

## Awards Dinner at New York Yacht Club

### Blue Water Medal

#### Blue Water Medal

*To record and reward examples of meritorious seamanship and adventure upon the sea, displayed by amateur sailors of all nationalities, that otherwise would go unrecognized.*

#### Blue Water without Date

The Cruising Club of America has selected Jon Sanders of Perth, Australia to receive its Blue Water Medal "Without Date," a designation that has been used only five times over the life of the Blue Water Medal, established in 1923. It recognizes "a meritorious example of seamanship" *that ranges over a lifetime of achievement*. Sanders was cited for his nine circumnavigations – eight of them solo, including a single "three times around" voyage, and one of them crewed – and a lifetime of significant contributions to sailing. The medal was presented at the Club's annual Awards Dinner in New York on March 4, 2016.



CCA Blue Water Medal  
"Without Date" Awardee  
Jon Sanders

Sanders, born in Perth in 1939, first went sailing with the Sea Scouts, and then, as a teenager, with the Naval Reserve Cadets. After 17 years in the wool shearing business, Sanders gave up his career, "went to sea," and completed his first solo circumnavigation passage in 1977

#### Blue Water Medal Awarded 2015

The Cruising Club of America has selected Tom and Vicky Jackson to receive its 2015 Blue Water Medal, established in 1923 to recognize "a meritorious example of seamanship." The Jacksons were cited for their extensive cruising and racing over the past 34 years aboard their 40' Sparkman & Stephens-designed *Sunstone*. On the now nearly 50-year-old sloop, they covered close to 200,000 miles, including a circumnavigation. The medal was presented at the Club's annual Awards Dinner in New York on March 4, 2016.



CCA Blue Water Medal  
Awardees Tom and  
Vicky Jackson

The Jacksons met 45 years ago while crewing together in the Fastnet Race. They married thereafter in 1972 and, except for a short pause, have been cruising and racing since. Starting in 1978 they lived aboard a 31' Kim Holman design on the East Coast of England. They bought *Sunstone* in 1981, and moved aboard her,

*continued on page 20*

### Far Horizons Award

#### The Far Horizons Award

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

The Cruising Club of America has selected Kaspar and Trisha Schibli of Victoria, B.C. to receive its 2015 Far Horizons Award, established in 2005 to recognize "a



CCA Far Horizon  
Awardees Kaspar and  
Trisha Schibli

particularly meritorious cruise or series of cruises that exemplify the objects of the Club as stated in its Constitution." The Schibli's were cited for their extensive

offshore cruising, including, specifically, their current multi-ocean cruise. The award was presented at the CCA's annual Awards Dinner at the New York Yacht Club in New York on March 4, 2016.

Before starting their current cruise, the Schibli's had already completed a five year (1993-1998) 50,000 mile circumnavigation via Japan, Australia, the Suez Canal, the Mediterranean, and the Panama Canal in their lovely 53' wooden yawl *Starfire*. In 2005, the Schibli's felt that it was again time to leave Victoria, B. C. and head offshore, this time sailing south down the

Pacific, rounding Cape Horn, sailing north up the Atlantic to Argentina, Brazil, Bermuda and the east coasts of the USA and Canada, then on to the west coast of Scotland via the Azores and the west coast of Ireland. The Schibli's arrived in the Hebrides in time to enjoy the Clyde Cruising Club's Centennial in the Fall of 2010. To no one's surprise, the Schibli's have been cruising ever since, exploring northern Europe, Scotland, Norway and the Baltic. This past summer they sailed south from Norway to La Rochelle, France via Denmark, Germany and the U.K.

*continued on page 20*



## From the Commodore



### Dear Fellow CCA Members,

Following in the footsteps of Commodore Tad Lhamon will be no easy task, the first-ever Commodore and mate to sail, on their own boat, to every Station of the Club on both coasts, and this coming summer, in the Great Lakes as well! It is an honor to become your latest Commodore in a long and distinguished lineage. As the surveys of 2015 made abundantly clear, all of us are proud to be a member of this wonderful organization and enthusiastically support its activities, from cruising afar to local Station games, offshore racing and working diligently to ensure that we all sail safely and that those around us benefit from the extensive knowledge of seamanship that our members possess.

With the 50th Thrash to the Patch soon to begin, an exciting summer lies ahead. Following the Newport-Bermuda Race, there will be a unique Cruise among the islets of Bermuda, hosted by our Bermuda Station stalwarts. I say stalwarts as they will welcome the entire membership and the Board to the Fall Meeting of Governors, to be held October 20-22 in Hamilton at the Royal Bermuda Yacht Club. This is a wonderful time of year in Bermuda, plenty of rooms are available, and we look forward to a superb long weekend. Everyone is invited to these meetings, so if it can fit your schedules, book now on our website!

I look forward to traveling, by air unfortunately, to all the Stations during the next two years, and continuing the practice of making our Club ever more rewarding for its members, both ashore and afloat. To

that end, we will be rolling out some new communications tools for you this summer, beginning with a Group MMSI number for DSC-enabled contact amongst ourselves wherever we may be sailing. We are also looking into a special tab on our website for world travelers that would enable members to post where they will be to enable fellow members to be in touch and meet in places near and far. The new

Technical Committee will begin its work in earnest once we complete the 2016 Newport-Bermuda Race, so please do not expect any earthshattering news from this team for a while!

As this goes to press, we welcome 24 new members elected at the Annual Meeting, several of whom are much our junior – hurrah and congratulations to all of them. As noted in the survey, we will be reaching out within every Station to encourage younger members to become active in

Station committees, especially the membership committees. We are indeed gradually aging as a Club, no differently than nearly all major sailing organizations in North America. However, we seek to remain relevant, vibrant, active and engaged in offshore sailing as a Club, and to do so requires that we redouble our efforts to find younger potential members who still meet what are the strictest quality standards of any sailing club in North America.

Suzie and I hope everyone enjoys a fabulous summer on the water, wherever you may find yourselves!



*Commodore James G. Binch*



## The CCA GAM

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## Coming Up...Cruises and Meetings

### Safety for Cruising Couples

Month of May, 2016



Several CCA Stations are organizing seminars covering "Safety for Cruising Couples". On May 7, the Massachusetts seminar will be organized by Chips Jones. On May 21, the Connecticut seminar will be organized by Janet Garnier and on May 28, a Nova Scotia seminar will be organized by Judy Robertson. A wonderful opportunity to update our safety related knowledge before we set off for far away horizons this coming Spring.

### Newport-Bermuda Race

June 17, 2016



Dan Nerney

On Friday, June 17 of this year, some 200 boats, spread over seven divisions, will be starting this famous race to Bermuda. It will be the 50th Newport-Bermuda Race since Thomas Fleming Day founded "the Thrash to the Onion Patch" in 1906 with the purpose to encourage offshore sailing. The first gun will be at 14:50 hours. This year, for the first time, we will see the very big sail yachts, over 90' on deck, cross the starting line as part of the Super Yacht Division.

### Bermuda Race Gam

Friday, June 17, 2016



The fourth CCA Newport-Bermuda Race Gam is being held for all members, spouses, and guests who wish to watch the spectacle of starts of close to 200 yachts in 7 divisions. This year's simple plan is to enjoy a picnic among friends and fellow members on the lawn of the Inn at Castle Hill overlooking the starting area. The week before the start of the race is a bustling one in Newport. Scores of off-shore yachts, from classic yachts to high-tech race monsters, are at the docks. Crews are enjoying the town and noted watering holes like the Black Pearl and the Candy Store. New York Yacht Club's Harbour Court is also the site of the race.

Race headquarters are staffed by many CCA members. If there is interest we can arrange for tickets to the Gosling Rum crew party on Wednesday and for a tour of the docks on Thursday, where some notable boats will be docked. On Friday, the Gam will get going around 12:30 pm at the Inn at Castle Inn which is within a few hundred yards from the starting area. The first gun will be at 14:50, one hour later than last time due to the tides. Box lunches and refreshments will be available from the Inn. Beach chairs or blankets are recommended. Car pool if possible, parking is first-come first-served, so come early.

You can learn all sorts of things about the 2016 race and past races from the website [www.newportbermudarace.com](http://www.newportbermudarace.com). Hotels will be busy in June, but the area has a full range of accommodations. Check out [www.gonewport.com](http://www.gonewport.com) for links and useful information about Newport and environs. For information, check the CCA website or contact Jane Berriman at [jeber-ri-man@gmail.com](mailto:jeber-ri-man@gmail.com).



## Bermuda Cruise

**June 26-30, 2016**



Building on the tremendous success of the 2011 CCA cruise in Bermuda, the Bermuda Station is now laying plans for a Bermuda Cruise following the 2016 Newport-Bermuda Race. This would seem to be the most appropriate time for a local cruise as so many members will likely participate in the race and thus have their boats here. Chartering opportunities are limited, but do exist.

A team, headed by Rear Commodore Stephen Kempe have begun the process and have already made contact with local restaurants, the RBYC and the Tourism Authority who have expressed interest in supporting the event. The local station members are keen to host a cruise again.

While the cruise will have a few new components, the tour will essentially focus on a 'round the island course with stops at various bays for dinner at local restaurants.

The course will include a Sunday afternoon start at RBYC after the Saturday Prize Giving at Government House the night before. The cruise will start with a dinner at the Dockyard and end with a final dinner at the Royal Bermuda Yacht Club.

Due to catering limitations participation will be limited, so sign up early. 🇧🇲

## Fall Meetings

**Bermuda: Thursday October 20 -  
Saturday October 22, 2016**



This may be a rare opportunity to see America's Cup boats up close and personal so we hope you will join us for the Annual Fall meetings

These are exciting times for Bermuda with the build up to the America's Cup. On a recent weekend, we had 25 Optimist sailors competing in their trials for the worlds, 9 M32 catamarans preparing for the World Match Racing Tour, regular fleets of International One Designs and J105's in their weekend racing while Oracle, Artemis and Softbank were deep into practice screaming around the Great Sound among them. It was quite a sight to be on the Opti Race committee boat and see Softbank do a foiling gybe around the pin end of the line while the Opti's were up course.

We are still working on the informal side of the weekend and hope to be able to work a tour of one of the America's Cup bases into our agenda. October is a fabulous time to be in Bermuda. The water is still warm, and the weather can be beautiful.

Our base of operations will be at the Royal Bermuda Yacht Club. Drinks and dinner follow registration Thursday afternoon. Saturday evening will see us at the

beautiful Beau Rivage restaurant at Newstead looking across the harbour to Hamilton.

Information on suggested lodging can be found on the Bermuda Station web page. Please watch this web page for further information and for the opening of registration shortly.

Please direct questions and correspondence to our event email address CCA-Fall2016@gmail.com. 🇧🇲

## San Francisco

**October 12-13, 2017**



The 2017 CCA Fall Meeting will be hosted by the San Francisco Station, and will be held at the St. Francis Yacht Club, on the Marina, in San Francisco commencing with a welcome reception on Thursday evening, October 12, 2017. Board and committee meetings will be held on Friday, October 13, 2017, which will be followed by a cocktail reception and dinner at St. Francis Yacht Club on Friday night. The SAF Station will provide opportunities for CCA members, spouses and guests to enjoy the bounties of the San Francisco Bay Area including sailing on the Bay, visiting the Wine Country and attending highly-regarded entertainment and fine-art venues. For additional information please contact Bob Hanelt (bobhanelt@aol.com) or Bill Foss (wsfos@gmail.com). 🇺🇸

## 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.


## CCA Guest Moorings Committee

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

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

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

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

*Channing Reis, Chairman Guest Moorings Committee* 

## CLUB ETIQUETTE REMINDERS



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

*Paul Hamilton, Fleet Captain*

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

The deadline for the Fall issue is October 15, 2016.

## CCA Membership Notes – Membership Survey

The Futures Task Force released the results of last year's Membership Survey. A number of questions were devoted to our membership process and to our membership demographics.

- Clear issues of interest and concern are the aging membership profile, and what can be done to attract more of the younger generation to our ranks as candidates.

- Equally important is the membership process itself, and whether it does enough to encourage the most accomplished candidates and of the highest quality to join our club.

- The membership committee chair of each of the Stations has been tasked with reading the Survey results, developing an understanding of how these results may translate to our prospective membership pool and how to best convert them to members.

- Those evaluations were used as discussion points at the recent national meeting in March in New York. Following that meeting, the membership committee will be developing more detailed suggestions for the Board ahead of the Fall meeting in Bermuda.

- However, the Survey shouldn't be the end of discussions about how we keep the club properly populated – I encourage all members to write or call me, or their Station committee chairs, with any ideas they have to improve on what we do.

*Peter Stoops,*

*Chair Membership Committee* 



### Bermuda

On Friday, December 11, 2015, the Bermuda Station hosted a dinner at the Royal Bermuda Yacht Club for CCA members attending The Bermuda Race Organizing Committee (BROC) meeting. The cocktail hour provided an opportunity for those assembled to renew old friendships and discuss the upcoming Race which promises to be one of the largest fleets to ever undertake the thrash to Bermuda.


Following dinner, John Rousmaniere, Chairman of the Bermuda Race Roll of Honour Selection Committee, noted that the Bermuda Race Roll of Honour recognizes and honours extraordinary achievement in or concerning the Newport-Bermuda Race and its predecessor races (12 races were held between New York and New England ports to Bermuda prior to Newport becoming the designated starting port). He announced that the late Warren A. H. Brown, one of Bermuda's best known world class sailors, has been named to the Bermuda Race Roll of Honour in memoriam. In this he noted that Warren Brown joins Sir Eldon Trimingham as the second Bermudian named to the Roll of Honour.

Warren Brown Jr. accepted the award on behalf of the Brown family and spoke briefly of his father's many achievements in ocean racing but also in mentoring young sailors (both men and women) whom he took onboard on races and extended cruises. Warren sailed over 300,000 ocean miles including 20 Newport Bermuda Races. In addition he won the King Edward VII Gold Cup three times and presented one of these replicate trophies to the Bermuda Station to be awarded to a Bermuda member of the CCA who has distinguished himself and the Club by distant voyages or by such other action deemed worthy of the award.

In 2012, Warren donated the prestigious Grimaldi Coupe Prada Cup he had won in *War Baby* racing in the Mediterranean to the RBYC. The cup has now been renamed the *War Baby* Trophy and is awarded to the winner of the Spirit of Tradition Class in the Newport Bermuda Race.

On Saturday morning, the BROC meeting at the RBYC was convened by A.J. Evans Chairman of the Bermuda Race Committee. The meeting was well attended and participants included Commodore Lhaman, Vice Commodore Binch and Commodore of the RBYC Somers Kempe.

On Saturday evening, participants were treated to the biennial Bermuda Christmas Boat Parade in Hamilton Harbour. The parade, as usual, was followed by a spectacular fireworks display.

*Jim Burnett-Herkes, Historian* 

### BOS Gulf of Maine Post

Last September, the Gulf of Maine Post was well represented on the CCA Ionian Islands Cruise with fourteen members attending.

On a beautiful October day, twenty-six GMP members visited Brooklin Boat Yard in Brooklin, Maine. While this is a yard famous for building classic wooden yachts, it is currently leading the industry in working with new high-tech materials. The highlight of the tour was the engineering involved in handling the unique requirements imposed by world renowned architect Frank Gehry on the German Frers designed 70-foot sloop *Foggy*. Gehry wanted the boat to expand existing technologies and to have several unique materials show in the boat's cold molded wood and carbon fiber/foam hull design. For glass lights in the deck and hull sides for example, they used a computer-controlled water jet (water mixed with sand) to cut 5/8-inch glass to fit into artistic patterns.



*Brooklin Boatyard's Brian Larkin explains construction details*



*Maggie Salter*

*Brooklin Boatyard's Eric Blake holding a mockup of the glass blocks used in deck and hull of the Frank Gehry influenced Foggy*

Contrast this with the restoration of the 1936 *Aphrodite*, built by Purdy Boatyard for Jock Whitney with two 800-horsepower Packard engines that could bring her to 38 mph. In 1940, the U.S. Government commandeered her for the Navy; 1600-horsepower Packard aircraft engines were installed and she could go 60 mph. Her last job was to escort troop ships home and torpedo anything attacking them. Her hull form was adopted for the PT boats because of her superior movement through the water.

In November, sixteen members attended a docent-led tour of the Maine Maritime Museum in Bath arranged by former Commodore Jim Harvie. Formerly the home of the Percy and Small Shipyard where in just 26 years (1894-1920) the yard built 41 of the largest wooden schooners in the US. Many of the original buildings were preserved because Sears and Roebuck used them for storage warehouses after the shipyard closed.

Over forty members attended the annual lunch at Damariscotta River Grill in December. Captain Rachael Miller of *American Promise*, formerly owned by the



*Maggie Salter*

*Aphrodite at Brooklin Boatyard*



## News from Stations & Posts

### *BOS Gulf of Main Post continued*

US Navy and Dodge Morgan's solo circumnavigation record breaker, presented her work on collecting and analyzing ocean trash for the past five years as part of the Rozalia Project (<http://rozaliaproject.org/>). Eight million tons of plastic goes into the ocean every year; some washes up on shore, some sinks to the bottom and some photodegrades into microscopic pieces. Some of the particulates get caught up in the ocean gyres, forming a mat of trash and ocean vegetation. The Rozalia Project platform is to get ahead of ocean trash by cleaning the shorefront of debris which would otherwise end up the ocean. Also at this December meeting, Blair Pyne was presented with the John Parkinson Memorial Trophy for his transatlantic crossing in July from Maine to Ireland and Post Captain Steve Tofield passed the Post Captain flag to new Post Captain Maggie Salter and announced that Frank Cassidy will be the new Post Secretary.



*Blair Pyne (center) presenting his and Sherry's transatlantic crossing to Ireland at Jim and Ruth Harvie's potluck dinner*

2016 started with Ruth and Jim Harvie welcoming us to their home for a tenth time for a potluck dinner and Gam. Judging by the crowd (fifty GMP members and guests), this event is a welcome and popular Maine mid-winter activity – even after all the holiday season rush – and even if the weather threatened with light snow and possibly icy roads. Following dinner, as many members as possible gathered around Blair Pyne for an illustrated talk about his transatlantic passage last summer to Ireland from Bremen, Maine aboard his 46-foot sloop *Homarus*. The

passage from June 15 to July 14 was just two weeks ahead of the 2015 boisterous Transatlantic Race that started from Newport, RI.



*At the Harvie's potluck dinner: Leslie Schneider with Boston Station RC Bob Morris, GMP Post Captain Maggie Salter and Buell Heminway*



*Blair and Sherry Pyne's Homarus in Galway, Ireland*

If you can't sail in Maine in the winter you can ski. Eighteen people gathered at Deedee Conover's house at Sugarloaf Mountain on Saturday, February 27 and while the snow in Maine this winter didn't compare to last year's, the lasagna was better than ever and a good time was had by all. The camaraderie continued

after dinner with a fun sing-a-long led by Paul Rogers and Brad Willauer. Paul had the Banjo and Brad knew most of the words.

Noteworthy news from the GMP includes the just completed circumnavigation by Jack and Zdenka Griswold on their Valiant 42 *Kite*. We received this report: "On February 21, 2016 we sailed from Montserrat to Nevis where we crossed our outbound track to complete our circumnavigation. Big day, and what a perfect place to celebrate with a good meal! It had been six years and 30,750 nautical miles since we last came to Nevis to visit Peter and Carol Willauer. Our route took us to Colombia and through the Panama Canal, across the South Pacific to New Zealand, Australia, SE Asia and then across the Indian Ocean, around the Cape of Good Hope and up to Trinidad. It's been an amazing experience as much for the friends we have made as for the peoples and cultures we have come to know a little bit. We're now heading home to Portland where *Kite* our Valiant 42 hasn't been since 2009. Can't wait to do some cruising in Maine this summer!"

GMP events for the remainder of the year include an afterhour's gam at the Maine Boatbuilders Show, a Gulf Stream and Weather presentation with Jenifer and Dane Clark at the Portland Yacht Club, dinner at Post Captain Maggie Salter's house, a Muscongus Bay rendezvous, participation in the Boston Station Maine Cruise, and sailing on Maine Maritime Academy's schooner *Bowdoin*.

*Frank Cassidy - Secretary*



*Sugarloaf, Maine Ski Gam: Back row, L-R: Jan Stringos, Doug Bruce, Jaki Cook, Gust Stringos, Malcolm MacNaught, Deedee Conover, Marty Rogers, Garry Schneider, Brad Willauer, Shirley & Bob Zinn. Front row, L-R: Andy Cook, Cheryl Strohmeier, Leslie Schneider, Luli MacNaught, Paul Rogers*

## Boston



*New members of the Boston Station*

Dan Nerney

The station had its Winter Dinner at the Union Club on January 21. Our speaker was scheduled to be Tristan M o u l i g n e (BOS) who was going to give us an update on the Boston Station's Joe Harris as Joe attempts a single handed circumnavigation. Alas, it was not to be as Tristan

was called away on pressing business. Fortunately, Ben Morris (BOS), allowed his arm to be twisted by his father, Rear Commodore Bob Morris. Ben gave us an entertaining account of his 'circumnavigation' of Scotland with Bill Cook and Max Taylor.

*Nick Orem - Historian* 

## Bras d'Or

The Bras d'Or Station began 2016 with what has become the annual tradition of a winter hike on the afternoon prior to our mid-January dinner meeting held at the Blomidon Inn, Wolfville, in Nova Scotia's Annapolis Valley.

Wilson Fitt reflects on this year's gathering: "We gathered at the foot of Cape Blomidon on a beautiful morning for the slog up the long, steep initial pitch, followed by a truly beautiful hike through snow laden woods with views over the Minas Basin. An iPod app said that we walked 13 km and 18,000 steps! All this work provided a fine excuse to enjoy cocktail hours at Peter & Barbara Watts' lovely home in Kingsport on the banks of the Habitant River. After a refreshing nap, the hikers joined the remaining members for drinks and dinner at the Blomidon Inn. We were delighted to have Ted & Liz Brainard join us for the evening and be entertained by Syd & Sandy Dumaresq's illustrated tale of their trip in Amasek to the north shore of the St. Lawrence River and passage home via Newfoundland and the Bras d'Or Lakes."

At home, Bras d'Or station members have been enjoying a milder than normal



*Winter Dinner L-R: Dan Faria, Brad Willauer, Jane Tracy, Bob Macleod, Elizabeth Gowell, Jay Gowell*

Nick Orem



*Liz Brainard, Ted Brainard, Phyllis Orem*

Nick Orem



*Gian Luca Fiori, Tim Surgenor, Brian Smullen*

Nick Orem



John Harries

*View from Blomidon, L-R: Erwin Wanderer, Thelma Costello, Peter Watts, Wilson Fitt, Dani Himmelman, Phyllis Nickel, Betty Ann Haliburton, Phil Wash, Diane Wanderer, Hans Himmelmant*

Outgoing Rear Commodore Steve Taylor passed the helm to incoming Rear Commodore Bob Morris at our Annual Dinner at The Dedham Club in November, 2015.

The Boston Station held its annual new members dinner on Thursday, December 3, 2015. Sixteen new members were toasted by their proposers and had a chance to meet current and former club, station and post officers. The dinner was held at the MIT Endicott House in Dedham, MA. Congratulations and welcome to all!

For a number of years now the Boston Station has had lunches during the winter months at the India Wharf Rats Club. The Rats Club is the top floor of a three story walk-up on Boylston Place in Boston. The Club is a delightful spot crammed with faded memorabilia including a large model of the Constitution, a ship's brass engine telegraph, a figurehead, and even a petrified whale's penis discretely hung over the bar. The space is intimate with a small yet productive bar, a separate room with a long dining table, and a small kitchen that produces some of the best clam chowder in Boston. Last year, the Rats had some difficulty with their insurer and were forced to disinvite the CCA until the difficulty was ironed out. We're back and couldn't be happier. We're very grateful to the Rats in general for their gracious hospitality and to Bink Bacon in particular. Bink is a member of both the CCA and the Rats and has agreed to be the link between the two clubs.



### Bras d'Or continued



Bras d'Or members snowshoeing at Blomidon

John Harries

winter in Atlantic Canada, while across the globe some of our members could be found in locations from Alaska to the Caribbean and Mediterranean.

Erik de Jong aboard *Bagheera* wrote to us in January: "Here all is well. We arrived in Sitka last October after a beautiful trip of six months through the high Arctic. We crossed to Greenland in the last 2 weeks of May, just in time to get the last fresh snow in Greenland for some very nice skiing. We followed the west coast of Greenland, all the way till Etah. There we got stopped by the sea ice and we could not make it any further north. From there we sailed back south for a couple of days, and headed west towards Canada. Stops were made on Ellesmere Island, Coburg Island and Devon Island before we entered



*Bagheera* surrounded by ice

Erik de Jong

the North West Passages.

Via Resolute, Peel Sound, Victoria Strait, Cambridge Bay and the Beaufort Sea, we ended up in Dutch Harbour. From Dutch Harbour to Kodiak we took our time to make frequent stops along the coast of the Aleutian Islands and the Alaskan Peninsula. We're now in Sitka, rebuilding our newly purchased waterfront property."

Rick Salsman shares Bonnie's and his Mediterranean plans for 2016: "This year our plans are a little different. *Aisling I* is still in Marina di Ragusa, the place we call our "second home". We will return to *Aisling* on April 3 and start re-commissioning her for the summer. Most of our friends in the marina will also be arriving around that then. It is a fun time to be there. Everyone is busy preparing their boats for the season and there is lots of socializing going on. We have Halifax friends arriving in mid-April so after touring with them around Sicily, the plan is to head north to Genoa. With any luck we will get away sometime around the end of April. *Aisling* is "for sale" and if she does not sell before July we plan to ship her home to North America from Genoa in mid-summer. No, we have not finished sailing and exploring. The search for a replacement boat in Europe will begin in earnest soon.

There are several options this spring, in terms of route planning. We could revisit Sardinia and Corsica, but we think we will head up and through the Messina Strait and then coastal hop through the provinces of Calabria, Campania, Lazio, Tuscany and Liguria. We visited some of these areas in 2014, when we sailed as far north as Rome, but there is still a lot more to explore. We may return to the islands in the Bay of Naples (Capri, Ischia and Procida) and then on to the Pontine islands, which are really very special. There are compelling reasons why some Roman emperors retired there. We have not visited the Tuscan Islands around Elba before so they will also be on the list. There is much to see in this area so we hope to linger a bit. When writing all this I begin to think maybe this is a 2 season trip. Dreaming about our next cruise is one of the joys of being in the Med. "There is so much to see and explore and so little time, it seems" so said Samuel Butler. We will keep you posted. The first thing will be to get away from the dock and we will take it from there. Ciao!"

Other members sailing abroad include Hans Himmelman aboard his recently acquired Farr 56, *Delawana*, presently laying in Horta, having arrived there from Vigo in the fall. Hans, with several CCA



*Aisling I* anchored in the Mediterranean

Rick Salsman

crew, are scheduled to sail *Delawana* to NS in the spring of 2016.

Fred and Nancy Voegeli are presently cruising in the Grenadines after last year sailing *Frisco* from the Canaries to Saint Lucia.

Closer to home, Jim Evans recently published a book entitled "Forgetting About Today" as quoted from the back cover, the following offers an enticing glimpse of what Jim has written: "Jim Evans tells the story of a 10,000 mile voyage around the North Atlantic, alone in a 24-foot sailboat. But this is more than just a travelogue or a sailor's yarn: he tells how he battled with epilepsy, three times suffering total amnesia along the way. Reflecting on love, fear, courage and denial he comes to realize what it is that brings strength in adversity and tells what makes it worthwhile for a man to risk his life on the ocean."



Jim Evans on board *Nellie Lamb*

Jim Evans

Having just read "Forgetting About Today" I can honestly say I couldn't put it down...readers will not be disappointed! You can preview Jim's book at the web address; <http://www.blurb.ca/books/6740382-forgetting-about-today>. Jim notes anyone wanting a copy is invited


### Bras d'Or continued

to send \$30 including shipping and handling to: Jim Evans, 134 Machon Point Road, Murray Harbour, PEI C0A 1V0.

John Harries and Phyllis Nickel recently released a new and improved version of their website "Attainable Adventure Cruising." This site hosts an incredible amount of valuable information for cruisers, boat owners and ocean sailors, or for anyone contemplating a new vessel, refitting your present boat or planning a voyage. It is filled with real experiences, years of knowledge and sound advice. A solid go-to resource that is fast becoming the new "Online Bible for offshore sailors" [https://www.morganscloud.com/].

With spring fast approaching, station member Bill Greenwood has been active with preparations for the Newport-Bermuda Race, he reports "This will be *Airborne IV*'s third NTBR. *Airborne IV* will represent both the CCA and the RNSYS in the race. Fellow CCA Member Phil Wash will be part of the racing team. The crew is made up of four Greenwoods and the balance all being Nova Scotians."

On the horizon, Rear Commodore Reg Gooday has begun preliminary plans with Bras d'Or station members to organize CCA's "Safety for Cruising Couples." Time and date to be announced.

David F. Arenburg - Historian 

## Chesapeake

### Plans Sometimes Change

Most of us started sailing with no prior planning at all. Maybe your parents said "We have a surprise for you." Maybe the phone rang and someone said "Dad told me we were going sailing today and I could invite two friends. Mom's making sandwiches and I want you to come with us." Or perhaps "I've got a race this afternoon and Charlie is sick. Can you come and be my jib trimmer?"

When we finally got a boat of our own, we realized we had to start making plans of our own. Just day sailing in home waters didn't take much planning, but we did have to tell someone when we planned

to be home. And, of course, when, how and where we were going to launch and whether we were going to arrange for a mooring or a slip. That was just the beginning.

Eventually the planning process got bigger, longer and more complicated. Arranging for racing crew at home was simpler than for an overnight race ending somewhere else. Cruising or racing to some distant destination and bringing the boat home again while taking care of provisioning and travel arrangements required considerable time and effort.

When we joined a club and decided to race or cruise with others, sometimes most of the planning was done for us, but eventually it was our turn to do the planning for everyone else. That is when we became aware of some of the inevitable problems of planning.

You see, planning requires predictability. Predictability requires broad knowledge of all factors relating to the plan and what the alternatives might be, so that if some factor disrupts Plan A we can efficiently shift to Plan B. (Race Committees get pretty good at this.)

But trouble arises when something unpredictable happens. And it frequently does. General Eisenhower once said "*In preparing for battle I have always found that plans are useless, but planning is indispensable.*" The planning process forces you to focus on all the predictable factors so that you can quickly identify and deal with the unpredictable.

The CCA Chesapeake Station recently demonstrated its planning capability in organizing the CCA's Fall Meeting in St. Michaels in October and the Fall Cruise afterward. It adapted to some weather unpredictability with ease and went on with its normal schedule of monthly meetings at Annapolis Yacht Club, including

the one on December 8th, the very popular "first Christmas party of the season".

Just four days later, the unpredictable happened. In early afternoon, just minutes before the kick-off of the annual Army-Navy football game, AYC staff members were making preparations for the large crowd expected that evening for the Annapolis Parade of Lights in which decorated boats circle the harbor. The large artificial Christmas tree in the third deck Main Dining Room suddenly ignited, burning

fiercely. The fire spread quickly as the workers fled to safety. Almost 100 fire fighters answered the three alarms, saving the shell of the building as priceless ship models and trophies burned. Two firemen were injured. Damage was estimated at \$9




The Annapolis Yacht Club's clubhouse burning

Brian Meyer - capitalsupbiz.com

million. Reconstruction is expected to take two years. In the meantime, the Annapolis Yacht Club has leased the former Harbor Grill at 21 Dock St. as a temporary clubhouse.

Chesapeake Station Rear Commodore Bob Mathews quickly revised planned schedules for monthly lunch meetings, though the dates had to be changed. January and February meetings were moved to Eastport Yacht Club, the latter one featuring a preview of Gary Jobson's latest 42-minute documentary "The Magic and Mystery of Sable Island" with Gary ad-libbing the commentary. In the coming months we'll be at AYC's temporary quarters but would-be attendees should check with Bob or Jeff Gibbons-Neff to confirm dates.

Fred Hallett - Historian 

## Essex

The winter here in Essex, CT. has been a bit of a non-event. We had about two weeks of cold weather and only two snow





### Essex continued

storms, which has made it quite easy to get to our boats.

On December 2, the Essex Station held its annual meeting. Our Rear Commadore, Dave Dickerson and his slate were voted in for another year, as is the norm. The meeting was held in the same building that our station has used since the 1940's – previously the Essex Yacht club, now the Essex Corinthian Yacht Club.

Our Pot-Luck Dinner on February 9 coincided with a nor'easter and full moon, so the road to, and the parking lot at, Mason's Island Yacht Club was flooded by the extra high tide. Rives Potts and Bob Connell saved the event by arranging for the Yachtsman's Center at Brewers Pilot's Point Marina to host 42 of us. We enjoyed far too much wonderful food provided by the participants.

On March 4, 14 members of our Station went to the Annual Meeting and Prize Award Dinner at the New York Yacht Club, a fine event described elsewhere in the GAM.

On March 3, prior to the meeting, Mark and Barbara Ellis and Jeb and Dianne Embree were guests at the Cornell Club dinner of the Great Lakes Station (GLS) or, as it is known here, the 'Brackish Station'.

We congratulate Mark Ellis on his appointment to the newly-formed Technical Committee.

Away from Station functions, many of our members have spent time on the water. Your scribe and Dianne Embree were on the *Islander* for 8 days visiting the islands of the Galapagos. We saw Darwin's finches, blue and red-footed boobies, frigates, tortoises, sea turtles and land and sea iguanas.

Paul Hamilton and Patti Young chartered a Lavezzi 40 catamaran and sailed from St. Lucia to Grenada, stopping at various ports on the way.

I received the following from Pieter de Zwart: "On Tuesday, February 16, Bob Rodgers (ESS) and Pieter de Zwart (FLA) set out from Miami for a sail to St. Augustine, some 260 nm north along the Florida coast. With them was also Timo-

thé Bruneel from the NEEL trimaran boat yard in La Rochelle, France. This interesting tri, after having won its class in the recent ARC and exhibited at the Miami boat show, needed to be moved north. After waiting for hours to be freed from the interlocking boat show docks, we set sail in the early afternoon and found a nice southerly breeze later on. Unfortunately, during the night the wind veered to NW, forcing us to a close hauled course slightly away from the coast. With the wind speed increasing to close to 20 kts, we reefed the fat head main and changed the genoa to a stay sail jib. The tri continued moving at some 10-11 kts. During the afternoon, about 70 miles off the coast, we tacked toward shore. Around 1800 hrs the wind slackened so much that we turned on the engine, pushing the tri through the water at 8-9 kts. Arriving at the entrance to St. Augustine around 01:30 hrs, we carefully entered the inlet and tied up to the city docks around 0200 hrs. A fun ride on this trimaran's racing version, with a head opening up straight into the water!"

I received the following from Dan Biemersderfer: "Throughout the late summer and early fall of 2015 we sailed our Mason 43 *Shearwater* from the Azores to Cascais, Portugal, then on to Madeira, and finally to Lanzarote. On November 18, we departed Arrecife bound for the Caribbean. Our crew included Michael Barthold, an engineer from Stuttgart, Germany, Graham Hutchings, a sailing instructor and recent college graduate from Toronto, Gary Cline, a faculty member at Yale Medical School and frequent *Shearwater* crew and myself, Dan Biemersderfer. Our initial course was southwesterly to about 18 N, then west toward the Caribbean. The first week saw northeast winds 20-30 kts that diminished to 15-20 kts for the remainder of the passage. The trip was largely uneventful except for the occasional mahi mahi or wahoo that provided some excitement and complemented our food supplies. We arrived in La Marin, Martinique on December 9, after 21 days.

On New Year's Eve, my wife Gretchen and I sailed from Martinique to Falmouth Harbour, Antigua where *Shearwater* got a much-needed face lift (varnish), along with

some minor repairs. After some island hopping through the Virgin Islands and Bahamas in March and April, our plans are to have *Shearwater* back in Connecticut in time to prepare for the Newport-Bermuda race in June."



*Strella Encore dwarfed by Canova*

Although somewhat out of time frame for this GAM, I thought it a rather fascinating picture from the Ionian cruise of Charles-Henri Mangin's *Strella Encore* in front of the 110 ft *Canova*, making Charles-Henri's 54 ft yacht look like a pond model!

Our station has been fascinated with the travels of Tom and Dorothy Wadlow as they return on *Joyant* from South America. They left *Joyant* in Panama when they came home for Christmas, and have since sailed from Panama to the Cayman Islands where they stayed for a while. They sailed past Cuba to the Dry Tortugas and then went on to Fort Lauderdale to the dock of Karyn and Steve James (FLA). Their logs are a delight, and most likely will be included in *Voyages*.

Don't forget our third Thursday of the month luncheon. They are well attended and for \$15 in advance, or \$20 at the door, there is a full bar with the Keg, sandwiches and soup made by Dan Biemersderfer, and desserts by Sue Dickerson. It is tough to beat. Please contact Bob Green to let him know you are coming, and to check the time and place, as they occasionally change.

*Jeb N. Embree, Historian*



### Florida

Once again our home grown Blue Water Medal winner, Scott Piper, leads the way in Florida Station sailing activities for

### Florida continued

the season. Aboard *Pipe Dream IX*, Scott and his able crew completed an impressive tour of the Caribbean. The voyage took off from Trinidad in November with stops along the Windward and Leeward Islands in Grenada, St. Vincent and the Grenadines, St. Lucia, Martinique, Dominica, Iles des Saintes, Guadeloupe, Antigua and Barbuda, and St. Martin. Scott reports lots of quality time in isolated snorkeling spots as well as tropical resorts with beautiful swimming pools and rum drinks.

*Pipe Dream* continued on to St. Croix, the British Virgins, Jamaica, Isla Mujeres off the Mexican coast, the Dry Tortugas, Florida Keys, and finally back home to Miami in February. The crew of *Pipe Dream* also included Charlie Monroe of the Florida Station for one segment of the cruise. Stay tuned to the GAM for future reports from Scott's upcoming planned sailing to New York, Bermuda, Azores, and the Med.

And on the topic of honors and distinctions, Steve Colgate was recently inducted into the National Sailing Hall of Fame (<http://www.nationalsailinghalloffame.org>) joining a small group of sailing luminaries including Olin Stephens, Joshua Slocum, Rod Stephens and not just a few other CCA members from the past and present. Well done, Steve!

The long running and traditional Wirth Monroe Race along Florida's east coast was run in December and sadly, with a diminishing participation, has likely seen its last. (*Editors note: apparently this race will continue under the management of the Storm Try Sail Club*)



Barbara Walters

Biscayne Bay YC L-R: Heather Chalmers, Charles Stark and Tom Wadlow (ESS)

Closer to home, led by Rear Commodore Tanner Rose and his team, our Station's annual meeting and rendezvous in Palm Beach in late February was a great success. Kicked off with a Rum Keg party at the Old Port Cove Marina on Friday, and topped by the Annual Meeting and Dinner at the Sailfish Club, the weekend was a great opportunity to enjoy time together with our Florida CCA family.



credit

Top L-R: Kitty Kuhner (NYS), Pim and Eleanor Epler (ESS), K Guinness (FLA), Dottie and below her is Bart Jones (BOS), and Bill Cuffel (PNW). In front, Scott Kuhner (NYS), Ginny Vought (NYS) and Cathi Cuffel (PNW)

Our winter luncheons in Stuart, Ft. Lauderdale, St. Petersburg, and Miami continue to be well attended and always lots of fun for all.

On March 23, the Florida Station held its monthly lunch at the Biscayne Bay Yacht Club attended by some 23 members from the Florida Station and guests from other stations, including Tom and Dorothy Wadlow (ESS) who are making a stop in Fort Lauderdale on their trip from South America to Mystic, CT.

Elsewhere, in the Bahamas, a group of CCA members met on March 22 at Pim and Eleanor Epler's cottage for a CCA Gam (see photo above).

Clint Bush, Historian 

Seventeen GLS members and guests from Chicago, Detroit, Toronto and Colorado attended the event. The Essex and New York stations were also represented.



Mike Hill

Passing the torch: Past RC Bob Medland and RC Bob Lansing

First order of business was election of Officers for the following year. The nominating committee reported that the proposed slate was unopposed and the following positions were filled by acclamation. Rear Commodore – Rob Lansing

Secretary/Treasurer – Tom; Post Membership – Andy Jones and Jim Foley; Communication – Rob Beebe and Mike Hill Historian – Bob Knight; Safety Officer – Andrew McTavish; Events - Bob Medland; Nominating Committee – Rob Beebe, Jim Foley and Bob Medland

Past Rear Commodore Bob Medland was acknowledged and thanked for his efforts during the past 5 years. Bob was tireless in his efforts to build the GLS membership and led the organization of a very successful Toronto Fall Meeting in 2014.

Following the formal meeting, we were treated to a superb presentation by David Thoreson, GLS, of his voyage through the Northwest Passage with the late Roger Swanson on his *Cloud Nine* and his circumnavigation of the Americas on board *Ocean Watch*.

News from our far flung membership include: Skip Novak reports that this October's ice coring expedition with the University of Maine climate change team was a great success. They succeeded in taking 16 meters of core on the Briggs Glacier of South Georgia which were hand carried back to Maine for analysis. Based on the positive results there is another coring

### Great Lakes

The Great Lakes Station held their Annual meeting in New York City on Thursday, March 3 to coincide with the Annual Awards Dinner of the CCA. Tom Post kindly arranged to host the event at the Cornell Club, just down the block from the New York Yacht Club.



### Great Lakes continued

campaign planned for 2017, higher and deeper! View the full story [http:// www.pelagic.co.uk/pagesnews/news\\_028.asp](http://www.pelagic.co.uk/pagesnews/news_028.asp)



Mario Potcki, Professor Paul Mayewski, and Jeff Auger take an icecore

Skip Novak



Falkland Islands L-R: Skip, Luca and Laura Novak, Elana Caputo and Marco, Gita, Bettina and Livio Alberti

Skip Novak

During Christmas holidays the Novak family were joined by the Alberti family (Marco is managing director of the prestigious Southern Wind Shipyard in Cape Town) for a three week cruise through the Falklands and the channels of Tierra del Fuego. Skip reports that the Falklands are underrated. The wildlife is superb, the weather is generally clear and dry, although windy. The islands have immense scope for lengthy cruises, the only drawback is getting there. A great photo selection is found at [http://www.pelagic.co.uk/pagesnews/news\\_029.asp](http://www.pelagic.co.uk/pagesnews/news_029.asp)

Skip was in St Barths at the Bucket Regatta in March, making 'polar inspections' on two super yachts on behalf of EYOS Expeditions, a consultancy he has recently joined as Sailing Vessel Director.

*Hetairos*, a 67 meter Baltic will be attempting the Northwest Passage this summer and *Surama*, a Huisman 40 meter

sloop, will be cruising on the Antarctic Peninsula next season.

Lastly, on March 4, Skip was awarded the prestigious Tilman Medal from the Royal Cruising Club in London for his long career organizing sailing and climbing expeditions from his two *Pelagics*.

Also reporting from the Southern hemisphere, Jim and Jean Foley are taking full advantage of New Zealand's liberal Temporary Import Exemption that allows foreign boats to visit for up to two years without attracting tax or duty. Following a summer in Chicago, they returned to *Onoro* in Whangarei and cruised up through the Bay of Islands, over the top of the North Island and down the west coast to Nelson, where they met with Tom and Vickie Jackson, 2016 Blue Water Cruising Medal winners. The next two weeks were spent exploring the magnificent Marlborough Sound, enjoying fresh mussels in a different anchorage every night and hiking a new trail every day. They continued their Island circumnavigation by sailing north to Napier and Gisborne where they chipped the rust off ancient Schwinn's and peddled through wine country. Sounds like a nice way to spend a northern winter.

Magnus Day was in Spitsbergen last year skippering the yacht *Northabout*. They got up to about 81 degrees north and were the last yacht in the area, leaving on the first big winter storm in October. Frozen deck gear and lines indicated it was time to leave. He then switched hemispheres and went to Marguerite Bay on the Antarctic Peninsula, skippering *Pelagic*. They were the only yacht to get there this season and were able to visit friends at British Antarctic Survey Base "Rothera". Their free diving guests and the crew enjoyed some great swims in the ice breaks among dozing humpback whales in Wilhelmina Bay. Future plans are to take *Pelagic* to the Falklands and then off to Panama to pick up his own yacht *Lazy Bones*, for some warm water cruising.

Closer to home, Roger and Jennifer Langston joined new member Chase Anderson and his wife Josie for the Chesapeake cruise on their new boat *Bonnie Rye*, a lovely HR43. They also attended the Ski GAM in Utah.

Rich Fink reports that he has sold his beloved *Ocean Explorer* but with the mixed emotions. He feels the normal regret of saying good bye, tempered by the fact the new owners are prepping her for a big Pacific Ocean voyage, where *Ocean Explorer* belongs.

GLS members are looking forward to welcoming Past Commodore Lhamon and Joyce in Toronto this June, when they complete the final chapter of their CCA station visits. It could be said, saving the best for last.

Mike Hill, Communications Officer 

### New York

The New York Station has been active since the close of sailing season last summer. We have had monthly dinner meetings at the Larchmont Yacht Club, with station members sharing their recent sailing adventures.

Peter Bauer reviewed his summer sailing on the venerable *Carina* alongside member Rich DuMoulin. This included the Block Island Race, Annapolis to Newport Race and the Transatlantic Race. Peter, along with Boston Station member Barrett Holby and their sons then delivered *Carina* back to the U.S. from Cowes via Iceland.

Joe Fontanella gave station members a photo tour of the CCA Ionian Cruise. His wonderful photos highlighted the magnificent history of the region, the beautiful anchorages they enjoyed, as well as the first rate fleet dinner venues.

John Rousmaniere has given station members regular updates on plans for the 50th edition of the Newport to Bermuda race.

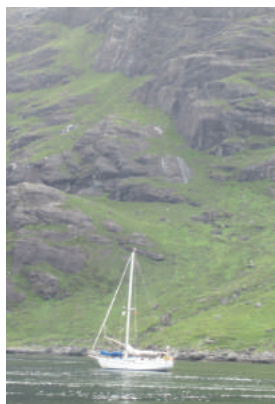
Looking forward to the summer of 2016, Rear Commodore Kelly has announced that our next annual rendezvous will be held on July 30 on Long Island Sound.

Most recently station member Eric Forsyth shared his report on the first leg of his Atlantic crossing and Northern European cruise from last summer: "We left long Island in early July, 2015 and sailed via the Cape Cod Canal to Lunenburg, Nova Scotia. We had the usual maintenance



### New York continued

problems to deal with and CCA member Sandy MacMillan was very helpful. I had discovered my Navionics USA chip did not cover Canada, Sandy lent us a chart so



*Fiona in Scotland*

*Eric Forsyth*

that we could find our way to the Mahone YC to pick up some diesel. Another CCA member Tom Kenney and his wife stopped by to discuss the virtues and vices of the Westsail 42, which we both sail. After a few days in St. John's, Newfoundland, we left for an Atlantic crossing to Oban, Scotland. The passage took sixteen days with only one major gale with gusts to 50 knots. Apart from some engine time at either end we sailed the whole way.

After a crew change we spent two weeks cruising the Western Isles and then sailed through the Caledonian Canal, a wonderful piece of engineering finished in 1822 to permit sailors to avoid the often stormy ride round Cape Wrath at the north of Scotland. After a crew change at Inverness, we made a crossing of the North Sea to Thyboron on the Danish coast. In the Moray Firth the wind was so light we powered but by the time we made a landfall it was blowing a full gale from the west, making the entrance very tricky. But the inexperienced crew managed to get the sails down without falling overboard.

The Danish are boating mad. Every small town and village on the sea has a marina chock-a-block with boats, usually sail. Several sailors advised us to take the Lille Belt to get from the Kattegat to the Baltic. It is certainly a beautiful part of the country, the quaint towns are a delight, but

nobody mentioned it was extremely shallow! We were often under full sail with maybe a foot under the keel, under power we negotiated tortuous channels with nothing under the keel, and, of course, there was the odd bump, but the bottom is sand or mud. We stayed overnight at many charming villages, often with medieval centers in lovely weather. We eventually got to Sweden and, finally, our most easterly stop at Bornholm Island, where I am writing this summary.

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

*Peter Bauer - Secretary*

### Pacific Northwest

While our Northwest winter has not served up the frigid temperatures of much of the rest of the country, we have been lashed with wind and soaked with record setting rains. But our spring is heralded by early flower blooming and with it will come a much anticipated summer of yachting.

The Station celebrated its 2015 season with our annual dinner in November and our speaker was the irrepressible John Guzzwell, winner of the 1959 Blue Water Medal. John gave a memorable account of his youthful adventures aboard Beryl and Miles Smeeton's *Tzu Hang* and their pitch-poling in the Southern Ocean en route to Cape Horn. His film of the events was remarkable.

The PNW Station is often treated to entertaining and informative luncheon talks. Our November speakers Denis and Mary Umstot took us along on *Aranui 3*, a passenger and supply ship making 13 stops from Tahiti through the Marquesas.

In December Doug Cole gave a lively and well created multi-media account of the voyage of *Amulet*, John Kennell's capable 48' custom sloop on her voyage from San Diego to the Marquesas and Tuamotu islands.

Our January meeting featured a unique account of the causes of the Space Shuttle Challenger disaster and the subsequent recovery of elements of the spacecraft by our own Dan Schwartz who directed portions of the recovery mission.

Our March meeting was a spectacular tour of Paul Allen's Flying Heritage Collection in Everett which was organized by our First Air Officer and Membership Chairman Doug Cole. Doug brought his recently restored Cessna 172 to the fly-in event and proudly described its complete rebuilding after his receipt of the plane from our popular and recently departed member, Roger Rue. Roger's wife and daughter joined in the festivities and it was a bitter-sweet reminder of Roger's enthusiasm and Doug's devotion to restoration



*Baird Tewksbury, Geoff and Nancy and Neil Sirman at the Flying Heritage Museum*

*Dan Schwartz*



*Larry Bailey, Wendy Hinman, Tom White and others at the Flying Heritage Collection*

*Dan Schwartz*

and maintenance. The Collection holds a large assemblage of aircraft with a particular emphasis on war birds and they are all rare and air-worthy examples of American aircraft and their German, Japanese and Russian combatants in the skies. The restorations are breathtaking and the museum holds fleet flying events and dogfights



### *Pacific Northwest continued*

periodically during the summer. It was a wonderful event.

The Station has always tried to emphasize safety in our programs and we are generally treated to a Safety at Sea Moment at our monthly luncheons by Mike Roye. This March we presented a Safety for Cruising Couples Seminar in conjunction with the Seattle Yacht Club. The one-day event was guided by the thorough and competent materials provided by Ron Trossbach and the Safety and Sea-



*Safety at Sea for Cruising Couples at the Seattle Yacht Club*

Tad Llamon



*Safety at Sea for Cruising Couples with Lee Brown aboard Wings and Wendy Hinman looking on*

Doug Adkins



*Dave Utley with young Safety at Sea student.*

Doug Adkins

manship Committee. Dave Utley whipped the presenters into shape with segments given by Wendy Hinman, Dan Schwartz,

Tad and Joyce Llamon, Doug Adkins and Dave Utley. Lee and Mike Brown provided *Wings* as a platform for LifeSling drills and 48 students spent a very busy day learning many new skills. This format is a first for the PNW station and we hope it will prove popular enough to expand into future such programs.

Sailors from PNW continued to roam during the winter. John Kennell worked his way across the Indian Ocean to South Africa during the fall and is now heading out across the Atlantic to Trinidad with Doug Cole joining him once again. Brian and Mary Alice O'Neill are off, spending time in the Pacific with a winter base in Honolulu, before heading on to Sitka. Don and Sharry Stabbert's *Starr* is next to them in Waikiki and they will be returning to the Northwest with Joe Golberg aboard when the weather improves. Kaspar and Trish Schibli, having received the Far Horizons Award, will be heading back to Europe to *Starfire* in the Spring. The Cuffels, having cruised the entire East Coast, were in the Bahamas, and are about to head to Europe. Rich Jablonski and Elain Cashar recently survived a significant medical emergency and rescue on the Brazilian coast. Chris Otorowski, having successfully raced across the Atlantic last summer, may have his eye on yet a fifth Newport-Bermuda Race. We shall see. Our "own" Commodore, and now Past Commodore, Tad Llamon and Joyce completed their stint at the CCA helm with a legendary round of visits aboard flagship *Lyric* to every CCA Station and Post save one, that to be checked off this summer after a transit of the Erie Canal.

The PNW Station has two cruises planned for the year under the direction of Tom White. The Spring Cruise will be down beautiful Hood Canal beginning on May 12 and the Fall Cruise will be held in the Canadian Gulf Islands beginning on September 22. Phil will be happy to receive inquiries from interested sailors from other stations.

The Pacific Northwest Station holds monthly luncheon meetings at the Seattle Yacht Club on the second Monday of each month except during July, August and September when we are supposed to be

gone cruising. Visitors from other stations are always warmly welcomed.

*Douglas Adkins, PNW Historian* 

### **San Francisco**

The winter months are a great time to reflect on the many ways we are lucky to be members of the CCA, and this is often triggered by a look around the room during one of our monthly lunch meetings. Even though we, in the San Francisco Station, are far removed geographically from the intergalactic headquarters of the Club (wherever that might be), we can certainly feel and appreciate the presence of the many, many individuals who have contribute and support our passion: the love of the sea and voyaging on it.

In attendance at practically every Station lunch is a twosome whose contributions to CCA are beyond dispute: John Sanford and Bob Van Blaricom both are recent winners of the Richard S. Nye Award for meritorious service and seamanship in long-distance cruising. This year was John's turn. In addition to being a dedicated and persistent leader at our Station, John was a member of the CCA Board of Governors for three years, served as a member of the CCA Nominating Committee for six years, and was a member variously of the Membership, Awards



*John Sanford Accepts the Nye Award from Bill Cook and Cmdr. Jim Binch*

Dan Nerney

and Communications Committees over a number of years. He was editor of the *Cruising Club News* (now *Voyages*) from 2000-2003, and received the Charles H. Vilas Literary Prize in 2004 for his editorials and articles in the *Cruising Club News*.

### San Francisco continued

He remained active in the Club's literary endeavors, serving on the Advisory Committees for the *Cruising Club News* and the *GAM*. John participated in numerous fall and spring cruises.

Although we have many other Station members of whom we are justifiably proud, and who have made and continue every day to make meaningful and important contributions to sailing, Chuck Hawley comes to mind because he is this year's recipient of US Sailing's Timothea Larr Award for outstanding contributions to the advancement of sailor education in the U.S. Chuck has become a leading authority regarding offshore safety-at-sea issues. He headed up the Independent Review Panel for the Chicago-to-Mackinac Island *Wingnuts* tragedy in 2011, during which he established a standard and a format for subsequent investigative panels. These were expanded into the US Safety Equipment Requirements (SERs). As part of the investigation of the *Low Speed Chase* sailing tragedy during the 2012 Farallones Race here in San Francisco, Chuck worked with the U.S. Coast Guard and the yacht clubs of the San Francisco Bay area to craft the user-friendly Safety Requirements for use in races outside of the Bay. He also served with the 2012 Aegean accident investigation into the death of four sailors during the Ensenada Race. In 2013, Chuck selected and acted as advisor to the panel investigating the *Uncontrollable Urge* grounding on San Clemente Island during which one sailor died. It's no surprise then that Chuck was called on when *Vestas Wind* grounded out during the Volvo Ocean Race on Cargados Carajos Shoal in the Indian Ocean. Of course, Chuck is also a world-class sailor with some relevant experience needed to analyze these catastrophes. In 1982, while sailing a 67-foot sled back to San Francisco from Hawaii with our well-known Station colleague, Stan Honey, the keel fell off in 12,000 feet of water 300 miles north of Kauai, but Chuck and Stan made it back to Waikiki safely.

This writer would be remiss if he were to fail to mention that Sally Honey, Stan's

wife and a member of CCA in her own right (and one of our most active Station mates), was heavily involved in and a major contributor to some of these investigation reports (and she chaired the *Low Speed Chase* Report).

We have a number of other award winners who are definitely deserving of special recognition in the *GAM*. At the Station's annual Christmas dinner, Michael Johnson received the SAF Cruiser of the Year Award for his extraordinary voyages over a long period of time, but most recently his East to West Northwest Passage aboard *Gitana*, his 44-foot Lapworth-designed schooner, during 2014 and 2015. This is obviously not easy to do, as it took our Station mate Roger Swanson three tries aboard *Cloud Nine* to become the first American yacht to complete the passage in one season. But here's the thing. Mike was also recognized for his earlier exploits, including a seven-year "wrong-way" circumnavigation, leaving the five great capes to starboard, in his Westsail 32, *Aissa*, his three times rounding of Cape Horn, and his cruising over the past 35 years to distant, dramatic and sometimes dangerous places including



Mike Johnson receiving kudos from RC Bob Hanelt

the Amazon, the Gulf of Aden and north of the Arctic Circle. Mike, who's a very modest fellow, is actually piling up the awards for these exploits. In April 2015, he was awarded the Barton Cup (his second), the most prestigious award given to the members of the Ocean Cruising Club, for his Northwest Passage (if you can call it that) cruise. Mike's first Barton Cup was awarded in 1990, in recognition of his suc-

cessful, engineless east-to-west rounding of Cape Horn in *Aissa*, mentioned above.

The Station is also privileged this year to claim two recipients of the John Parkinson Memorial Trophy for Transoceanic Passage, each of whom received two awards and Transoceanic Pennants. One recipient was Bob Cadranell, in his yacht *Tatoosh*, for his voyage from San Diego to French Polynesia in May 2014, and for his voyage back from French Polynesia to San Diego, via Honolulu, in July and August 2014.



Defiance in the Bay of Virgins, Fatu Hiva, French Polynesia

Sandy Edinger

The other recipient of the awards and pennants was Bill Edinger, in his yacht *Defiance*, for his voyage from San Francisco to French Polynesia in April 2014, and for his voyage back from French Polynesia to San Francisco, via Honolulu, in July, August and September 2014. Note the dates: they suggest the obvious. *Defiance* is a wicked-fast tri, sailed wickedly fast by Bill and his family.

As I'm sure is the case with all CCA stations, excluding, perhaps, Bermuda, the winter months are a quiet period of planning for the coming summer months. The SAF Station's clear exception is our Station member, Sylvia Seaberg, who recently departed La Paz for French Polynesia and beyond with her chum, Tom Condry, aboard Sylvia's beautiful Schumacher 52, *Cinnabar*.

Other plans in the making include, of course, our Station's cruises, which are usually local weekend affairs and this year include a run down the coast about 20 miles to Half Moon Bay at the end of April (4/29), and a run up the Sacramento River to Montezuma Slough and the Solano Yacht Club in early June (6/3).





### *San Francisco continued*

The observant reader will notice that both these cruises start off with normally strong downwind runs. It goes without saying, the trip home, not so much. The Fall Cruise is a gem – up the coast to Tomales Bay, which is nicely situated directly over the San Andreas Fault about 35 miles north of the Gate, in the middle of the Golden Gate National Recreation Area. This is a beautiful, remote anchorage. If a CCA member is interested in crewing on any of these cruises, contact one of our cruise chairmen, Zia Ahari or Bill Edinger, who may be able to introduce you to a participant with a spare berth or two.

There's still more planning underway at the Station. As many readers may know, or, hopefully will soon find out, the Station is the host for the 2017 Fall Meeting. Our Rear Commodore, Bob Hanelt, and Station Secretary, Bill Foss, are heading up the planning team. We invite you make any special-event desires known to either of these two fellows, since, being local boys, they may overlook an attraction that is of particular interest to the membership. Details of the meeting's events will become available in due course.

Whether plans or pipe dreams, the following appear to be in the works:

Wyman and Gay Harris, who have returned from diving in the Maldives (which they were able to still find) will this summer be aboard *Safari* in their beloved British Columbia in and around the Broughton Island group and the Gulf Islands (incidentally, Wyman has chalked 140 lifetime dives -- not bad, I'd say); Peter Darby, who recently returned from cruising in New Zealand's Hauraki Gulf and Great Barrier Island, has his sights on New England and then south to Cuba, perhaps.


Steve and Virginia Mason will surely be heading back to British Columbia, because that is where their home away from home, *Sea Jay*, is wintering over.

Of course, Matt Brooks and wife, Pam Rorke Levy, will be all over the place aboard *Dorade*, their 52-foot Sparkman & Stephens beauty built in 1930. Look for them in the Eggemoggin Classic Boat

Race the weekend of August 6, and then Matt has been thinking about Cape Town to Rio.

And it looks likely that at least one Station member will be wandering around in the St. John (NB) River in July, hopefully with a GLS chum.

In the meantime, we invite all to join us for our monthly lunches at various venues of interest around the Bay. These usually occur on the first Wednesday of each month (except for July and August, when most of us are out and about) and feature distinguished speakers and great food. 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.

*Stafford Keegin, Historian* 

### Southern California

Our first meeting of the 2015 fall season was held in the San Diego Yacht Club and featured our former Downwind Marine Center owner and CCA member, Chris Frost, who recounted an early voyage he took to the Pitcairn Islands on a 110 foot schooner. The mission was to help the Islanders, many of whom descend directly from the original settlers named Christian, obtain and transport timber from Henderson Island to produce the artifacts they make and sell to tourists. He had some original slides of his stay there and stories to tell.

In early December we enjoyed our annual Christmas Dinner at the Newport Harbor Yacht Club. It was a gala event and some 90 members and guests were present. The event featured the election of the new Rear Commodore Pete Pallette and his new cabinet. Our guest speaker was Fraser Heston, the son of the late Charlton Heston. Fraser brought his current documentary "Circumnavigating Cape Horn and the Beagle Channel aboard *Pelagic*" which he produced from a 1988 voyage. He is an ardent sailor and adventurer and whose first movie appearance, at the age of 6 months, was portraying the Baby Moses in his father's film "The Ten Commandments". The documentary is a very

accurate and interesting film which tells some of the history of Cabo de Hornas, and how the crew spent about two weeks exploring the region, climbing the glaciers and visiting the lighthouse, anchoring the tender with a 4 way tie against the 70 knot winds. The steel sloop was then owned by Skip Novak and sailed by Phil Wade of



*Jerry Soto*

*San Salvador*

Volvo fame. The documentary will soon be released and should be seen by all who wish to see the Horn at its best and worst conditions.

Earlier in 2015, the launching of the replica of the Spanish Galleon *San Salvador* took place. This was the flagship of the discoverer of San Diego, Juan Rodriguez Cabrillo, who first sailed into the harbor in 1542.

The project was the brainchild of San Diego Maritime Director and CCA member Dr. Ray Ashley. It is a dream come true because the ship was designed by Doug Sharp from early drawings without plans and constructed with original woods obtained from Guatemala where it was originally constructed in 1540. It was built along the San Diego waterfront by mostly volunteer craftsmen over a four year period, a project that included 100,000 man hours and 5 million dollars of donations. The final launching took place in July, 2015 and further work is being completed at the Maritime Museum where she will soon be available to board. It is planned to be an educational as well as a sail training exhibit portraying the early history of California. Many of you had an opportunity to visit the construction site during our Fall Meeting in 2014. Rodriguez Cabrillo, sailing for Spain is considered to be first European to explore the west coast of Mexico



### *Southern California continued*

and what is now California, above the Baja peninsula, reaching as far north as Point Reyes in northern California. He later died somewhere near the Channel Islands yet his grave has never been found. The statue of Juan Rodriguez Cabrillo, honoring the first European presence along our western coast and offshore islands, stands atop Point Loma, San Diego at the Cabrillo National Monument.

We had a record turnout of 38, nearly 48% of our SoCal membership at our February luncheon held at the Los Angeles Yacht Club and arranged by Steve Calhoun and past Rear Commodore Jerry Montgomery. The meeting featured the famous sportsman, writer and sailor, Kimball Livingston, Commodore of the Saint Francis Yacht Club who gave an interesting account of the legendary Admiral, and noted M.D. Albert Soiland, Dean of the West Coast Corinthians and founder of the Southern California Yachting Association. Dr. Soiland is credited with bringing together sailors from San Diego to LA, Newport Beach, Long Beach and Santa Barbara as the SCYA ultimately leading up to the Los Angeles bid for the summer Olympic Games.

In April, we are preparing for the third annual Desert Gam in Palm Desert for those who want to warm up for the season. We will have a dinner on Friday, April 1, in Ironwood hosted by Frank Trane and the

infamous Frank Trane who has hiked the area for years and is still going strong. We will gather at the historic Twenty Nine Palms Inn for refreshments before return-



*The CCA group hikes into the Baker Dam Trail*

Pam Bacich



*Past RC Bill Barsz and Allan Trane*

Pam Bacich

ing for a quick swim and a cocktail party at Ed Meserve's home in Indian Wells. Sunday, we will attend the final Polo match at the El Dorado Polo Club in Indio.

Cruising news: Al Garnier and family are headed south in *Chez Nous*. They are currently in Mexico and are heading for Central America. They have a sailing blog you can follow at [www.svcheznous.blogspot.com](http://www.svcheznous.blogspot.com).

Racing news: Steve Calhoun is preparing *Psyche*, his famous Cal 40 which won the Transpac overall in 1965, for the July Pacific Cup. Steve has participated in two previous TransPacs and hopes to capture honors in this fun race which features everything from Moore 24's to 100 foot super maxis. Good luck to him and his CCA crew.

Our next event will be a luncheon at the Long Beach Yacht Club on April 14. The Spring Cruise, organized by our new cruise chairman, Mick Bacich, will be to various anchorages in the beautiful off-shore Catalina Islands, June 6. We welcome anyone who wishes to join us at any

of these events. The June luncheon will be at the Balboa Yacht Club on June 25. The annual summer party is TBA and the final luncheon will be at the San Diego Yacht Club on October 13. The annual Christmas Dinner will be held on December 3 at the Newport Harbor Yacht Club.

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



### 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.

### “Safety Moment” Mission Statement

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

*Ron Trossbach (703) 403-8408*

Safety Advisor, 2014 Newport

Bermuda Race

Head, CCA Station Safety Officer

Sub-Committee

CCA Contact, **SUDDENLY ALONE** Program

US Sailing SAS Seminar

Coordinator

Editor, ISAF OSR with US Sailing Prescriptions



*The Desert Rats on top of a rock in Joshua Tree National Park*

Pam Bacich

next day we will make an excursion into the Joshua Tree National Park, a 1 million acre arid desert with unusual rock formations, old mining camps and the unique Joshua trees. Our desert guide will be the





## Tracing our History XIV - 1957

*Sometimes it takes a while for an idea or request to sink in – we appreciate stories from the past. This time Henry Fuller (BOS) answered with an article written by Henry's uncle, CCA member Horace Fuller. In an earlier edition we profiled "Uncle Horace" and his adventuresome life, especially during World War II. Thus we digress and Henry's contribution follows:*

### ***The Sinking of the "Spalpeen"***

by

**Horace W. Fuller**

**November 5, 1936**

It was just dusk as I went on deck for a final look about before putting up the riding light and going below to start supper. There was no question about the weather, a cold raw November evening with the breeze steadily freshening out of the northeast. Low ragged gray clouds scudded across the sky bringing with them a stinging rain. Yes, we were dragging our anchor in spite of all the scope we had out and a lee shore only about twenty yards off our stern. After a hurried consultation we decided to try and get out of Plum Island Sound and into Lobster Cove at Annisquam before it blew harder and got too dark. The engine was started, the anchor raised and we began threading our way out through the winding channel. Before long it was pitch dark, but we managed to reach the entrance to the sound only scraping the bottom twice on the way. Here the channel is about 200 yards wide running between the beach and a long spit for nearly a mile before turning out through a narrow pass into Ipswich Bay. We proceeded along what we believed to be mid-channel when suddenly we were stuck on the sandy beach. It being low water, the outer sand bars acted as breakwaters so that at this time there was no sea breaking on the beach which we might otherwise have been able to see. Immediately an anchor was run out, but an attempt to kedge the vessel off proved futile and as the tide was still on the ebb we were soon left high and dry.

Fortunately, there was a light on the beach about half a mile away. We stumbled towards this through the driving

rain and came to a house among the sand dunes and from here telephoned the Plum Island Coast Guard Station. They promised to come down at high water (about three o'clock the next morning) and try to tow us off the beach. We then set the alarm clock for three the following morning and turned in as best we could with the boat lying well over on her side. After several hours of vainly trying to sleep in the midst of a mass of cushions, boots and oil skins, we heard the seas commencing to slap against the hull but this gave way to the heavy pounding as the tide came up over the bar outside and allowed those northeast seas to roll on in and break over us.

Finally, we saw a light appear far up the sound and before long the coast guard boat was laying off our stern outside the breakers which by now were roaring in and breaking over the whole vessel making it impossible to stay on deck without clinging to the rigging. Somehow we managed to get a line to their surf boat and soon we had a hawser made fast to our mainmast. However, all this proved useless as their boat could not possibly move us against the seas and was bobbing around with her propeller out of the water most of the time. After parting their hawser several times and working until five in the morning we had to give up. It was getting colder and we were soaked to the skin in spite of being well "moused up" in oil skins so we joined the coast guard boat by walking a mile or so up the beach inside the sound where there was less sea running and returned to their station for a bit of sleep and some food.

The Gloucester and Newburyport coast guard stations were contacted the next morning and at high water their vessels got lines on *Spalpeen* and started out to sea. For more than an hour every attempt to float her failed. The gallows frame was smashed away and it seemed as though she must be smashed to bits by these heavy breakers which continued to pile over her smothering everything in a mass of foam and green water. At last she began to move very slowly at first then

suddenly she slid off the beach into the breakers as she headed into the channel. We piled into the surf boat and pulled out through the breakers and soon were aboard *Spalpeen* congratulating ourselves on getting her afloat at least with really no serious damage. Little did we realize that our troubles were far from over and that the worst lay head of us!

There appeared to be about four inches of water over the floorboards in the main cabin and as this did not seem to increase we decided to tow her back to Gloucester and have her hauled out. Once outside the numerous sand bars in Ipswich Bay we ran into a heavy following sea which forced a certain amount of water up through the rudder post hole. Water was soon coming in faster than we could bail and it was evident that she must have started at some of her planks while lying on the beach being pounded by those heavy seas. Now, it became a question of reaching shore before she filled up and sank. There was no doubt about our being in a rather precarious position although we were on the end of two long coast guard tow lines. The seas were getting larger, soon it would be dark and the cabin was already waist deep in water; if only we could reach shore in time!

I was at the wheel standing in the cockpit up to my knees in water. Often I found myself having to hang on to the wheel to keep from being washed away as a big following sea would completely cover the whole stern with several feet of water. Hepburn had collected our guns and valuables piling them forward on the deck where we could get them off if she went down. The coast guard realized it was a race against time to save the schooner. They were doing their best to get us on a beach. Meanwhile, Andy had succeeded in launching the tender. He had loaded our gear aboard, when suddenly *Spalpeen's* stern settled and down she started. I scrambled into the tender and managed to keep her stern to the following seas so she would not swamp while Hepburn splashed aboard. Suddenly, the tender

## HISTORY OF THE CCA

for no apparent reason started to follow *Spalpeen* to Davy Jones's locker. We saw the painter had fouled the schooner's rigging. It was a question of seconds before we would be in the water too, which did not particularly appeal to us as we were all bundled up in keg boots, oilers and heavy clothes. We had neglected to put on our life belts. I managed to get out my knife and cut the painter just in time to keep the tender from filling.

In the meantime the Coast Guard had cut their towline and had turned around to pick us up. Once alongside us, we managed to get aboard by grabbing his rail as he rolled his rails down in the steep short seas. The *Spalpeen* had gone down about 25 yards west of the Annisquam Light in six fathoms of water with just the trucks of the masts still showing. Three minutes more and we could have beached her in shoal waters and saved her. Such is the fate of one who tempts the sea!

### **The Rescue:**

After spending the night at the Gloucester Coast Guard station, I started the problem of raising the schooner. Nowhere in Gloucester could I find anyone who had the proper gear or who was willing to undertake the job. The local waterfront opinion was that it could not be done and that I would be forced to abandon *Spalpeen* for the Coast Guard to blow up to clear the entrance to the canal. I had a plan of getting slings from pontoons or barges under the hull at

low water and then by lifting her with each tide we might be able to get the necessary gear or assistance here in Gloucester. I stepped into an office on one of the docks to telephone Boston. In the midst of my conversation, I was interrupted by a large genial looking fellow who informed me that he knew

swamped going out of Newburyport Harbor in winter and had sunk a half mile offshore, I felt a bit more hopeful. We headed back out to Gloucester, picked up another hand to help us, and then loaded our decks with heavy hawsers, blocks, and long 12"x12" timbers and left for Annisquam with an

old picket boat in tow to use as another float. The condition of this boat left much to be wished for, but when her owner quoted a charter price of fifteen dollars for the whole job whether she sank or not we decided to take her. About eleven o'clock that evening we began our salvage operations. Fortunately, the *Anna F.* had a large flood light on her mast

for night trawling which was indispensable for our work. First, we placed the two boats, one on each side of the *Spalpeen*, with four 12"x12" timbers lying between them above the schooner. Lines were then run from the timbers and dragged under the hull. Others were made fast around the masts at the lowest point possible with clove hitches and run up to the timbers.

After an hour and one half's work everything was in readiness and we waited for the tide to do the rest. At high water we were able to move her about 50 yards upstream before she

grounded. We had to unbend our lifting gear and await low water which would give us our next opportunity to make fast and lift her once more. For five days we repeated this process on every tide but making very slow at



*"stepping the masts the old fashioned way" - Fuller kneeling*

of just the man to help me. In less than ten minutes I was bound up the canal aboard the able fisherman and workboat *Anna F. Clark*, Captain Ephiram Clark, owner and skipper.



*"boat at the yard" Fuller on starboard side*

I told him my plan. After looking the situation over, he reckoned he could collect the necessary gear and raise *Spalpeen* if the weather held fair. After hearing him tell of rescuing his own boat after she had been



## HISTORY OF THE CCA

first. On the fifth night we managed to lift the schooner and carry her well up inside the canal where we beached her on a well sheltered sand bar. At last we had moved her to a spot where no northeast storm could pound the boat to pieces.

To move the boat we steamed very slowly up the canal with a tender out ahead sounding the channel as we proceeded. As we drew 18' of water and the chart showed three fathoms, we considered ourselves more than lucky in getting into the sheltered waters. A heavy blow came on the following day in which a Gloucester fishing schooner was lost with all hands. Had *Spalpeen* been out in the mouth of the canal during this weather, it is certain that she would have been pounded to pieces! Once we had succeeded in beaching her it was a simple matter to caulk the seams of the sprung plank, bale the water out, refloat her, and tow her to Boston where she was hauled out for the winter. Naturally everything on board was a terrible mess and a good many things were ruined, but considering what the vessel had been through and where she went down I feel that we were very fortunate in being to get her up which we never could have accomplished had it not been for those five fine days!

\* \* \*

Returning to the exploration of our Club history: the club burgee had been available through several sources, each having a slightly different design and proportions. At the March 1956 Board of Governors meeting, the following specifications were established and still hold true:

*"The Club Burgee shall be triangular in shape, and the hoist shall be 2/3 of the fly with a waved, blue stripe, 2% 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."* (Editor's note: Now, following that description there should never be an excuse for flying our burgee upside down!)

Vice Commodore Henry duPont presented the previously awarded

1955 Blue Water Medal to Eric and Susan Hiscock at The Royal Cruising Club in London in April 1956. Since 1943, the Commodore of The Royal Cruising Club was considered an honorary member of the Cruising Club of America. However, the Commodore of The Royal Cruising Club had not been extended these privileges and the oversight was corrected at that time. Included in this agreement was that any member of the Cruising Club of America was extended temporary privileges while sailing or visiting Great Britain.

(Author's note: Members of the Cruising Club of America are granted courtesy privileges at The Royal Cruising Club and The Royal Thames Yacht Club. This is a wonderful opportunity to visit other clubs and meet like-

minded people. Arrangements can be made through our Club Secretary.)

Back on this side of the ocean, the stations were busy with gams and other social events. The Boston Station, under the stewardship of Rear Commodore Francis Welch, hosted the ladies at the spring dinner where intrepid member Norris (Norry) Hoyt was the guest speaker. Recalling numerous ocean passages and races, Norry spoke primarily about his most recent adventures. After purchasing *Atlanta*, a 26 foot light displacement sailing vessel with twin bilge boards, he and his family trailed the boat

south for the winter, and cruised the Mississippi River the next spring from Vicksburg to New Orleans. *Atlanta* was then trailed to the west coast of the United States; thence cruising/traileing from Catalina to San Francisco and on to Vancouver Island. Describing himself as "skipper and chauffeur", Norry returned to his passion

of offshore sailing and probably never looked back. This was a time when many were venturing away from their home waters and looking for new modes of adventure.

The Annapolis Race was sailed in "reverse" (Annapolis to Newport) for the first time and the fleet increased in size – theory being that the contestants liked the idea of leaving the summer doldrums of the Chesapeake and ending in Newport with the option of sailing east for the summer and enjoying the cooler weather and fresher breezes.

July 27 saw the start of the race to Halifax, once again sponsored by the Boston and the Royal Nova Scotia Yacht Squadron. With fair winds and minimal fog, Cruising Club members dominated the race – E. Newbold



*"spinning tales" - Fuller sitting towards stern*

## HISTORY OF THE CCA

Smith (38 foot sloop *Gaillard*) first place overall and Class C, William Anderson (*Windsong*) Class A, Arthur Homer (*Salamagol II*) Second overall while longtime favorite Dan Strohm-eier (*Malay*) finished second in Class B.

Closing out the summer sailing season was the Club cruise from Mystic to New Brunswick. Following kickoff festivities, the hardest of the fleet headed off shore for Campobello Island while others chose to follow the coast with gams along the way. Cruise chairman Alan Bemis reported a total of 102 member boats participating. Although the entire fleet never rendezvoused at the same time, 71 boats were assembled in Seal Cove, Mt. Desert.

In today's world where we obtain an up-to-date weather forecast at the flip of a switch or the swipe of a screen, Alexander Strong, Robert Almy and Alan Bemis of the Boston Station formed the Weather Information Committee. During the course of the year, the committee collected information on radio stations broadcasting weather reports along the coast from New Brunswick to Long Island Sound. These stations, their frequencies and time of report were collated and the results printed on a card which was sent to each member. The reports (sometimes not too accurate) provided excellent information for the coastal cruiser.

Under "Special Notices" in the 1958 yearbook: *"The new Measurement Rule went into effect on April 1, 1957. The changes in the Rule will require recalculations of the ratings of all boats measured under the 1954 Rule. However, provided no changes have been made in the boat, a yacht with a valid certificate under the 1954 Rule need not be re-measured. The measurer need only recalculate the rating on a new measurement certificate, available at 10 cents a copy from the Secretary's office. Also available from this source, for those having 1954 Rule Book, is a sheet listing the changes for 25 cents a copy. A complete book, with 1957 changes included, may be had for \$1.00."* (Those in the know probably opted for the 10 cent certificate and skipped the additional expenses.)

Despite the cost involved, the committee felt the changes were war-

ranted, *"to reduce the rating advantage which the beamy, outside-ballast type of modern centerboard ocean racing yacht has enjoyed..."* and *"assessing suitable rating hikes against boats with abnormally large headboard and abnormally long battens in their sails. This was made necessary by some ingenious self-doctoring that the naval architects (or maybe the sail makers) used to beat the sail area factor of the rule. The desirability of having a West Coast member on this committee was brought up, to be carried out in the 1958 committee appointments."*

The Club was expanding westward again and, in addition to the San Francisco Station, a new Southern California Station was formed with William L Stewart, Jr. in charge. Other stations were busy as well. The Florida Station, concerned about the construction of low bridges over the Inland Waterway, passed the following resolution:

Resolved that the Florida Station of the Cruising Club of America lead the fight opposing the construction of fixed bridges across the Inland Waterway and all navigable waterways in the state of Florida, unless they have a minimum vertical clearance of 80 feet.

The Huntington Station reminded everyone that they were the oldest station. Also proud of their hospitality by *"rendering various services such as ferrying guests out to the Rendezvous, car service to and from the Penn Station and the Huntington Yacht Club, arranging moorings for stayovers from one weekend to the next and occasionally assisting those stayovers with respect to provisions, ice and the like. It is the custom ... to telephone either Mr. Hartwell or myself (Robert H, Moore) for transportation to Prices Bend or the Lloyd's Harbor Rendezvous."*

The 1956 Blue Water Medal, presented in 1957, was awarded to H.W. Tilman of England for his passage from England to Patagonia thru the Straits of Magellan. Included in his southern passage was a stopover to climb the Patagonia Ice Cap before continuing his return voyage through the Panama Canal.

The 1957 Blue Water Medal (awarded in 1958) was presented to CCA member Dr. William F. Holcomb. Leaving San Francisco on September 18, 1953 and returning three years

and 362 days later, he sailed his 46 foot schooner, *Landfall II*, on an epic circumnavigation. While basically a tranquil cruise, the west to east passage was interrupted by brief interludes of terror. Near hurricane force winds off the coast of Mexico lasted for thirty-six hours while crossing the Tasman Sea where jib, main and main staysails were torn, forcing the schooner to hove to. While in Brisbane, Australia the aftermath of a hurricane left *Landfall II* adrift amongst cattle, trees, and floating houses. Upon entering the harbor of Benoa on Bali, the schooner refused to come about and was swept onto a reef where she sat high and dry until being refloated exposing a damaged rudder and an open seam. Continuing west and constantly plagued with headwinds, she finally arrived in Ceylon. The next disaster was inflicted by an aggressive swordfish attacking the ship and holing the hull just below the engine compartment. Unable to facilitate repairs at sea, the crew of *Landfall II* alternated one hour on and three off at the pumps for four days until they arrived in Cochin, India where expensive repairs were facilitated. After this experience, Dr. Holcomb recommended 'leaving India to the Indians'. With the presentation of the award to Dr. Holcomb for his extraordinary adventure, the committee included the salutation, "Well done, sailor."

At the end of 1957 the Club boasted a membership of 661, having admitted twenty-two new members and suffering four resignations and eleven deaths.


It was in 1958 (1957 history) that the yearbook was changed to its present size.

\* \* \*

The material for this article was obtained from John Parkinson's, *Nowhere is too Far*, CCA yearbooks, Mystic Seaport Museum, Gloucester Daily Times, the diary of Horace W. Fuller and Wikipedia.

Photos researched by Chris Otowski.

I'm grateful to those who have forwarded articles of interest and encourage others to send along their tales that they feel will be of interest to the membership.

Jack Towle, Historian 



# Safety Matters & CCA Matters

By Doug & Dale Bruce (BOS/GMP), editors of CCA VOYAGES

We've been part of the CCA family for 10 years now and attended our first major CCA Safety at Sea seminar in Newport, Rhode Island, on the weekend of March 19 and 20, 2016. This is the first of two seminars organized by the CCA that prepares Newport-Bermuda Race participants for the 2016 race run in mid-June by the CCA and Royal Bermuda Yacht Club.

To say it was an extraordinarily successful experience would be putting it mildly – the seminar triumphed on so many different levels:

1. A significant number of attendees, over 300, were at the various events both Saturday and Sunday at venues from the impressive downtown Newport Marriott hotel, the indoor swimming pool at nearby St. George's School and at Third Beach in Middletown where flares and other signaling devices plus fire-fighting and damage control were demonstrated and used by participants. Participants were a mix of CCA members, many nonmember race participants plus a number of offshore cruisers seeking the best available safety-at-sea training.

2. The high level of knowledge, expertise and offshore experience on display by the dozens of notable presenters was beyond anything we could have imagined. It was an all-star cast of proven instructors teaching complex material. Most instructors were CCA members – recognizable names such as veterans John Rousmaniere (NYS), Ron Trossbach (CHE), Frank Bohlen (ESS), Henry Marx (NYS) and Larry Huntington (NYS). Newer (younger) member instructors included Dr. Jeffrey Wisch (BOS), Christopher McNally (BOS/BUZ) and Karen Prioleau (SOC).



John Rousmaniere

Ernie Godschalk

Additional instructors were drawn from well-known names in the U.S. yachting community. For instance, Bruce Brown, a West Coast sailor and veteran safety expert, moderated the event and gave instruction on man overboard and abandon ship procedures, as well as the ethics of giving assistance.

3. Graphically impressive presentations were given by all instructors. Most included captivating still photos and a few had relevant video along with summaries of their key messages. The hotel meeting rooms were set up with modern AV equipment. Computers and organizational expertise were provided by Brian Deichman (BOS) and his wife, Liz Dean. All aspects of the presentations were



Frank Bohlen

Ernie Godschalk

totally professional and the facilities ideal for the size of the overall group.

4. The flawless organization was masterminded by Garry and Leslie Schneider (BOS/GMP) plus significant help from Sheila McCurdy (NYS), Mark Lenci (BOS), Janet Garnier (BOS/BUZ) and James Phye, III (BOS) ... CCA members all. Also very helpful was Will Keane, President of Edson International, who is part of the unofficial CCA family. He talked on the "Essentials of Damage Control" and helped the seminar organization in other meaningful ways. Also part of the unofficial CCA family and invaluable instructor was Dan O'Connor from LRSE who taught water safety in the pool and fire safety at Third Beach. Detailed "Race Prep" meetings held Sunday morning were moderated by Bjorn Johnson (NYS) with vital information dispensed by Jim Teeters (BOS/BUZ), Nick Nicholson (BOS/BUZ), Frank Bohlen (ESS), James Phye, III (BOS), and Joe Cooper (NYS). Jack Madden (BOS/BUZ) was in charge of bringing together 16 exhibitors in the meeting room area who provided a different form of education—in-depth explanations of the latest safety products and services. The number of hours and details managed by these individuals is truly mind boggling. The CCA and seminar attendees owe them all a huge debt of gratitude.



The "hands-on" aspects of the seminar were particularly popular with attendees. At the swimming pool, participants got into the water in full foul weather gear and their inflated PFDs and were instructed how to maneuver and prevent or minimize hypothermia. Several life rafts were inflated in the pool and swimmers practiced the difficult process of hoisting themselves into the raft.



Sheila McCurdy putting "the fire in the hole"

Gary Schneider

At Third Beach, participants not only saw the various types of flares and pyrotechnics available today, but everyone got to handle a device to learn how they are lit and/or launched. Additionally, a fuel oil fire was created in a specially devised open tank and participants practiced dousing the flames with fire extinguishers provided for the training. Fortunately, Mother Nature cooperated with light winds and relatively mild temperatures.

*continued on page 27*

## In Memoriam



Tony Carter, 3/10/2016  
 Richard Gantt, 10/15/2015  
 Mary Jennifer Guinness, 1/22/2016  
 Richard Henderson, 2/18/2016  
 Sidney T. Messer,  
 John B. Nichols, 12/6/2015  
 John C. Quinn, 8/16/2015

Dean C. Rohrer, 11/5/2015  
 Robert F. Roy, 12/16/2015  
 Kenneth D. Saylor, 11/10/2015  
 Gary M. Schwarzman, 1/13/2016  
 W. Ellery Smith, 1/27/2016  
 James R. Whittemore, 12/30/2015

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

## 2015 Blue Water Medal

*continued from page 1*

### *Blue Water Without Date cont. from page 1*

in *Perie Banou*, a Sparkman & Stephens 34. This first circumnavigation was followed by a record-breaking non-stop double circumnavigation, west to east in the Southern Ocean, completed in 1982. This earned Sanders an OBE (Officer of the Order of the British Empire) for his service to yachting, one of many accolades he would receive over the course of his sailing career. In 1986, Sanders began his triple solo circumnavigation of the world in *Parry Endeavour*, a 47-foot sloop. Six hundred and fifty days and 71,022 sea miles later, Sanders had successfully circumnavigated the planet three times, solo and non-stop.

In 2014, Sanders entered the Cape-to-Rio Yacht Race, taking a second in IRC Division II, with crew from Western Australia. This race across the South Atlantic was part of Sander's ninth circumnavigation.

In an acceptance speech for one of his many awards, Sanders noted, "I have completely crossed the Indian Ocean 15 times, the Atlantic 11 times and the Pacific 12 times...cleared the Cape of Good Hope 10 times and Cape Horn five times...."

Sanders has been continuously acknowledged not only for his extraordinary record of long distance solo sailing but also for being a mentor to young sailors and a quietly spoken ambassador for the sport: a gentleman in every respect. Still sailing today at age 75 (aboard his S&S 39 *Perie Banou II*), Sanders is rightly revered in his native country, and accordingly *Parry Endeavor* is on display at the Fremantle Maritime Museum. 🚩

### *Blue Water Medal Awarded cont. from page 1*

residing first on the East Coast and later in the Hamble, England. The couple initially raced *Sunstone* in numerous British offshore racing events, and during the period from 1982 to 1997 they collected a series of class and overall victories, including the British Commodore's Cup in 1996. Out of eight Fastnets entered, *Sunstone* won her class in four.

Still living aboard *Sunstone* in 1997, the Jackson's each elected early retirement and began serious worldwide cruising. In 2007, they received the Ocean Cruising Club's Barton Cup Award for the completion of a circuitous 80,000-mile circumnavigation, which included the rounding of the five great capes. Departing the Hamble, they sailed to Spain, the Caribbean, the USA's East Coast (winning a first in class in the New York Yacht Club Regatta and competing in the Newport-Bermuda Race), Nova Scotia, back to the Bahamas, through the Panama Canal, cruising the South Pacific to New Zealand (which they circumnavigated), then on to Australia (taking a first in class at the Sydney Hobart Race), back North to Vanuatu and returning to Australia, then to Tahiti, Hawaii, Alaska, British Columbia, the USA's West Coast, Ecuador, Galapagos, Easter Island, Chile, Cape Horn, Falklands, South America, South Africa and finally Port Davey, South Australia, where they crossed their outbound track. From 2007 to 2013 they cruised in the Pacific, visiting the more remote Fiji Islands, then continued on to Guam, Japan, Alaska, Vancouver, Hawaii, and Western Samoa before returning to New Zealand (where they had won the 2008 Round North Island Two-Handed Race) for the double-handed Round New Zealand Race. For this voyage they were awarded the Royal Cruising Club's Challenge Cup.

In spite of a knockdown and assorted damage to *Sunstone* in the Round New Zealand Race, the Jacksons performed well. Like so many cruisers, they grew to love New Zealand and after being live-aboards for over 30 years, they bought a house. However, by 2014, they were back aboard *Sunstone* and cruised via the Marshall Islands to Dutch Harbor and the Pacific Northwest. The Jackson's blog would indicate that they will be having a 50th birthday party for *Sunstone* in November on their cruise back to New Zealand. 🚩

## 2014 Far Horizons Award

*continued from page 1*

All the while the Schibli's have themselves maintained the 1962-built *Starfire* in Bristol fashion, including installing new steering, completely refitting and re-caulking her bottom, and removing and install-

ing a new teak deck with only a minimum of professional help. They exemplify lofty CCA standards in both seamanship and sociability as is portrayed in Trish Schib-

li's article in the 2015 issue of CCA's annual magazine *Voyages*. 🚩



# Annual Meeting and 2015 Awards Banquet at NYYC

## Rod Stephens Trophy

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


Juri and Chiu were cited for their short-handed rescue in extremely difficult weather conditions of a man found floating offshore in the waters of Southeast Asia. The award was presented at the Club's annual Awards Dinner at the New York Yacht Club in New York on March 4, 2016.

On July 9, 2015, seven days out of Langkawi, Malaysia, Juri and Chiu spotted a man in the water. At the time, the seas were at



CCA's Rod Stephens Trophy Awardees  
George Juri and Grit Chiu

least ten feet high, driven by a constant wind of 30 knots with gusts up to 50. Juri and Chiu employed the man overboard recovery technique recommended by safety-at-sea seminars they had practiced before beginning their cruise. Chiu continuously pointed at the person in the water so as to not lose sight of him while directing Juri to the best position to facilitate the short-handed rescue. On the second pass, Juri was able to maneuver the 50' sloop *Escape* so that, albeit difficult in the high seas, they were able to pull the man over the swim platform into the boat.

Once onboard, they learned that Thar Hlaing had been in the water four days following the sinking near Phuket of the cement barge that he worked on. Chiu, a surgical nurse, assessed his physical condition and treated him with antibiotics and hydrogen peroxide. There is no doubt that without the seaman-like rescue made by Juri and Chiu in difficult weather conditions and the aftercare by Chiu, that Hlaing would not have survived. It was a classic short-handed rescue in difficult conditions, done "by the book." 

## Richard S. Nye Trophy

The Cruising Club of America (CCA) has selected John E. Sanford of Tiburon, CA, to receive its 2015 Richard S. Nye Award, established in 1978 to recognize a member of the CCA "who has brought distinction to the Club by meritorious service, outstanding seamanship, outstanding performance in long distance cruising or racing, statesmanship in the affairs of international racing, or any combination of the above."


Sanford was cited for his meritorious service to the Cruising Club of America and the San Francisco Station over a period of 34 years. The award was presented at the CCA's annual Awards Dinner at the New York Yacht Club in New York on March 4, 2016.

Sanford has continuously participated in the activities of the CCA since he became a member in 1981. He was elected Rear Commodore of the CCA San Francisco Station for two terms, and under his leadership, the Station organized and managed the successful 1999 Club cruise to New Zealand. Sanford also served on the Committee for the equally successful Thailand Cruise in 2014 and served as his station's historian for ten years. He was Co-Chairman of the San Francisco Station Committee for the 2006 CCA Spring Meeting in San Francisco, having served on two previous San Francisco CCA Spring Meeting committees.

At the Club level, Sanford was a member of the Board of Governors for three years, served as a member of the Nominating Committee for six years, and also, over the years, was on the Membership, Awards and Communications Committees. He was Editor of the *Cruising Club News* (now *Voyages*) from 2000-2003 and received the Charles H. Vilas Literary Prize in 2004 for his editorials and articles in the *Cruising Club News*. He remained active in the Club's literary endeavors, serving on the Advisory Committees for the *Cruising Club News* and the




CCA's Richard S. Nye Trophy Awardee  
John E. Sanford

*GAM*. Even with all his land-bound involvement, Sanford participated over the years in numerous Fall and Spring Cruises. 


## Charles H. Vilas Literary Prize

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


Earlier this year, this prize was awarded to Ellen Massey Leonard for her article "Voyaging to the Top of America" about her 2015 cruise with her husband Seth from Dutch Harbor to Barrow in their 41' wooden cutter *Celeste*. 

## Royal Cruising Club Trophy

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

This trophy was awarded to Scott and Mary Flanders for their voyage from Fort Lauderdale to Iceland, via Nova Scotia, Labrador and Greenland, in their 46' trawler, *Egret*. It is noteworthy that, prior to becoming CCA members, Scott and Mary circumnavigated the globe west about via the five great capes of the Southern Ocean in *Egret*—it is believed that they are the only ones ever to have done this voyage with a power-driven yacht. 

## Special Recognition Award

This award was presented to William Mathews Brooks and Pam Rorke Levy for restoring the famous 1929 Olin Stephens-designed yacht *Dorade*, and campaigning her in the major ocean races she had sailed in her early career, including Transpac, Bermuda, Transatlantic and Fastnet. Their results in these races were extraordinary, including second in class in the 2015 Transatlantic and Fastnet races, first in class in the 2014 Bermuda race, and a stunning overall victory in the 2013 Transpac. *Dorade* also proved the quality of her construction and restoration by finishing the very rough Transatlantic race in perfect condition. 

credit



# CCA Annual Awards Night at New York Yacht Club

Photo Credits: Dan Nerney



*Incoming Commodore Jim Binch receiving his flag from outgoing Commodore Tad Lhamon*



*Commodore Jim Binch handing Vice Commodore Brad Willauer his flag while a happy Past Commodore Tad Lhamon looks on*



*Past Commodore Lhamon and Joyce receive commemorative plate for their all-station trip in Lyric*



*Transoceanic Pennant for Daniel Biemesderfer, Chris Otorowski, Larry Huntington and Bink Bacon*



*Ellen Massey Leonard accepting the Vilas Literary prize from Cmdr. Jim Binch*



*Cmdr. Binch presenting the Royal Cruising Club Trophy to Scott and Mary Flanders*



*Cmdr. Binch presenting the Special Recognition Award to W. M. Brooks and P. Rorke Levy*



*John Robinson, Jeff Wisch and Les Crane*



*Bizzy Monte-Sano, Dale Bruce and Peter Kelly*



*A.J. Evans and Toni Merone*



*Charlie Willauer, Suzie Binch, Chan Reis and Gale Willauer*



*Dick York and Joe Fontanella*



*Ian McCurdy, Allan Hayward, Patti Bauerschmidt, Jane Byrd McCurdy and Fred Bauerschmidt*



*Peter Ward and Bob Morris*



*Henri DiPietro, Janet Garnier, Anne Noble-Kiley and Dick York*



# CCA Annual Awards Night at New York Yacht Club

Photo Credits: Dan Nerney



*Bill Foss with Kristi and Bob Hanelt*



*Harriet Pallate, Jack Towle, Katie Christie, Peter Pallate and Barbara Watson*



*Bob Knight, Jim and Margy Robfogel*



*Joe Hoopes and Dick Pendleton*



*Sue and Jim Corenman*



*Dennis Powers, Kathleen O'Donnell and Kathleen Sherbrooke*



*Harry and Sue Morgan with Larry Huntington*



*Dianne Embree, Fabiana Glenn and Diana Russell*



*Joanna de Zwart, Chris Otorowski and Pieter de Zwart*



*Tyson Reist and Erica Mganti*



*Steve James, Cmdr. Jim Binch and Chace Anderson*



*Charles-Henri and Marguerite Mangin with Frank and Elisabeth Bohlen*



*Margaret Riker, Jonathan Brewin, Jill and Stephen Kempe and Bob Knight*



*Lulu Oakes, Chan and Franklin Reis*



*Sue Dickerson, John Brooks, Dave Dickerson*



The 2016 Ski Gam kicked off on February 5 in Park City, Utah for seven days of skiing and après ski fun. We had a capacity group of 39 skiers from all corners of the US, with an especially robust representation from the Boston (and its several incarnations) and Chesapeake stations and a good balance of old hands and newcomers. The CCA Ski Gam was initially created in 2009 by Bill Polleys (BOS/BUZ) at the urging of Past Commodore Ross Sherbrooke

the mountain and entertained us in their home for après ski with exotic hors d'oeuvres. Alta CCA residents Rick and Linda Olney (BOS) again arranged an après ski gathering at Alta for us at the Rustler Lodge.

We enjoyed nightly "fellowship" and frivolity in our Club Room at the Silver King Lodge, capped off by the nightly briefing for the following day's skiing and social events by co-chairs Allan

Rae (BOS) and John Robinson (PNW). On Sunday, a Super Bowl party, a Ski Gam first, was held in the Club room with BBQ carry out and Steve James' (FLA) famous margaritas!

The entire group convened for dinners out at Adolph's Swiss restaurant on Tuesday night, organized by Erika Peterson (BOS/BUZ) and Cisero's Italian restaurant for the closing dinner on Thursday night, organized by Cathy and Allan Rae.

We were treated to two slide presentations. The first was by Commodore and Joyce Lhamon (PNW), covering their unique extended cruise to visit every Station aboard their beautiful Alden 44, Lyric. The second was a tour of last fall's Ionian Cruise by Steve and Karyn James, including exclusive 'behind the scenes' commentary. All of the listeners were sworn to secrecy.



Ernie Godshalk, John Robinson, Erika Peterson, Gene Dionne, Christine Roberts, Alan Rae, Cathy Rae

Will Rae



Erika Peterson, Peter Chandler, Jennifer Langston and Gene Dionne

Fin Beven



Finn Beven, Ann Noble-Kiley, PC Tad Lhamon, Liza Chandler, Dan Steffen and Karyn & Steven James

Fin Beven

(BOS) and has been held in February of every year since.

As is customary, we skied all the areas near Park City -- Deer Valley, Canyons and Park City itself -- as well as a couple of areas a bit further away -- Alta and Solitude. The ski conditions were excellent with a good base, but no new snow while we were there. Lots of sun,



Alan Rae, Bobbi Schaus and Liza Chandler

Fin Beven

but not too warm. Our inaugural visit to Solitude saw a warm welcome provided by CCA residents Tom and Addie Vander Salm (BOS/BUZ), who piloted us around



Seymour Beek and Bobbi Daniels

Fin Beven

We now look forward to the 2017 Ski Gam, which is tentatively scheduled for February 3-10, 2017 at Park City.

John Robinson, *Ski Gam Scribe*



## A New Electronic "Notice" to Mariners

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

In maintaining navigational buoys, the US Coast Guard often moves them for various reasons, and the only way to remain current is to buy new paper charts or update your old charts via the Local Notice To Mariners. Chart plotters are not updated without buying an update service and, in short order, are often out of date. The precise location of a buoy is not all that important when sailing on a sunny day, but it takes on new meaning when a fog develops or at night in poor conditions. Further, if a buoy has been moved or a sandbar has developed, the GPS will only tell you where that waypoint was but not where that buoy is now or why it was important enough to move.

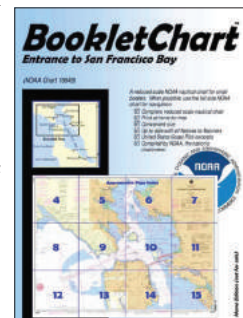
NOAA's Office of Coastal Survey has recently made nautical charts—with weekly updates—available on the Web. From their announcement page:

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

### IMPORTANT NOTE

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

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



## Safety Matters & CCA Matters

*continued from page 21*

A damage control trailer created by the local U.S. Coast Guard station provided the opportunity for hands on practice dealing with various types of flood scenarios one might encounter on a vessel. Essentially a series of water tanks on a flatbed trailer, this device was both fun and a great learning experience for participants, in effect, stepping aboard a sinking boat and being instructed on the most effective ways to stop a variety of leaks, from spurting hoses to gushing thru-hulls. You can imagine the exuberance everyone displayed, splashing about in cold water and splashing each other!

One of the most informative and serious presentations we attended was given by the medical team of Dr. Jeffrey Wisch and Dr. Barbara Masser to identify and review typical offshore sailing medical emergencies experienced during recent Newport-Bermuda Races. Dr. Masser has been the consulting physician for this race in years past and will again perform this role in 2016. Dr. Wisch is the Newport Bermuda Race Medical Chair. They gave a very insightful review of the kinds of medical problems anticipated, including the precise physical symptoms to look for, the steps that should be taken onboard, when to call the consulting physician, and which situations might result in the evacuation of the affected crewmember. They accomplished this through their effective tag-team presentation and dialogue with the audience using brief case histories. Additionally, they detailed what medicines and

devices each boat should carry and how to use them when the situation dictates. Importantly, the doctors stressed that true emergencies are quite rare, but being properly prepared is still the best form of prevention. After all, offshore racing and cruising is more about the enjoyment we expect to have and less about the accidents that we need to be prepared for.

All training sessions emphasized the importance of the return passage from Bermuda. Historically, it appears that skippers and crews are typically fully prepared for the race to Bermuda, but many have not given sufficient thought to proper training and instruction of the crews who bring the vessel back to the mainland. This year the CCA is encouraging all participants to focus on doing what is needed to insure a safe return trip.

We left Newport with a wholly different view of the Club we've been a part of for many years and totally new appreciation for today's Safety and Seamanship training. To see our Club's most respected and experienced safety-at-sea instructors delivering their in-depth knowledge was really impressive and left us enormously proud of all the good works the club performs for the general sailing/racing/cruising and offshore communities. The spirit of altruism is indeed alive and well within the CCA. Additionally, the details of safety training have progressed dramatically in recent years, with new techniques, new products and new methods of instruction – and much greater emphasis on learning

by doing. Safety and Seamanship is now much more than the five basic maxims aptly articulated a few years ago by CCA member, John Harries (BDO): "Keep the water out. Keep the crew on the boat. Keep the keel side down. Keep the mast up. Keep the rudder on." And the CCA is far more than a club of experienced cruisers who enjoy each other's company. 🚩

### 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



### JAMES M. BROWN

Palos Verdes Estates, CA  
Spouse: Joyce  
Yacht: Nordhavn Trawler 47 *Sequel*/  
Beneteau Oceanis 45 *Malulani*  
Station: SOC  
Proposer: Jim Morgan



Jim has been on the water since childhood, when he began sailing and racing sabots. Over the ensuing years Jim has continued his family's sailing tradition and has owned and cruised several boats with Joyce and their son and daughter. His positive contributions to the running and organizing of the Los Angeles Yacht Club, working his way through the Flags, led to his nomination as Commodore in 1999. Jim now serves on the Club's Future Policy Committee, and sits on the Board of Governors. Between 1999 and 2013 Jim organized and sailed in several LAYC cruises to destinations including Guadeloupe, Grenada, the Windward Islands and France. He played many roles as crew on board Jim Morgan's *Fortaleza*, a Santa Cruz 50, on the 2008 Transpac from LA to Tahiti, in which they won second place. All who have sailed with Jim attest to the fact that he is a first-rate man to have on watch, with an innate sense of what needs to be done. Since his retirement in 2014, Jim and Joyce have purchased *Sequel*, which they have taken to the PNW for extended cruises, while maintaining *Malulani* in California.

Affiliations: Los Angeles Yacht Club

#### Safety at Sea Resources:

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

### ROGER T. BLOCK

Newburyport, MA  
Spouse: Amy Lucille Jordan  
Yacht: Pacific Seacraft 40 *Shango*  
Station: BOS/GMP  
Proposer: Jack Griswold



Roger and Amy just completed a nearly five-year westbound circumnavigation aboard *Shango* via the Panama Canal and the Cape of Good Hope. They departed Newburyport in October 2010, and returned in July 2015 after a voyage of almost 27,000 miles, of which 3,767 miles were from St Helena to Grenada, and 3,074 miles from the Galapagos to the Marquesas. During their voyages, Roger and Amy met other CCA members, who were impressed with their preparedness, in-depth knowledge of their Pacific Seacraft, and willingness to help other mariners. Prior to their circumnavigation they spent a year from 2009 to 2010 sailing between Newburyport and Grenada, returning via the Bahamas, and the year from 2007-2008 cruising down the coast to Miami, and on to the Dominican Republic, returning home by way of the Abacos and South Carolina. Prior to their long distance sailing, Roger and Amy enjoyed cruising up and down the East Coast, and island hopping in the Bahamas. Roger has also crewed with friends in Regattas in Buzzards Bay and Block Island and competed in two Marblehead to Halifax races. He has voy-

aged many miles since his first offshore passage in 1984 with father and son Zene Bliss (BOS/BUZ), when they delivered a 32 foot Cape Dory from northern Maine to Point Judith, RI.

### JON GALT BOWMAN

Anacortes, WA  
Spouse: Ann  
Yacht: *Constant* 63' steel trawler  
Station: PNW  
Proposer: Tom O'Brien



Although he was born in the mountains of Montana, Jon has been involved with boats all his life, starting out in the Chicago area where he sailed in several Mackinac races, cruised extensively on the Great Lakes and the St. Lawrence and Mississippi Rivers, and was a member of the Chicago YC. He moved to PNW in the late 60's at which time he acquired the Blanchard Boat Company, and over the years has been of great service to many CCA boat owners, especially in his field of marine electronics. Jon has sailed, raced and cruised on his own yachts, and on friends' yachts, up and down the West Coast between Alaska and Mexico. Jon has owned his Dutch built steel trawler *Constant* for 35 years. She is a beautifully maintained and well-known showpiece in Pacific Coast waters, as he and Ann regularly cruise the coastline, often in company with CCA friends. In addition to his nautical skills, Jon is an accomplished pilot who has participated in air shows, and is a founder and trustee of the Museum of Flight in Seattle.

Affiliation: Seattle Yacht Club



## MICHAEL E. BROWN

El Dorado Hills, CA  
Spouse: Roberta (Bobbe)  
Yacht: Fleming 65 *Journey*  
Station: SAF  
Proposer: Duane "Dewey" Hines



Mike has sailed on family boats since he was 11 years old, beginning with an 18' Kelsoncraft. His yachts have increased in size over the years, and Mike and Bobbe have been the proud owners of *Journey* since 2008. While most of his sailing has been on the West Coast, some of Mike's earliest long passages were yacht deliveries on the east coast between North Carolina and various ports on both coasts of Florida. From 2002-2007 on their previous Fleming 55' *KristenNicole*, Mike and Bobbe logged 1300 hours in voyages including one of two months from Seattle to Glacier Bay, Alaska, where his strong navigational skills led them safely through the treacherous shoals, swirling currents and uncharted waters of much of the Pacific coast of Haida Gwaii, BC. Since acquiring *Journey*, Mike and Bobbe have undertaken three round-trip passages between Mexico's west coast and the Pacific Northwest and Alaska, frequently just the two of them, sometimes with one or two other family members as crew. Mike is presently preparing for the 2016 Pacific Cup in which he will sail on a Jeanneau 57.

Affiliations: St. Francis Yacht Club

## TERESA CAREY

Amherst, MA  
Spouse: Ben Carey  
Yacht: Norseman 447 cutter *Rocinante*  
Station: BOS/GMP  
Proposers: Doug and Dale Bruce



Teresa was raised in a family of sailors who cruised on Lake Michigan. Two years after having joined Outward Bound as an assistant instructor, she was promoted to Lead instructor, a job she performs on occasion 15 years later. Teresa has instructed in the states of Washington, Florida and Maine, and has taught school as an ocean science educator after obtaining her BS in Environmental Science from the University of Michigan and an MA from Ohio University. Teresa has delivered a variety of sailboats, including the Schooner *Roseway* from Lake Michigan to Camden, ME via the St. Lawrence Seaway, and has earned a Captain's License from the USCG for managing charter vessels. Her first boat was a Nor'Sea 27' sloop which Teresa single-handed along the east coast and Caribbean for several years until she met Ben, who was similarly engaged. Together they purchased *Rocinante* in Panama, double-handing her to Maine where they use her, in part, for a successful offshore sail training school called Morse Alpha. Teresa and Ben are committed to improving our planet by educating others to take care of our oceans through speaking, writing and filmmaking.

## SUZETTE CONNOLLY

Seattle, WA  
Spouse: Paul Baker (PNW)  
Yacht: Sceptre 41 sloop *Altair*  
Station: PNW  
Proposer: Michael Gray



While Suzette grew up in San Francisco, she obtained her Masters at the University of Washington, where she has raced and sailed since 1984. In 1989 she began as crew for Paul Baker on his new racing boat, going on to race many different boats in Puget Sound from T-birds to the Davidson 72 *Cassiopeia*, and becoming Paul's wife along the way. In 2000, Suzette and Paul set off on what would be a six-year circumnavigation on their Cal 35 *Altair*, by way of Tahiti, New Zealand, Australia, Cape Town and the Panama Canal. En route they met and assisted many like-minded CCA members, who were impressed by their vessel preparation, knowledge of provisioning requirements for extended periods at sea, as well as their respect for all peoples and cultures they encountered. Suzette has been an active member of the Corinthian YC in Seattle since 2000, has sat on its Board, and sails as part of the race team on a J-109 *Tantivy*. Suzette's skills were very much in evidence in 2015 as she sailed on *Lyric* with Commodore Lhamon and Joyce on the leg from Bermuda to New York as part of their visits to all CCA stations.

Affiliation: Corinthian Yacht Club, Seattle

## DAVID P. CURTIN

Pocasset, MA  
Spouse: Sally  
Yacht: Halberg Rassy 46 *Allura*  
Station: BOS  
Proposer: Sandy Weld



David grew up in southern Ireland, with his earliest experiences sailing between the Irish coast and the English and French coasts in the 1960's and 70's. A highlight of 1971 was being invited to sail in the Admirals Cup on *Moonduster*, a 42' custom Robert Clark sloop owned and skippered by Denis Doyle, who at that time was Admiral of the Royal Cork Yacht Club. David's subsequent career in international oil and gas exploration took him to many countries around the world, almost always chosen for their proximity to an ocean. This led to coastal sailing in Norway with Sally and their young family, then overnight passages off the coasts of Malaysia and Thailand as their three children grew and stood night watches. Summer family cruises in the BVI's and the west coast of Ireland became the norm between 1996 and 2008 when David was based in Houston. By the time of his retirement in 2009, the family was ensconced on the water in Cape Cod and enjoying cruising in New England. The children participated in the Buzzards Yacht Club sailing program, and David met and sailed with local CCA members, who are all of a mind that he is an excellent watch mate. His navigation skills, honed in Malaysia where DR was the only navigational option, and his sail trimming ability, inspire complete confidence. David and Sally have so thoroughly imbued their children in the love

of sailing that family gatherings turn into impromptu regattas, despite the outdoor temperature. Most recently David and Sally have enjoyed sailing to Cape Breton from Cape Cod and a slow exploratory cruise down the Nova Scotia coast.

Affiliations: Buzzards YC (Board member); Royal Cork YC; Herreshoff Marine Museum (Board member)

## MAGNUS P. DAY

Norwich, England  
Yacht: *Lazy Bones*, 39' steel cutter  
Station: GLS  
Proposer: Skip Novak



Magnus looks at sailing as a way of life, a method for travel and exploration. He started sailing on the Norfolk Broads in the UK as a baby, and progressed to race every dinghy he could find. His sailing career since then has taken him from Optis to 150' schooner and square riggers, from local races to offshore races: Round Britain and Ireland race, and the Middle Sea race. A commercial Yachtmaster with eight transatlantics, Magnus has over 150,000 nm under his belt in all oceans and from nearly 70 south to well over 80 north. He has cruised on *Lazy Bones* through the eastern side of the Indian Ocean to the seldom visited islands to the west of Sumatra, Christmas Island and the west coast of Australia, then round the bottom of Australia and across the Pacific. She is currently laid up in Panama. Magnus began sailing in high latitudes in 2005 aboard Skip Novak's *Pelagic Australis*, with a circumnavigation of South Georgia and a trip to Antarctica with *Bark Europa*. He has

been back almost every year since on a number of vessels, and skippered *Pelagic* from 2011 to 2015 on many expeditions to Antarctica, and round the South Atlantic from Cape Horn to Cape Town to Rio de Janeiro. February 2016 will see another trip to the far south of Marguerite Bay on the original *Pelagic*. Not content with the southern oceans, Magnus has been exploring the Arctic, with voyages to Baffin Island, Greenland and Spitzbergen. He has been picked to captain British adventurer David Hempleman-Adams 2016 attempt to circumnavigate in one season via Russia's Northern Sea route (the North East Passage) and the Northwest Passage through Canada. This will be a long, hard adventure, one Magnus sees as his biggest challenge to date. Magnus believes that "there is simply nothing better than dropping the hook where it may have never been dropped before."

## JASON VICTOR DEAL

San Anselmo, CA  
Spouse: Candice  
Yacht: 48' Lock Crowther Catamaran  
*Dequello*  
Station: SAC  
Sponsor: Bill Edinger



Jason's early years of sailing were spent in his native New Zealand. From the age of 11, Jason was racing skiffs and beach catamarans until he went traveling at age 20. After a 20 year hiatus, Jason returned to his love of sailing and has logged a considerable amount of blue water mileage in the last five years. Jason and Candice were initiated to sailing on San Francisco Bay with Bill Edinger on his trimaran *Defiance*, and have participated in a number of SAF station cruises. Also during this period, Jason and Candice have raced their 20 ft. catamaran in local MHRA sanctioned races, and



won the 2011 Delta Ditch Race in the open multihull class. Jason has acted as Watch Captain on *Defiance* on voyages from Sausalito to Hawaii, from Raiatea to Hawaii, and other shorter passages. In February 2015, Jason realized his goal to acquire his own boat, which he purchased in Tasmania, Australia. With a crew of CCA members, Jason spent time in preparation and shakedown cruises, then skippered *Dequello* 1400 nm across the Tasman Sea to New Zealand. Jason and Candice will bring *Dequello* to Hawaii via the Society Islands beginning in May of this year, and intend to make Hawaii a starting point for extended cruising, and one day, perhaps, to set off on a circumnavigation.

## DANIEL J. FARIA

Middletown, RI  
Spouse: Lesley  
Yacht: Eastern 27  
Station: BOS  
Proposer: John Gowell



Dan grew up sailing on Narragansett Bay on a variety of family boats, with summers spent cruising to ports between Nantucket and Long Island Sound. Today Dan is very active in all types of sailing, including racing in the Shields fleet in Newport, the 6 meter class, the J/44 class, and the IOD fleets in a variety of ports between Nova Scotia and Bermuda. He has served as Watch Captain, Navigator and crew aboard many boats racing from Newport to Bermuda and Marblehead to Halifax, as well as on deliveries up and down the east coast and Caribbean. Dan is always willing to take on a new task,

and to the pleasure of his crewmates, he is particularly adept at all things electronic and technological, including navigation, weather and routing software. Dan's enthusiasm and sailing accomplishments make him a sought-after crew member on many boats. Dan has also applied his energy and dedication to our sport as he helped form FAST Sailing, a sailing foundation made up of parents who wanted higher levels of coaching for their children, he has helped develop the Storm Trysail Club's Junior Safety at Sea Seminar in Newport, and currently serves as Rear Commodore of the Ida Lewis YC in Newport, which is a family oriented club. Now that their kids have grown, Dan and Lesley are looking forward to doing some more cruising.

Affiliation: Ida Lewis Yacht Club, RC;  
Storm Trysail Club, Fleet Captain for the Newport Station

## ANTHONY R. FITCH (TONY)

Owl's Head, ME  
Spouse: Victoria (Tori) Willauer Fitch  
Yacht: *Asterias*, 26' welded aluminum  
Station: BOS  
Proposer: Peter M. Passano



Tony's passion for sailing came by way of the Rocky Mountains of Colorado where his degree in Biology from Colorado College led him to McMurdo station in Antarctica working as a research diver, and finally to Maine as an observer on offshore fishing boats for the state and federal governments. Now stationed in Maine, he spent all of his time on or under the water diving, fishing, sailing and teaching at Hurricane Island. He designed and had *Asterias* built as a welded aluminum center pilothouse work boat, which he used for towing assistance, diving, salvage and sea urchin harvesting. With his USCG license he did

deliveries and some long and short term captain jobs, and running foredeck for races up and down the East Coast on sailing vessels from 30' to 90' both modern and traditional. Initially the mate, Tony eventually became captain of the 82' Maxi sloop *Rabbit* (originally *Sagamore*) for years, racing and cruising her on the Eastern seaboard. He's enjoyed racing from Newport to Bermuda for years, and many family cruises in Maine and the Caribbean. An avid telemark skier, Tony was on Sugarloaf Ski Patrol (where he met Tori) for 20 years, and now patrols at the Camden Snowbowl, keeping him close to home and by the sea. Tony and Tori's three children share their love of sailing and spend their summers zipping around in dinghies at The Apprenticeship in Rockland Harbor where Tori runs the sailing program. They hope to find the right cruising sailboat at some point going forward.

## ROBERT P. FLOYD, III

Annapolis, MD  
Spouse: Laura  
Yacht: Tartan 41' *Wilwyn*  
Station: CHE  
Proposer: Jeffrey Gibbons-Neff



Rob's sailing days began in the 70's at the Devon YC, East Hampton, NY when he raced in the Flying Junior Class, graduating to Lasers at the Washington Sailing Marina on the Potomac River in the 80's. Rob has now been sailing and racing in the Chesapeake Bay area for almost 30

years, both around the buoys and point-to-point. He has taken part in six Annapolis-Newport races, many of them aboard the late Peter Gibbons-Neff's Farr 395 *Upgrade*. In 2014 he was Watch Captain on a C&C 44 *Widow Maker* on the Newport-Bermuda race, his third participation in that race. In 2011 he was Navigator in the Ida Lewis long distance race aboard Roel Hoekstra's *Akela III*, and Navigator aboard the Tartan 44, *Testing Life*, for the 2015 Annapolis to Newport race, in which she won her class. Rob also campaigns an Etchells, *Riot*, which he keeps at Annapolis Yacht Club and races year round, including frostbiting and match racing. In addition to this busy sailing schedule and the attention to his legal work, Rob found time to be on the Race Committee for various Opti regattas, when his two sons were younger. He and Laura strongly encouraged their boys in their achievement of national and international status in Optimist and 420 Junior Sailing. Rob and Laura's oldest son, Patrick, is currently on the sailing team at Dartmouth College. Their youngest son, Nicholas, is on the sailing team at the University of Pennsylvania. Rob is presently on the Board of Directors of the Annapolis YC, and is Vice Commodore of the Sailing Club of the Chesapeake.

Affiliations: Annapolis YC, Director; Sailing Club of the Chesapeake, Vice Commodore, Corinthian Yacht Club of Philadelphia, Chesapeake Area Professional Area Captains Association.

### **Fleet Surgeon**



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

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

### **Offshore**

#### **Communications Resources:**

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

### **KARYN M. B. JAMES**

Fort Lauderdale, FL  
Spouse: Steve (FLA)  
Yacht: Kanter 54 *Threshold*  
Station: FLA  
Proposer: Jack Towle



Karyn's love of the sea was first expressed in the early 70's when she became a certified scuba diver in New Jersey. Since then, she has sailed over 60,000 nm, mostly double-handed. After moving to Florida in the early 80's to pursue a career as a cardiovascular physician assistant, she began racing/cruising in South Florida/Bahamas and did multiple Ft. Lauderdale-Key West races. In 1987, she purchased a Tartan 42 and cruised for two years from Florida through the Eastern Caribbean and Venezuela. After marrying Steve in 1992, they sailed their Tatoosh 42, *Threshold*, many times to the Bahamas, highlighted by a two-month offshore cruise non-stop from Ft. Lauderdale to Honduras through the Western Caribbean. She was Watch Captain aboard *Threshold* in the 1997 Transat Daytona-Bermuda Race, and was Steve's return double-handed crew in three Newport-Bermuda 1-2 races in 1999, 2001, and 2003. After several summers of cruising along the New England coast as far as Nova Scotia, Karyn and Steve commissioned the building of their present *Threshold*, a Chuck Paine-designed Kanter 54 aluminum sloop, which they launched in 2002 and brought to Florida through the Erie barge canal to prepare her for long-range cruising. Their first transatlantic was in 2004 (Florida-Bermuda-Azores-Ireland) with two fellow CCA members, and over the next eleven years they sailed the waters of the UK, Scandinavia, almost all of coastal Europe,

the Outer Hebrides, Faroe Islands, North Africa (Ceuta, Morocco, Tunisia), and the Mediterranean as far as Turkey and the Middle East. Their most adventurous cruise was in 2008 when they sailed from Europe to the Canary Islands, then to the Azores, the Scottish Isles, Norway and on up to the Svalbard archipelago reaching the ice pack at 80°N, then returning to Scotland (7000 nm/5 mos.). In 2013, Karyn and Steve were the recipients of the CCA's Far Horizons award. They spent 2014 and 2015 in Greece and Turkey, where their hard work was instrumental in the success of the Ionian cruise in September 2015.

Affiliations: Ocean Cruising Club, Gulfstream Sailing Club

### **NICOLS D. KENNEDY (NICK)**

Wilton, CT  
Spouse: Julie  
Yachts:  
Station: BOS  
Proposer: Lawrence Hall



Nick's early sailing experience was gained from one-design racing as a youth on Long Island Sound, and then moving on to Class A racing in the SORC and Great Lakes series. His off-shore sailing career took off in 1975 when he had the good luck to crew on the late Paul Adams' (NYS) *Safari* Custom 55 for a voyage of almost 7,000 nm from Newport to Cape Town, by way of Dakar and St Helena. Following the trip to Cape Town, he was again bow man on *Safari* for another 3,276 nm from Cape Town to Rio, also finding time that year to sail from Bermuda to Cowes as Navigator aboard a



British boat. Nick's blue water sailing continued in 1977 when he was First Mate and Co-Navigator on *Parandah*, a custom 61 on a voyage from Newport, RI to Cowes; in 1978 he was Navigator on the same boat from Gibraltar to Barbados, and in 1979 on a custom 48 from Trinidad to Newport Beach, CA, again as First Mate and Co-Navigator.

In the years since, Nick has taken part in 14 Bermuda races, from Marion and Newport, as bow man or Watch Captain, most recently, in 2015, on the *Baltic 48 Margalo* owned by David (Chip) Johns (BOS). Chip says that Nick is the first person he asks when he is putting a crew together, as he has the energy and enthusiasm to deal with any problem, as well as being a great entertainer with a wealth of seafaring stories.

Affiliation: Sprite Island Yacht Club, Norwalk

## MARK R. LENCI

Natick, MA

Spouse: Beverly (Bev)

Yacht: Beneteau 523 *Sunflower*

Station: BOS

Proposer: James D. Phyfe III



Mark grew up in northeastern Minnesota, where he sailed on the lakes. He graduated from the US Air Force Academy in 1975, and took his commission in the Navy, attending Nuclear Power Training, leading to his command of the nuclear fast attack submarine USS Houston (SSN713). Mark spent the following 26 years as a Navy officer, making nine six-month deployments to the Atlantic, Pacific, Indian and Arctic Oceans, as well as the Mediterranean. After his active seagoing duty was completed, Mark was tasked with the development and

implementation of a global, web-based environment for mobile combat forces, a system which is used by the US Navy and its allies today. His work in the Navy with information technology led to an active second career in IT, specifically in "cloud" services for federal, state and local governments. Throughout Mark's naval career, he and Bev and their three children would sail together in their leisure time, through various yacht clubs, or chartering boats in Greece and Australia. However since their acquisition of *Sunflower* in 2005, the family has cruised the coast of New England up to Nova Scotia, Newfoundland and Prince Edward Island via the St. Lawrence Seaway. In 2010, Mark obtained the RYA Yachtmaster Oceans certificate, which requires a documented voyage of over 250 nm, more than 50 miles from the coast, done entirely by celestial navigation. This was accomplished on an 875 nm non-stop run from RI to Newfoundland. In 2015 Mark and Bev took *Sunflower* on the Boston Station Out Island cruise to Maine and St. John River.

Affiliations: New York Yacht Club, IT Sub-Committee

Military service: US Navy, Captain (Ret)

## *What Inflatable PFD Should I Buy?*

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

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

## HENRY GIBBONS-NEFF, JR.(HENNER)

Easton, MD

Spouse: Kim

Yacht: *Flossie J29*

Station: CHE

Proposer: Ted Clucas



As befits a member of a well-known ocean racing family, Henner has been in and around boats since he was a boy. Henner's grandfather "Sonny" Gibbons-Neff raced his Owens Cutter *Prim* on many Newport to Bermuda races, and it was on *Prim*, then helmed by his father Henry, that Henner first took part in a Newport to Bermuda race in 1992 – at age 13. It was a wet and windy year, with a lot of upwind work and sail changes, but Henner never missed a watch and seemed impervious to the elements. Now aged 37, Henner has completed six more Newport-Bermuda races (frequently as Watch Captain), four Annapolis to Newport races, one Marblehead to Halifax race and one Key West to Baltimore race. He also enjoys taking out *Flossie* (named after his grandmother who was a keen racer) on the Chesapeake Bay on day or overnight races, or on a Friday night series at the Tred Avon Yacht Club, often with his father on board. Henner and Kim's children, as might be expected, are actively involved in the junior sailing program at the Club. It is nice to know that although *Prim* has been retired from racing for some years, she can still be called on for an occasional family outing.

Affiliation: Tred Avon Yacht Club

## MARCUS REICHERT

Seattle, WA  
Spouse: Jennifer  
Yacht: Wauquiez 42 *Appa*  
Station: PNW  
Proposer: Alan K. Forsythe



Marcus grew up in a yachting family in the Midwest, where they moored racing and cruising boats in Jackson Park Harbor, Chicago. As a boy he sailed to many Lake Michigan harbors with his father, and as he grew older he took part in the Tri-State, Hook and Mackinac races. After medical school Marcus moved to the Seattle area and lived aboard an O'Day 32 in Shilshole Bay Marina, and cruised extensively in the PNW, including Desolation Sound and Georgia Strait. He took part in two legs of the 2004 Blue Water Rally from Galapagos to Nuka Hiva and Nuka Hiva to Tahiti, which made him determined to do it again in his own boat. He expanded his experience by delivering boats down the west coast to San Francisco, and finally in 2012 he acquired *Appa*, and outfitted her for long distance cruising. In 2013 Marcus and his family spent a year cruising and visiting various ports in Mexico, before sailing from Cabo San Lucas to Honolulu in May 2014. They returned to Seattle from Hawaii the following month. Recent cruises have been closer to home, but the family are making plans for future cruising adventures.

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## DAVID F. RISCH

Marion, MA  
Spouse: Diane  
Yacht: C&C 40-2 *Corsair*  
Station: BOS/BUZ  
Proposer: Raymond Cullum



David grew up sailing and racing with his family on Long Island Sound, moving on at age 17 to form a sailing school, which had a three-day course initiating new boat owners into the finer points of docking, anchoring and seamanship. From the age of 19 he carried out numerous short or single-handed deliveries throughout the Northeast, often giving his three-day course to clients of a large yacht dealer. At age 23 David acquired his USCG 75 ton Ocean Operators license, and continued making deliveries on the east coast from Maine to Miami. In 1997 David raced the double-handed leg aboard *Kemancha* in the Bermuda 1-2, taking first in class. He was Watch Captain aboard *Seaflower* in the 1999, 2001 and 2007 running of the Marion-Bermuda Cruising yacht race. In 2000 David purchased a Bristol 30 *Griffon*, and cruised her from Long Island Sound to Maine with his three small children, which he has continued to do since acquiring *Corsair* in 2004. David raced *Corsair* in the 2009 Marion-Bermuda race, and was awarded the Robert Bavieer Seamanship Trophy for extraordinary sportsmanship as he stood by to render assistance to a vessel in distress. He has taken part in every Marion-Bermuda race since, and in 2011 he won the short-handed division of the race. In 2015 he had the pleasure of

racing with his two sons, David and Max. David is now the Participation Chair for the Marion-Bermuda race, managing the mentoring program for new entrants. This has led him to present a series of race preparation seminars for the past three years in facilities throughout New England. His son David has clearly enjoyed his sailing lessons, and has raced three times with him on *Corsair* in the double-handed/spinnaker division in the Bermuda 1-2 race, taking two second and one third place.

Affiliation: Community Boating Center of New Bedford, Board member; Beverly Yacht Club

## COLIN A. ROBERTS (KIM)

Newport, RI  
Yacht: Shields 143 *Folly*  
Station: BOS  
Proposer: Robert Morton

Kim grew up in a sailing family on Narragansett Bay, where he can still be seen on a regular basis in Shields races, as a participant and a Committee member. In his early twenties he skippered his own boat, an Irwin 37, across the Atlantic from Florida to Plymouth, using celestial navigation. After sailing down the French canals to the Mediterranean, he sold the boat to an Englishman and delivered it back to Plymouth with him. During the next few years he assisted friends in delivering boats around the Med and from Guadeloupe to Plymouth. Besides his sailing acumen, Kim has earned an excellent reputation for his craftsmanship. He is in the boat-building profession, and was project manager on five 12 Metres for the America's Cup. He was instrumental in the construction of *Clipper* in 1980, and also raced on her. He was also involved in building *Bright Finish*, and crewed on her for several Newport-Bermuda races, and an SORC race. One of his best known boats might be *Congere*, owned by the late Bevin Koeppel. Kim was Watch Captain on *Congere* in the 1988 Bermuda race. He has gone on to campaign the 12 Metre *Cannonball*, and the one-tonner *Full Tilt Boogie* in races and regattas from Florida to Maine, and in the Newport area on the *J133 Exile*. All who have sailed with Kim



attest to his excellent sailing skills, and cheerful nature, no matter the weather. As a Past Commodore said "I am confident that not only could Kim sail my boat across an ocean, but he could rebuild it along the way."

## ROBERT B. RODGERS (BOB)

Stonington, CT  
Spouse: Annika  
Yacht: Finn Gulf 46 *Ringle*  
Station: ESS  
Proposer: Pieter de Zwart



Bob has sailed since childhood in the waters of Fishers Island Sound, making his first transatlantic in 1979 from Stonington to Cork, Ireland aboard *Mistral*, the Alden 42 owned by Tom Gochberg (NYS). A couple of years later he did the return Bermuda-Newport leg of the Bermuda 1-2 on *Mistral*. In the years since, Bob has taken part in many other races as well the Newport-Bermuda race, such as the Round Gotland Race in Sweden and the Marblehead-Halifax race, principally as Watch Captain. He has skippered deliveries between the Caribbean and Connecticut, and in 2009 was Watch Captain, helmsman and project manager of a newly built Lyman Morse 62' carbon fiber catamaran on its voyage from Newport to Bermuda. Bob's experience as a yacht broker has provided him with a wealth of knowledge regarding boat construction and system maintenance. He is also an avid antique and classic boat lover, and has been a judge at the Mystic Seaport annual Antique & Classic Rendezvous since 1976. Bob is also on the Board of the Mystic Seaport Museum.

Affiliation: Ram Island Yacht Club

## DEVIN JON SANTA

Fairfield, CT  
Spouse: Beth  
Yacht: 23' Steigercraft *Betty Zane*  
Station: ESS  
Proposer: Bob Connell



Devin grew up in a sailing family, both cruising and racing. It is now amongst his greatest pleasures to cruise with his parents, his wife Beth and their children (Alyssa, 8, and Heidi, 5), as they head off together on three-generation voyages on the family Swan 46 *Galadriel*. Devin has been both Captain and Navigator on *Galadriel* on many passages between Halifax and Newport, Bermuda and Connecticut, and between Connecticut and the Caribbean. He owned and campaigned a J24 from 1997-2005, becoming involved in his local fleet and working to promote the J24 class in his region. From 2003 to 2008 he provided professional yacht management services for *Devocean*, a Swan 45, including initial commissioning, for multiple Swan 45 World Championship Events and three Newport-Bermuda races, skippering all deliveries between New England, Florida and Bermuda. Devin is known as a fine Navigator, with a special affinity for weather. On the 2014 Bermuda race, as Navigator on board the Swan 45 *Lir*, he updated the entire crew with models and projections well in advance of the race, at watch changes, evening briefings and even sail changes, inspiring total confidence in his decisions. Devin was Navigator on Rives Potts' *Carina* during its extensive 2014-2015 ocean racing program, including the Transatlantic. Devin is qualified as a civil engineer specializing in the design of coastal structures, the profession he practices today in Connecticut, and maintains

a USCG 100 ton Masters License with Auxiliary Sail Endorsement.

Affiliations: Storm Trysail Club; New York YC; Pequot YC; Housatonic Boat Club)

## N. JAMES SHACHOY (JAMEY)

Marion, MA  
Spouse: Laura  
Yacht: J122 Sloop *August West*  
Station: BOS/BUZ  
Proposer: Chip Johns



Jamey grew up sailing on Buzzards Bay, cruising and racing with his father, Norm Shachoy. He has cruised in the northeast, Europe and the Caribbean. Jamey and his wife Laura lived in Boston, Washington DC, London, and Berkeley, CA, before settling in Marion, MA. During their eight-year stint in California, Jamey raced on San Francisco Bay. Since their return to the east in 2008, he has actively cruised and raced in Buzzards Bay, and skippered *August West* on Newport-Bermuda and Marion-Bermuda races. He is now preparing for the 2016 Bermuda race. Jamey also crewed for Chip Johns aboard *Margalo* in the 2015 Marion-Bermuda race, in which they finished first in Class A. Jamey is a dedicated family man who enjoys sailing with Laura and their three children, and he is never short of volunteers for crew from many young sailors at the Beverly Yacht Club. His calm demeanor, optimistic nature and capability make for happy and productive passages. James and Laura serve on several non-profit boards locally, and he serves as the Rear Commodore of the Beverly Yacht Club.

Affiliations: Beverly Yacht Club, Rear-Commodore.

## **M. GLENN TUTTLE**

Punta Gorda, FL  
Spouse: Eddie Marie  
Yacht: 46' Grand Banks trawler *Tothill*  
Station: FLA  
Proposer: Milt Baker



Glenn grew up sailing prams on Miami's Biscayne Bay in the 50s, and has never been without a boat except during his service in the U.S. Army in the early 70's. Glenn and his wife Eddie sailed the Chesapeake Bay in the 1980's, eventually selling their home and living full time in Annapolis aboard a 44' Nauticat ketch. They enjoyed sailing their boat to Maine, the Elizabeth Islands, and to Bermuda during vacations while both serving as career FBI Special Agents. In 1989 they were transferred to Tampa, where they continued cruising to the Bahamas. Both Glenn and Eddie hold USCG captain's licenses and were involved in many boating "adventures" while Glenn was a captain of undercover yachts for the FBI in the Caribbean. They transitioned from sail to power with a 46' Grand Banks trawler, *Tothill*, and continued living aboard while finishing up their careers. Upon retirement in 2000, they cruised in *Tothill* through the Bahamas, down the island chain to Trinidad, and then spent the next nine years cruising full time in the Southern Caribbean, between Venezuela and Panama. They returned to Florida in 2010 and bought a waterfront home, ending 30 years of full-time living aboard. Now, they keep *Tothill* behind the house, and cruise about 50% of the time, recently making a return trip up to Chesapeake Bay, and the Bahamas.

Glenn is very involved in amateur radio, (K9TUT) and is the current Commodore and Net Manager of the Waterway Radio & Cruising Club. He is the founder and Net Manager of the Seven Seas Cruising Association's HF Radio Station "KPK," and serves on the SSCA's Board of Directors. He is the founder and moderator of the Cruisers Network Online, a Yahoo group with over 1500 members started in 2006.

## **JAMES WILSON**

Washington, DC  
Spouse: Heather  
Yacht: J42 *Ceol Mor*  
Station: CHE  
Proposer: Anthony Parker



Jim did not do much sailing as a boy, but came into our sport after graduating from college, by means of yacht charters in the Caribbean. In 1997, he and Heather acquired a Sabre 34 *Ceol Mor* on which they voyaged from Annapolis to Tortola, via the Bahamas and Puerto Rico, returning from Tortola in 1999. In 2006, they purchased a J42 which they also named *Ceol Mor*, and on which Jim began racing, taking part in the Annapolis-Newport (double-handed/2nd), Marblehead-Halifax, Newport-Bermuda, and Around Antigua (2nd), to name but a few, interspersed with family cruises up and down the eastern seaboard. In October 2009 Jim left his legal work behind when he and Heather and their two young boys (aged 9 and 7 at departure) set off on a circumnavigation which was to last four years and cover 30,235 nautical miles. Their journeys took them through the Panama Canal to the Galapagos, Marquesas, Tonga, New Zealand (Jim grew up in New Zealand, and the boys were enrolled in his old school for a year), Australia, Mauritius, South Africa, St.

Helena, Brazil, French Guiana, Trinidad and home through the Windwards and Leewards, arriving in July 2013. They had many adventures en route, including losing their binnacle and autopilot heading to the BVI at the start of the circumnavigation, requiring nine days of hand steering. When in the Indian Ocean, refugees attempted to board and take control of *Ceol Mor*. This ended with intervention by the Prime Minister of Australia, a warship alongside and a P-3 Orion overhead. Jim's proudest moment was when Cal and William, then 12 and 10, took a four-hour night-time watch from the time *Ceol Mor* left Cape Town until her safe return to the Chesapeake. During their journey, the Wilsons made friends with many CCA members, who remember the family with great pleasure. They were recently the recipients of an award from the NYYC for their world travels. Besides sailing, Jim judges professional bagpipe competitions around the world (he has toured with The Chieftains, and he was even Rowdy Roddy Piper's personal piper in Wrestlemania I).

Affiliation: New York Yacht Club

## **ROBERT A. YOUNG**

New Canaan, CT  
Spouse: Penny  
Yacht: 55' Alden sloop *Laissez Faire*  
Station: NYS  
Proposer: Jim Binch



Bob started sailing on Tech Dinghies while at MIT, moving up to cruises, as Captain and Navigator, to Martha's Vineyard and Nantucket. Throughout the 70's in his early years at IBM, Bob sailed almost exclusively with the owner of Tartan Marine as part of that company's factory racing team. Besides many full



seasons of all Great Lakes' races, as well as the SORC, Bob had the responsibility of moving boats between races short-handed. After moving to the East Coast, Bob was part of the founding group putting together the NY36 program at the NYYC. He raced his NY36, *Prevail*, on the East Coast circuit for many years. He has cruised extensively in the Virgin Islands and has participated in several CCA events such as the Abacos and this last year in the Ionian Islands of Greece. Bob was without a vessel for a few years, but in 2008 he took delivery of a custom center cockpit cruising sloop designed by Bill Cook, built by Alden and finished by Hinckley. He and his wife Penny have cruised on *Laissez Faire* to the Maine coast multiple times and raced her to Bermuda. He has participated in several joint cruises with the NYYC and Royal Yacht Squadron. Besides sailing on his own boats, Bob has spent time sailing in the Bay of Islands in New Zealand, and exploring the southern ocean from Uruguay to South Georgia and back to Argentina.

Affiliations: New York Yacht Club; Indian Harbor Yacht Club

## Contribute To Cruising World's Green Wakes

For some time now, each issue of Cruising World magazine has included a feature the editors call "Green Wakes", stories that recognize and celebrate ordinary people and organizations who have found a way to make a difference when it comes to the health and well-being of the world's oceans and inland waterways.

Green Wakes tales can range from a local yacht club that's seeded oysters around its docks to citizen scientists collecting data while underway, and to sailors getting together on a Saturday morning to clean up a harbor and then have a party afterward. The common thread that ties each Green Wakes together is people identifying a problem that's important to them and then finding the resources needed to address it.

Given the extensive cruising which CCA members do to all corners of the planet, we are in a unique position to spot stories which might be suitable for inclusion in Green Wakes. As you cruise, if you see someone taking action to help our waterways and coastal areas, let the editors at Cruising World know. If you can, take photos and send them along too. If a story inspires just one more good deed, we'll all be the better for it. Stories and photos should be sent to Mark Pillsbury, Cruising World Editor. His email address is [edi@crusingworld.com](mailto:edi@crusingworld.com). A copy to the Chair of the Environment of the Sea Committee at [wsfoss@gmail.com](mailto:wsfoss@gmail.com) would be appreciated.

This effort is an outgrowth of the Environment of the Sea Committee's partnership with Sailors For the Sea. 



### 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 

## 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 



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*Deadline for Fall 2016 Issue is October 15, 2016*

## Calendar of Events

- 2016**
- May 7, Safety for Cruising Couples, MA
  - May 21, Safety for Cruising Couples, CT
  - May 28, Safety for Cruising Couples, NS
  - June, NBR SAS Seminar, Newport, RI
  - June 17, Newport-Bermuda Race
  - June 26-30, Bermuda Cruise
  - October 20-23, Fall Meeting, Bermuda
- 2017**
- February 3-10, Ski Gam, Park City - preliminary dates
  - March 3, Annual Meeting & Awards Dinner
  - July 22-29, Azores Cruise
  - October 12-13, Fall Meeting, San Francisco

*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)*

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

