



## WELCOME NEW MEMBERS



### RONALD L. ROSSETTI (RON)

St. Helena Island, SC

Spouse: *Linda*

Yacht: *1974 McCurdy/*

*Rhodes 66PSelemat*

Proposer: *David A. Frazier*

Station: *BOS*



Ron has been bluewater sailing for over 40 years on vessels of ever-increasing length, but has only lately entered the world of ocean racing. He skippered *Selemat* on the 2015 Marblehead to Halifax race, and the 2016 Newport-Bermuda race, and enjoyed every minute. His preparation for the race was meticulous in every detail and his enthusiasm and realistic expectation of how he would place in a 40+ year old cruising boat was refreshing. Ron's previous boats have been worthy ocean going vessels, such as a Hallburg Rassy 33, and a Seguin 44. He and Linda have vacationed on board for many years with their three children, and now with their six grandchildren. Their voyages have included sailing from Manchester, MA (where he has a home) to the Virgin Islands, followed by winter cruising in the Caribbean. This was their custom between 1990 and 1995, and in the summers of those years they would sail on *Lark* between Massachusetts and Maine, Ron frequently single-handing. In early 1996 they sailed from Grenada to Venezuela on *Selemat*, and spent two months cruising Belize and Mexico, again followed by New England summer sailing. Ron and Linda maintained this schedule until his retirement in 2008, when they focused on New England cruising

from Massachusetts to Nova Scotia. Ron has always been committed to giving back to his communities and educational institutions, and they have been the lucky recipients of even more of his time since retirement.

*Affiliations: Manchester Yacht Club, New York Yacht Club*

### JAMES J. SCHOCK (JJ)

Newport, RI

Spouse: *Stephanie*

Station: *BOS*

Proposer: *John P. Madden, Jr.*



JJ grew up in Chatham, MA, and enjoyed his family's love of being on the water from an early age. He progressed through a series of boats, learning, competing and eventually teaching by age 14 at Stage Harbor Yacht Club, while taking part in regattas around Cape Cod. While still at high school, JJ had the opportunity to spend time with John Madden (BOS) on his Swan 53, *Lady B*, which led to his participation, at age 18, in the 2002 Newport-Bermuda race. John notes that JJ transitioned well from small boat to big boat racing, and by the time he did the race again in 2004, JJ was running the fore-deck, giving direction and walking the crew through spinnaker peels. JJ made a career decision to attend the US Coast Guard Academy, becoming sailing team captain in his sophomore year and remaining team captain for 2 years. He spent the summers in the Coast Guard Academy Ocean Racing program, as helmsman and crew

chief of *GEM*, the Academy's Farr 40. JJ graduated from the Academy in 2006 with a BS in Naval Architecture and Marine Engineering. Since then JJ has remained in the USCG, and most recently served as a Marine Inspector in the Marine Safety Unit in the US and Europe. In May, he graduated from the University of Rhode Island with an MS in Ocean Engineering, and is currently a Coast Guard Academy Instructor, teaching naval architecture and marine engineering. Luckily for John Madden, JJ was available to sail on the *Lady B* on the 2015 Transatlantic race from Newport to Cowes, in the role of Navigator, and successfully kept the boat in or close to the low across the Atlantic. His positive outlook, and willingness to relieve crew at the helm, while keeping Watch Captains aware of their logbook obligations and forecasts for their coming watch, contributed to *Lady B's* placing first in class.

### 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*





## WELCOME NEW MEMBERS



### DARIO SEGRE

Porza, Switzerland

Spouse: Chiara

Yacht: *Swan 90 – B5*

Station: NYS

Proposer: David Tunick



Dario's sailing life began on small motor boats on the canals of southern France, gradually building up in size through a series of sailboats from a Dufour 34' to a Baltic 60' *Akoya*, on which he cruised and raced in the Mediterranean, Aegean and Turkey from 2003. In December 2007, Dario joined the ARC Atlantic Rally in the Caribbean on *Akoya* which he had skippered from Las Palmas to St Lucia. From April to September 2008, Dario sailed *Akoya* from St Lucia to Tonga, Fiji and Vanuatu via the Galapagos, returning to St. Lucia for the next ARC. In 2009, he again skippered her from St. Lucia to the Pacific Islands, returning to the Med in 2010 to cruise from there to Egypt and on to the Andaman Sea. In 2011, after 3 years of consultation and oversight in her construction and design, Dario launched *Canova*, a Baltic 112. He sailed her through Finland, Sweden and Norway after taking delivery, then on to Las Palmas. For the next 3 years Dario cruised on *Canova* in the Med, the Aegean, the Bahamas and the Caribbean, as well as a passage to Copenhagen by way of the Azores. CCA members who were on the 2015 Ionian cruise will remember the beautiful *Canova* on the cruise, dwarfing all other yachts in the fleet. While *Canova's* length legally mandates a professional crew, Dario is very much

the captain when he is on board, from making navigation and sail choice decisions to steering, docking and anchoring. He has recently sold *Canova* and acquired a Swan 90 named *B5*, which he has been racing in the Mediterranean with a crew of 26. Dario is now considering the planning and design of a new sailboat in the 140' to 150' range.

*Affiliations: New York Yacht Club*

### MARK SOARES

St. George's, Bermuda

Spouse: Dr. Annie Pinto

Yacht: CHB 34 trawler

Station: BDA

Proposer: P. Leslie Crane



Mark is a professional mariner with Yachtmaster certification who owns and operates a Yacht Service Business which provides facilities for yachts visiting the island. Mark is Bermuda born and raised, and is well respected as one of the best sailors on the island.

From 1997 to 2006 Mark was Captain, Navigator and engineer on a succession of privately-owned yachts named *Forever Young*, first as an Oyster 485, then an Oyster 56, and finally an Oyster 66. His voyages on *Forever Young* covered the Caribbean and the US East Coast, and from Bermuda to various ports in the Mediterranean as far as Greece. In November 2003, Mark and the owner set off on what would be a 3-year circumnavigation on the Oyster 66, which they double-handed on the 3,700 nm leg from Galapagos to Nuka Hiva. They both love diving, and took full advantage of opportunities in Australia and the uninhabited island of Chagos. They spent several months in the Seychelles and Cape Town, which Mark left to fly to Venezuela to marry Annie, a fellow dive enthusiast. She joined the boat for the return trip to Bermuda. Mark was Navigator on the maiden voyage of the *Spirit of Bermuda* from Rockport, ME to Bermuda, and subsequently acted as her Captain. Besides his professional sailing career, for many years Mark has captained the *Victory* for St. George's in the Bermuda Fitted Dinghy contest, he has been an active volunteer in organizing the Gold Cup races, is a key contributor to the organization of the 2017 Antigua-Bermuda Race and contributes his advice to the Newport-Bermuda Race Organizing Committee.



### 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](http://sailbaglady.com); or call Bettina (the sailbag lady herself) at 203-245-8238.



## WELCOME NEW MEMBERS



### DR. GUST STEPHEN STRINGOS

Skowhegan, ME

Spouse: *Janice (Jan)*

Yacht: *Morris Justine 36' sloop Bluebird*

Station: BOS/GMP

Proposer: *Douglas A. Bruce*



Gust was born in France where his father was a US Navy Port Captain of Saint Nazaire. Upon leaving the navy, the family moved to live in Maracaibo, Venezuela, where Gust would accompany his father, then a marine engineer, to various ship inspections and maritime disasters. There was an active local yacht club with a fleet which frequently took part in international regattas, allowing Gust to represent Venezuela in the Optimist

Pram World Championships in France. During his school years at Portsmouth Abbey in RI, Gust captained the school sailing team in 420's. Between leaving high school and starting college Gust worked on a Greek oil tanker on its voyage from Maracaibo to Quebec, which allowed him to explore New England, especially Maine, where he settled after graduating from medical school in a family practice. Founding a practice and raising a family took up Gust's spare time over the next few years, but in 1994 he bought and restored a Pearson Vanguard, and then acquired *Bluebird* in 1998. He and Jan sailed *Bluebird* in the 1999 Marion to Bermuda race for the first time, and have since completed 3 more. In June 2005 they left Maine for the Azores with one other occasional crew member, completing an Atlantic Circle by way of Madeira, Gran Canaria, St. Lucia, Bahamas, and Virginia back to Maine in June 2006. Gust has skippered *Bluebird* on the Bermuda 1-2 race on 4 occasions, winning the 2011 race, and also double-handed the 2014 and 2016 Newport-Bermuda races on a friend's boat. Gust anticipates participating in the 2017 1-2 on *Bluebird*, with long term voyage plans in abeyance for the time being.

*Affiliations: Ocean Cruising Club*

### MARK E. SWANSON

North Creek, NY

Station: NYS

Proposer: *Lawrence R. Glenn*



Mark grew up on Long Island, NY, and from an early age sailed with his family on their Gulfstar 37 between Long Island and Rhode Island, as well as on charters in the Bahamas. For several years Mark lived in the U.S. Virgin Islands, which provided more sailing opportunities, such as representing the Virgin Islands in the 1992 Olympic Games in the Finn dinghy class. He was also Watch Captain in a couple of SORC Miami to Nassau races, and many Bimini races, and for over 15 years he skippered many boats around the Caribbean and up to Florida. Between 1998 and 2012, Mark took part in 7 Newport-Bermuda races on Larry Glenn's *Runaway*, and in 2013, he completed the Marion to Bermuda race in the double-handed class on Ian Gumprecht's *Roust*, finishing 1st overall. In 2014, Mark and Ian completed the Corinthian Ocean Race double-handed class on *Roust* in the race from Boothbay Harbor, ME to Stonington, CT and again took part in the 2015 Marion to Bermuda race in the double-handed class.

### 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.





# WELCOME NEW MEMBERS

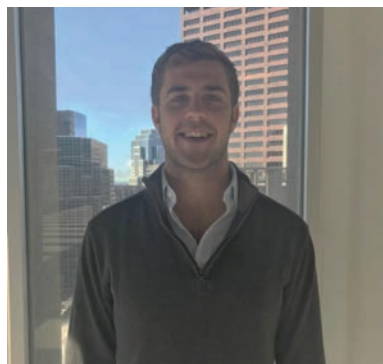


## CHARLES H. WILLAUER (CHARLIE)

South Boston, MA

Station: BOS

Proposer: Carter S. Bacon, Jr.



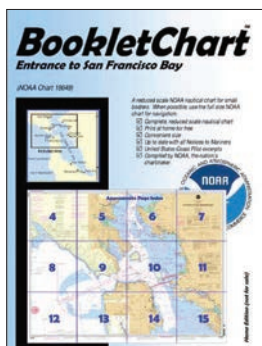
Charlie grew up in a family with a strong seafaring tradition, and was cruising in the Windward Islands at the age of 3 months. In 2005, while still a teenager, he made a transatlantic passage from Bermuda to Gibraltar via the Azores on the J42 *Eight Bells*, owned by his grandfather Peter Willauer. He carried out foredeck duties during the trip, which was very damp, and also experienced a serious gale off Portugal. In 2006, he was crew on his great-uncle Brad's boat *Breezing Up* in the Newport-Bermuda Race. In 2007, he returned Catherine Reppert's catamaran *Catalyst* from Bermuda to Newport, and in 2008 sailed again on *Breezing Up* in the Newport-Bermuda race. In each of these and countless other voyages, Charlie was honing his skills, from sail changing to navigation and safety at sea measures. By 2012 he was Watch Captain on *Eight Bells* for her voyage from Norfolk to Nevis via Bermuda, with responsibility for the safety of the 5-man crew. In 2012, he was a member of a 22-man crew on the 92' *Maxi Med Spirit* in the Newport-Bermuda race, and on a leg from Martinique to Newport. Charlie has since been 1st mate on *Grace*, a 50' vessel making passage from Fort Lauderdale to Charleston, and crew again on *Breezing Up* in the

2014 and 2016 Newport-Bermuda Race. He was an active member of Carter Bacon's crew for the 2015 Transatlantic race which had unfortunately to be abandoned due to a cracked rudder, causing *Solution* to drop out of the race and head for the Azores. All of Charlie's sailing companions attest

to his cheerful and positive, can-do nature, and his enthusiastic contributions to all aspects of preparation. Charlie's great-grandfather, Langley W. Isom, was a CCA member, making Charlie the fourth generation member of the family.

## A New Electronic "Notice" to Mariners

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



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

The precise location of a buoy is not all that important when sailing on a sunny day, but it takes on new meaning when

a fog develops or at night in poor conditions. Further, if a buoy has been moved or a sandbar has developed, the GPS will only tell you where that waypoint was but not where that buoy is now or why it was important enough to move.

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

"The NOAA Booklet Chart™ 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 Booklet Chart. 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)



## WELCOME NEW MEMBERS



**JOHN R. "BEAU" VROLYK**  
 Santa Cruz, CA  
 Spouse: Stacey  
 Yacht: 60' Alden Schooner Mayan  
 Station: SF  
 Proposer: Stan Honey



Beau grew up sailing in the Channel Islands of Southern California on his father's 40' sloop, sailing out of the Los Angeles Yacht Club. He and Stan Honey went through the Junior sailing program there together, often racing on the Lapworth 32' *Vixen*. Beau spent two years sailing on the Honey family yacht Akamai from Los Angeles through the Panama Canal to the San Blas Islands and back. Over the next ten years Beau raced on various yachts in the San Francisco area, and placed 2nd in the 1982 Nationals on a one-design Moore 24'. For 3 years from 1991-1994, Beau skippered his Wyle 65' ketch *Saga* on a South Pacific cruise to New Zealand, with stops of many months in the Tuamotu, Society, Cook and Tongan islands. In 2001 and 2002, Beau crewed for Stan and Sally Honey on their Cal 40 *Illusion* in the OYRA and HDA series, which they won both times. Beau continues to take part in both coastal and ocean races, still enjoying his Moore 24, while supporting the wooden boat tradition with *Mayan*, which he has lovingly restored, and which he races in the Schooner Cup in the San Francisco Bay. He was Santa Cruz Yacht Club Race Committee Chair for 3 years, a position he handled with competence

and grace, and has served as principal race officer for North American and World Championships. Beau is also a charter member of the Northern California Ocean Racing Council, a collaboration of organizations which works towards stronger and safer ocean races.

*Affiliation: Saint Francis Yacht Club;  
 Santa Cruz Yacht Club*



### CCA CLUB STORE: NEW SUPPLIER

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)



## 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* 


## SAFETY FOR CRUISING COUPLES, INCLUDING "SUDDENLY ALONE"



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

Safety for Cruising Couples Seminars are geared to short-handed coastal cruisers, both sail and power boaters. They give the less experienced partner the basic tools he/she needs to become a competent partner on the boat. Competence and mutual confidence leads to a partnership on board that makes cruising safer and more enjoyable. The workbook focuses on the essential onboard teamwork of preparing for emergencies, such as Man Overboard Recovery, basic navigation skills, identifying the boat's location, boat handling and radio communications.

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

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



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*Deadline for Spring 2017 Issue is March 15, 2017*

## Calendar of Events

- |      |   |
|------|---|
| 2017 | February 3-10 Ski Gam, Park City, Utah<br>March 3 Annual Meeting & Awards Dinner, NYYC<br>July 22-29 Azores Cruise<br>October 12-14 Fall Meeting, San Francisco<br>November 4 SAS Seminar, Bermuda  |
| 2018 | February TBD Ski Gam, Park City, Utah<br>March 2 Annual Meeting & Awards Dinner, NYYC<br>March 10-11 NBR SAS Seminar, Newport, RI<br>Late March - TBD New Zealand cruise<br>June 15 Newport-Bermuda Race<br>October - TBD Fall Meeting, Miami |
| 2019 | March 1 Annual Meeting & Awards Dinner, NYYC<br>June 28 – July 11 Swedish Archipelago Cruise  |
| 2022 | September 18-22? 100th Anniversary  |

*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)*

Monthly Station Luncheons (Check Station websites for latest information)

