

## THE AZORES CRUISE

Fifty-three members joined together for a week of island hopping among this mid-Atlantic archipelago. Pete and Candi Kolyer, Steve and Karyn James, Scott and Mary Piper, and Tom Kiley and Ry Hills sailed their own boats from various East coast ports or from the Mediterranean while the rest chartered Sailazores' fleet of Dufours. The group cruised between Faial, Pico, Sao Jorge, and Terceira; experienced beautiful weather; toured the rugged and spectacular islands; and were entertained by Azorean singers, dancers, and musicians at the opening, mid-cruise, and closing events. A local restaurateur, who had completed two solo circumnavigations, hosted our opening dinner. We gathered for our mid-cruise dinner in a sixteenth-century fort overlooking the harbor at Angra do Heroismo, and dined and were entertained by local folk singers and



Azores Cruise Participants

dancers in the fort's cannon room where many members demonstrated some of their own skills.


The Azores High influences the local sailing conditions in mid-summer, but most boats reported periods of nice sailing. We spent evenings in local marinas, which encouraged increased social activity. Small groups went hiking about the mountainous terrain and visited local wineries. The larger group toured Terceira by motor coach

on the afternoon of our lay-day, visited a geologic area where steam could be seen billowing from the ground, descended 200 meters into an extinct volcano, sampled and purchased local cheeses that could be paired with the excellent Pico



Azores Cruise

white wines, and marveled at the vistas of distant islands twenty or more miles away.

The cruise was an opportunity to visit islands away from the more popular European and Caribbean cruising destinations. The waters and islands are pristine and unspoiled; whales and dolphins made surprise appearances. The Azoreans take great pride in their mid-Atlantic home and are warm and welcoming. Hopefully, many of us will return someday to visit and to further explore these and the other islands we did not visit this time around. 



Azores Cruise

## LETTER FROM THE COMMODORE

### Greetings to all!

It seems just like yesterday that we were all gearing up for the 2017 sailing season, and now, alas, it is largely in our rearview mirror as the fall has ushered in its blustery winds, along with the devastating hurricanes in the Gulf of Mexico and followed by incredibly devastating ones in the Caribbean and Florida. For all those affected by these storms, know your fellow members are wishing you a full recovery --- and for some, hopefully there's a new boat at the end of this journey!

As you will read elsewhere, the Azores Cruise this July was a major success for all who journeyed to these marvelous islands. Although small in total number of participants – approximately 60 of us – the special comradery that is the CCA was fully in evidence as everyone got to know members from other Stations in a quite intimate setting. We were all the winners though, as the sights, flora, marine life and island residents made for a spectacular and memorable cruise for everyone. Our sincere thanks to Sandy Vietor and Mark Rice, who did such a marvelous job organizing this cruise, along with their wives Carol and Amy.

Also memorable this past summer were the Station cruises in the Pacific Northwest and Maine, along with Bras d'Or's hosting a great reception for 30+ CCA'ers completing the classic Marblehead-Halifax race (won by CCA Bras d'Or member Bill Greenwood). Not to be outdone, Boston put on a wonderful welcoming reception for Joe Harris and Rich Wilson on the Boston waterfront, two stellar CCA members whose accomplishments in 2017 need no reminding. The latter drew many younger sailors, something we certainly applaud!

Not to be outdone, Bob Hanelt and his Fall Meeting organizing team in San Francisco put on an absolutely outstanding agenda for all who were able to join. This was especially the case as several of the organizing team suffered severe losses due to the fires in Sonoma, Napa and Santa Rosa, and in spite of this, did not miss one minute of preparation time. We all owe them, and Rear Commodore Foss, a special thank you for making this weekend memorable in the most positive of ways, as well as our host, St. Francis Yacht Club!

Your Board of Governors had a busy time in its numerous committee meetings, as well as the wrap-up meeting of the full Board. With the 2018 Newport Bermuda Race coming fast upon us, the Technical Committee, the Safety & Seamanship



*Suzie and Commodore Jim Binch*

Committee, and the BROCC are hard at work, with the first-ever admission of multihulls as a separate division, new safety equipment and seamanship requirements for entrants, and plans for a shorter elapsed starting sequence, among other items with which they are dealing.

Also discussed, with a revised plan of attack, were the status of the Club's By-Laws, which it appears may have been put in place some eight years ago without dotting some necessary i's or crossing of t's. Tim Surgenor, Rear Commodore-elect of the Boston Station and elected Governor, agreed to head up a By-Law Review Committee, comprised of past Commodores McCurdy, Lhamon and Casner, along with Stafford Keegan and Club Secretary Chris Otorowski to guide the efforts of the legal review task team we formed earlier in the fall. We should expect their recommendations before yearend, and well before the annual meeting in March.

The Club remains true to its core founding principles as a club for Corinthian sailors with a shared passion for the sea, exceptional accomplishments thereon, and a virtual place where life-long friendships flourish and keep us nourished during the long, cold winter months! Suzie and I wish you all a healthy, safe and wonderful holiday season.

Sincerely,



#### The CCA GAM

Published for the members of  
The Cruising Club of America  
[www.cruisingclub.org](http://www.cruisingclub.org)

**Editors:** Wendy Hinman (as of July 1, 2017)

Dennis Powers

Elisabeth Bohlen

Jo Tomsett Jones

**New Members Editor:** Dianne Embree

**Photographer:** Dan Nerney

**Commodore**..... James G. Binch

**Vice Commodore**..... W. Bradford Willauer

**Secretary**..... Christopher L.  
Otorowski

**Treasurer**..... Peter L. Chandler

**Historian**..... Jack F. Towle

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

#### Rear Commodores

Bermuda..... Stephen W. Kempe

Boston..... Robert J. Morris

Bras d'Or..... Gretchen McCurdy

Chesapeake..... Cary W. Thomson

Essex..... Robert A. Green

Florida..... Barbara N. Watson

Great Lakes..... Robert T. E. Lansing

New York..... Peter E. Kelly

Pacific Northwest..... Douglas Cole

San Francisco..... William S. Foss

So. California..... Peter C. Palette

#### Post Captains

Buzzards Bay..... Robert L. Rosbe, Jr.

Gulf of Maine..... Maggie Salter

Narragansett Bay..... Steven M. McInnis

Please email CCA news, photos and items  
of interest to editor Wendy Hinman:  
[wendy.hinman@gmail.com](mailto:wendy.hinman@gmail.com)

Wendy Hinman  
478 Winslow Way West  
Bainbridge Island, WA 98110  
206-335-6756

Published semiannually for distribution to  
members of The Cruising Club of America.




## COMING UP... CRUISES AND MEETINGS

### SKI GAM 2018



The 2018 Ski Gam is all set. We will again be headquartered in Park City, Utah and plan to ski at least 4 and perhaps 5 of the renowned ski areas in the Wasatch Mountains surrounding Park City. Festivities will begin February 2 with a welcome reception in our "Club Room" at the Silver King Lodge at the base of Park City Mountain Resort and will end with a closing dinner at a local restaurant on February 8. We have 39 participants registered and have closed registration. Commodore Willauer and Past Commodores Sherbrooke and Lhamon all plan to attend, as well as two past Commodores of the Clyde Cruising Club. It looks like a Scotch tasting will be in order.

John Robinson and Johnny Martin, 2018 Ski Gam Co-Chairs 


### NYYC ANNUAL MEETING AND AWARDS DINNER MARCH 2, 2018

The Annual Meeting and Awards Banquet will be held at the New York Yacht Club on Friday, March 2, and is a very special day that includes committee meetings and the opportunity to honor those so deserving in our sport.

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

*"The Awards Evening at the New York Yacht Club should never be missed as you saw from the coverage in the GAM. It was far more than a club dinner. It was a*



*dazzling evening with the luminaries of our adventurous sport. Once a year, the CCA has the opportunity to honor those who inspire and amaze us with their exploits and contributions to sailing. The awards committee put in an extraordinary amount of work to gather these significant characters from around the world. The honorees are genuinely impressed by the importance of the CCA and its mission."* 

### 2018 NEW ZEALAND CRUISE



The 2018 CCA National Winter Cruise will take place next year originating in Auckland, New Zealand, on Friday, 16 March, with a commencement reception at the Royal New Zealand Yacht Squadron to kick things off. Thereafter, a clockwise circumnavigation of the Hauraki Gulf will be executed with port-calls at Bon Accord Harbour on Kawau Island, Port Fitzroy on Great Barrier

*continued on next page*

Island, then Coromandel township on the Coromandel Peninsula, and a closing event at the Man O' War Winery beachfront event center at Man O' War Bay on Waiheke Island on Monday, 26 March. The Cruise will disband the following day. There are approximately 140 people registered for the Cruise, with around 115-120 expected to attend. Unfortunately, there have been limitations on the number of boats available for charter, but - for those who are still interested in joining us - we suggest you watch the Cruise updates on the CCA website, or contact the Cruise Chairman, Pete Palette, at [ppalette@aol.com](mailto:ppalette@aol.com). Subsequent to the "official" Cruise, there will be an 11-day land tour of New Zealand's South Island which will commence on 29 March. There is room for 15 couples, and 11 have already signed up. We still have space available for 8 additional participants, and there is no requirement to have been a part of the prior Hauraki Gulf "adventure." For any who wish to come along, it is suggested that you contact the tour Chairman, Jim Morgan, at [jim.morgan@marisolve.com](mailto:jim.morgan@marisolve.com). We look forward to an enlightening experience as we visit this enticing and hospitable country where the locals, the topography, and the way of life are so captivating.

Pete Palette 

## 2019 STOCKHOLM ARCHIPELAGO CRUISE

The Cruise Co-Chairs have recently returned from five more weeks in the Archipelago -- reviewing potential harbors, charter and bare boats, motherships, restaurants, event venues, etc. With the cruise still over 18 months away, the overall plan is in place, but other details are still a work in progress.




Historic Biscayne Bay Yacht Club in Coconut Grove



Contact Ernie Godshalk for information about the Stockholm Cruise

Actual registration is not yet open and deposits have yet to be requested, but the CCA website has been kept current. It includes a Cruise Overview, five Cruise Bulletins, and a list of over 300 members, spouses, and guests interested in the Cruise: [cruise.cruisingclub.org/Sweden-2019](http://cruise.cruisingclub.org/Sweden-2019).

Ernie Godshalk 


## 2018 FALL MEETING MIAMI

The CCA Miami Fall Meeting Committee is pleased to report on our progress for next year's event. Preparations for the 2018 Fall Meeting in Miami are moving ahead. The local committee from the Florida Station



Historic Biscayne Bay Yacht Club in Coconut Grove

consists of: Clint Bush, Chair; Pam Wall, Co-Chair & Treasurer; Charlie Munroe and David Woolsey. Venue: The official location of the meeting is Miami but all of the activities will take place in the community of Coconut Grove, which lies immediately south of downtown Miami and fronts on Biscayne Bay. The main meeting headquarters will be the Coral Reef Yacht Club in Coconut Grove with additional activities at the Biscayne Bay Yacht Club which lies immediately adjacent to Coral Reef. Both yacht clubs have marina facilities for potential guest dockage. We have identified three hotels with a range of prices and within walking distance of the two yacht clubs. Miami was hit fairly hard by Hurricane Irma on 10 September of this year, but all facilities including hotels, restaurants, and our yacht club headquarters have reopened and are functioning well. There has been some damage to marina facilities, but I am assured that this will be repaired within the 12-month window prior to our meeting. The meeting will occur Thursday 25 October through Saturday 27 October 2018. Planning is for 150-170 attendees based on data from recent meetings.


Clint Bush 

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

The 100th Anniversary Committee has met twice since the Annual Meeting in New York. Members of the Committee include Jack Towle, Shawn Otorowski, Peter Stone, Garry Fischer, Kin Howland, Sheila McCurdy, Bob Morris, Steve Taylor, Bjorn Johnson, Brad Willauer, Steve



McInnis. Sheila McCurdy is well underway working with authors and developing plans for two books to commemorate our Centennial in Newport, RI in 2022. The dates of Sunday Sept. 18 - Thursday Sept. 22 is our target week which will include a rendezvous, educational component, rum keg get togethers, various tours of sights in Newport, a commemorative video and a concluding dinner at Harbour Court at the NYYC. We are seeking to add some younger members to the Committee. The Committee will also be looking to involve each Station and Post so that there will be appropriate observations around the country of our Centennial.

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

## 2018 NEWPORT-BERMUDA RACE

On Friday, June 15, 2018, nearly 2,000 sailors will trim their sails and cross the starting line of the 51st Newport-Bermuda Race off Castle Hill in Newport, Rhode Island. If they point their boats directly at Bermuda they'll see 161 degrees on their compasses and have 635 nautical miles to go.

Completing the Bermuda Race is a bucket-list-life-goal for some and, for others, another attempt to earn a coveted invitation to the Governor's House and the prize giving. For all, the race is an adventure and an opportunity to be at sea for sunsets and sunrises, to stare into the azure waters of the Gulf Stream, to see man o' wars sailing on the wave tops and dolphins swimming under the bow.

The 50th running of the race in 2016 saw some great story lines that we hope to see again in 2018 and some we'd wish to avoid. The ominous weather forecast of 2016 saw numerous withdrawals. We have a deep respect for all who raced and also for all who chose to be certain of safety and withdrew. We believe many of the boats that withdrew in 2016 will be back to finish their unfinished business in 2018 and we are hoping for 200-220 participating boats.

Story lines of 2016 we hope to see repeated are safe finishes by all, great performances by first-time skippers, youth crews and super-maxis, plus wonderful photos and videos from the race course and the awards. We are working hard to be sure that there is great media coverage of our event that reflects well on the Cruising Club of America and our partner of over 90 years, the Royal Bermuda Yacht Club. Efforts to secure sponsors to hold down entry fees and continue the race as a financially self-supporting effort are well under way and showing positive results.

One of the many topics the 40-strong members of the BROCC wrestle with is safety. The race has a pristine safety record and, with this in mind, some new regulations are in place for 2018. Perhaps most notably are



DANIEL FORSTER/PPL

Newport-Bermuda 2016:  
Record breaking first to finish Comanche after the start

those regulations related to AIS. In 2018 all boats will be required to transmit and receive AIS signals for the entire race. And all crew lifejackets will be required to be outfitted with personal AIS beacons. With these important changes, we hope to preserve the pristine safety record and, in the process, guide more offshore sailors in how to avoid other vessels at sea and improve the odds for rescuing overboard crew.

In addition to the detailed review and debates about safety regulations for monohulls for 2018, the committee in consultation with the Commodores of the CCA and RBYC have decided to allow multihulls for the first time ever. And so extensive work has been put in to determine appropriate restrictions on participation as well as separate safety regulations specific to Multihulls. We are hoping to see 7-10 multihulls safely compete and establish a new class for future participation. Multihulls will be



DAN NERNEY

Newport-Bermuda 2016: Start of class 9 in St. David's Lighthouse Division

continued on page 32

# SAN FRANCISCO 2017

## MEETING — SAN FRANCISCO 2017

The 2017 Fall Meeting was hosted by the San Francisco Station on Thursday October 12 and Friday October 13, at the St. Francis Yacht Club, followed by a sail aboard the schooner Seaward on San Francisco Bay on Saturday.

During the meeting, catastrophic wild fires were burning in Napa and Sonoma counties, with the closest fires only some 30 miles north of the city. Two members of the SAF station Fall Meeting Organizing Committee lost vacation and family homes in the conflagration, but were able to still contribute to what became a very successful meeting. All of the tightly-planned meetings and social events were held at the St. Francis and the yacht club staff executed

Leave Your Heart  
In San Francisco



the plans perfectly. Smoke from the fires drifted across San Francisco Bay, sometimes obscuring the far shores, but the Golden Gate Bridge was an always-visible reminder that the Fall Meeting was being held in the City by the Bay.

More than 150 CCA members, spouses, and guests came to the meeting, with 125 attending the Thursday night reception and almost everyone attending the Friday night gala dinner. Forty members and guests sailed aboard the Seaward on Saturday. At the Friday night dinner, SAF Fall Meeting co-chairmen Bob Hanelt and Bill Foss, passed the "torch" (a flashlight) to Barbara Watson and Clint Bush of the FLA station, which will host the 2018 Fall Meeting. 🏴‍☠️

## EVENT PHOTOS — SAN FRANCISCO 2017



DICK ENERSON

St. Francis YC Member, Stephanie Teel, and her band entertained at the Thursday night reception



DICK ENERSON

Suzie Binch (NYS) and R/C Bill Foss (SAF) at the Thursday night reception



DICK ENERSON

Seth and Ellen Leonard (BOS/GMP) at the Thursday night reception



DICK ENERSON

Larry Somers (SOC) and Michael Moradzadeh (SAF) at the Thursday night reception

## EVENT PHOTOS — SAN FRANCISCO 2017



Charlie Stillman (PNW), K Robinson (PNW), Barbara Watson (FLA), and Clint Bush (FLA)  
at the Thursday night reception

DICK ENERSON



Chuck & Susan Hawley (SAF) at the Thursday  
night reception

DICK ENERSON



Beau and Stacey Vrolyk (SAF) at the Friday  
night dinner

DICK ENERSON



Wyman and Gay Harris (SAF), Steve Taylor (BOS/BUZ), and Vice Commodore Brad Willauer (BOS/GMP)  
at the Thursday night reception

DICK ENERSON



Friday night dinner in the Starting Line Room of the St. Francis Yacht Club

DICK ENERSON



Barbara Watson (FLA) at the Friday night  
cocktail reception

DICK ENERSON

## EVENT PHOTOS — SAN FRANCISCO 2017



Clint Bush (FLA) and Margy Robfogel (CHE)  
at the Friday night cocktail reception

DICK ENERSON



Dick Holliday (ESS), Ann Willauer (BOS/GMP), and Ardis Holliday (ESS) at the Friday night cocktail reception

DICK ENERSON



Matt Brooks and Pam Rorke Levy (SAF) at the Friday  
night cocktail reception

DICK ENERSON



Dale Bruce (BOS/GMP) at the Friday night  
cocktail reception

DICK ENERSON



Commodore Jim Binch addresses attendees at the  
Friday night gala dinner in the Starting Line Room  
of the St. Francis Yacht Club

DICK ENERSON



Bob Hanelt (SAF), Jim Quanci (SAF),  
and Don Bekins (SAF) at the Friday night  
cocktail reception

DICK ENERSON



Tie Controversy

DOUG COLE



Friday night cocktail reception in the Courtyard of St. Francis Yacht Club

DICK ENERSON

## EVENT PHOTOS — SAN FRANCISCO 2017

On Saturday, some 40 CCA members and guests visited the new tall ship, Matthew Turner, at Sausalito and then sailed aboard the schooner *Seaward*. Both vessels are owned by Call of the Sea, a youth and adult education foundation focused on the ocean environment. 🚩



DOUG COLE

*CCA members aboard the schooner Seaward in San Francisco*



BARBARA WATSON

*Seaward on a port tack with the City of San Francisco in the background*



BARBARA WATSON

*SAF Member Alan Olson, who managed the project to build the Matthew Turner, describes the vessel to Commodore Binch and CCA members*



BARBARA WATSON

*Clint Bush (FLA) admires the ship's wheel aboard the Matthew Turner*



BARBARA WATSON

*Tad Lhamon (PNW), Jim & Jean Foley (GLS), Jo & Andy Jones (GLS), and Les Crane (BOS), aboard the schooner Seaward returning to the Bay after sailing out under the Golden Gate Bridge*


# NEWS FROM STATIONS & POSTS

## BERMUDA

There has certainly been an international flavor to sailing events in Bermuda this year and many Bermuda Station members have been in the thick of it. In addition to the Louis Vuitton elimination series and the America's Cup itself, there were racing events for Super Yachts and the magnificent J Class yachts that, of course, had once been used to compete for the America's Cup. And if this was not enough to keep everyone busy, the fleet of Tall Ships arrived at the completion of their race, which had started in Portugal and would continue on to the U.S. and Canada.

Also in this mix was the biennial Marion-Bermuda Race, hosted in Bermuda by the Royal Hamilton Amateur Dinghy Club, and the inaugural Antigua-Bermuda Race hosted by the Royal Bermuda Yacht Club. Les Crane, who was competing in the Antigua-Bermuda Race in his Farr 56, *Monterey*, was forced to abandon ship when *Monterey* took on water and sank. Les has reported on this under separate cover.

The Bermuda Race Organizing Committee met the first weekend in November in Bermuda and the RBYC and Bermuda Station Hosted a dinner at the yacht club for station members and participants at the BROOC meeting. This was followed on Saturday by a well attended Safety at Sea training session. Participants were from Bermuda as well as North America, the latter taking advantage of Bermuda's warm clear water.

*James Burnett-Herkes, Historian* 



*Farr 56 Monterey*

## BOSTON

On April 27, 2017 the Boston Station had a delightful spring dinner at the Peabody Essex Museum, in Salem, MA. The PEM is a gem with one of the best maritime art collections in the country. Members who arrived early were able to peruse the museum's various collections before retiring to the East India Marine Hall for cocktails and an excellent dinner. The membership owes special thanks to Ranny and Bill Barton for helping to make this event possible.



*Joe Harris and Rich Wilson*

A few days later, many of the same people who had gathered at the Peabody Essex Museum gathered again at The Living Room in Boston for celebration of the achievements of Joe Harris and Rich Wilson. Joe completed his solo circumnavigation on *Gryphonsolo2* on May 5, 2016 off of Castle Hill in Newport, RI. Total time at sea excluding 2 stops for repairs: 152 days, 2 hours, 9 minutes, and 24 seconds. Rich Wilson crossed the finish line of the Vendée Globe solo round the world race off Les Sables d'Olonne on the west coast of France on February 21, 2017. From the fleet of 29 boats, which started the 27,440-mile singlehanded race from Les Sables d'Olonne, Wilson and *Great American IV* secured 13th place in an elapsed time of 107 days, with an average speed of 10.70 knots. Wilson, at 66 years old was the oldest skipper in the race. Together both men narrated an entertaining slide show about their adventures.




*Harris Wilson Celebration*

Over the Memorial Day weekend, the station gathered for our Spring Gam first at the Back Eddy Restaurant in Westport, MA and then again at Tarpaulin Cove for the rum keg.

On the weekend of September 30th, we had a Fall Gam on the beach at the Bassetts Island home of Bob and Joyce Wallace. Our hosts served chowder and salad and set up grills for those wishing to bring something heartier for their crew. And of course we had a Rum Keg.

By the time you read this, a new season of lunches will have begun at the Rats Club on Boylston Place in Boston. The Rats looks like it was plucked out of a time capsule. It's a wonderful spot for cold weather gatherings and once again, we're grateful to Bink Bacon for providing our link to the Rats Club.

*Nick Orem, Historian* 

## BRAS D'OR

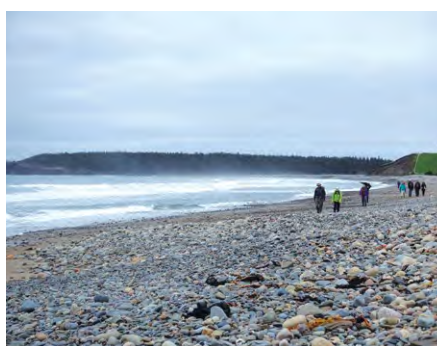
The Bras d'Or station launched into spring by conducting a Safety at Sea for Couples course on May 26 and May 27 at the Royal Nova Scotia Yacht Squadron in Halifax. Due to high demand, the initial class limit of 40 was increased to 50, with other names placed on a waiting list for a future course. Organizer Judy Robertson called upon station members and experienced sailors as well as owners of various marine services to present their knowledge and expertise to the group. Judy shares the highlights of the course, "Friday evening started with the owner of a local fire extinguisher company doing a wonderful

## NEWS FROM STATIONS & POSTS

presentation. He brought humour to what can be such a serious situation but gave us hands on practice and great tips on how to make our boats safer. No better people could guide us through the importance of staying on board than Bras d'Or Station member John Harries. John and Phyllis Nickel, having spent much time in northern waters, and written extensively on safety at sea, and they were willing to share some of their knowledge with the course participants. Ocean Cruising Club member John van-Schalkwyk did a boat check list with the group and wove an interesting tale into a true learning experience. Syd and Sandy Dumaresq led a paper navigation exercise. Looking at a paper chart was a new experience for some while others realized the importance of digging out their rusty dividers and keeping their skills sharp. Sandy MacMillan took us through the most up-to-date electronic navigation equipment. Navigation has come such a long way, but he stressed the importance of knowing the basics! A local life raft company kindly donated an old life raft which was deployed so that all understand why we always say, 'Climb UP into the life raft!' Dr. David Sawatzky who worked for many years as a military doctor specializing in diving medicine gave a solid presentation on medicine at sea. The course ended with groups discussing various emergency-at-sea situations and then making related radio calls. Participants left the course with lots of thoughts on how to make their boats and on-water experiences safer and

more enjoyable. It is hoped we will be able to offer the course again in the spring of 2018 – better as a springboard for having a safe summer rather than the fall, when there is a chance a portion of the learning might be forgotten by the next sailing season."

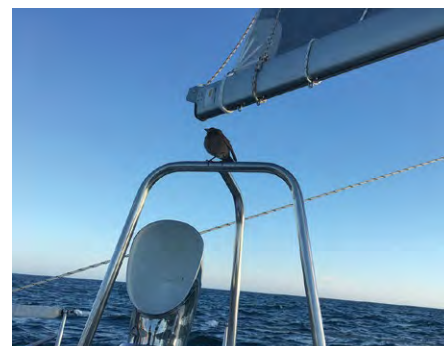
Also on Saturday, May 27 a group of Bras d'Or Station members made an ambitious hike to Gaff Point at the mouth of the LaHave River. Following the hike, the group gathered for



Gaff Point Hike, Hirtle's Beach

dinner and fellowship at the Savvy Sailor restaurant in Lunenburg. Rear Commodore Gretchen McCurdy notes: "The hike to Gaff Point was a special occasion for participants. Hirtle's beach was in rough shape after some heavy winter storms from unusual directions but the trail was in reasonable shape, apart from a number of puddles requiring agility on the part of hikers! New Bras d'Or member, Ifan Williams, joined us and was presented with his CCA tie and burgee."

As spring turned into summer, time on the water and on the race course proved most rewarding for one of our members. Bill Greenwood and his *Airborne IV*, participating in the 2017 Marblehead to Halifax Race, brought home silver and fond memories from this year's event. Bill shares the details: "The 2017 Marblehead to Halifax Race will go down as one of those exceptional races with near perfect weather conditions and relatively flat seas. Aboard *Airborne IV* we experienced moon lit nights and no fog. In fact, one of our crew members, RNSYS Commodore David Stanfield, was quoted as describing



Airborne IV, 11th Crewmember and Hitchhiker

our conditions as "Champagne Sailing." After a relatively light air start to windward of the entrance to Marblehead harbour, *Airborne IV* was able to set an A-Kite after rounding the second reaching mark. This same spinnaker was carried across the Gulf of Maine, up the coast of Nova Scotia, gybed at the Halifax Bravo mark at the entrance to Halifax Harbour and carried to the finish line. An unbelievable sail with great results and a well-rested and happy crew.



Airborne IV

The above pictures show clearly those ideal conditions along with a picture of our "11th" crew member, who hitched a ride in the middle of the Gulf. Thanks to an experienced crew and detailed boat preparation *Airborne IV* finished 1st in class in PHRF 4 and won the overall division by winning The Province of Nova Scotia Tray for best overall performance in the PHRF Division. Fellow CCA member Michael Cone aboard *Actaea* won 1st in class in the ORR division and by winning the overall division was presented with the David P. Prince Trophy.



Gaff Point Hikers

## NEWS FROM STATIONS & POSTS

*Airborne IV* was also part of the winning team competition - the three boats; *Airborne IV*, *Actaea*, and *Cilista*, all skippered by CCA members, won this trophy (The Parker C. Hatch Memorial Trophy) under the name "Team CCA".

A major highlight this summer was the Bras d'Or Station's August mini-cruise in Mahone Bay. Its success may be attributed in no small part to excellent and well-communicated planning by cruise director, Bernard Prevost. Bernard reports, "Bras d'Or Station's mini-cruise was a smashing success, the predicted weather confounded our initial planned evening locations but the intrepid crews of the 13 boats persevered and we enjoyed two great days in the anchorage surrounded by Second Peninsula, Mason Island and Heckman Island.



Mason Island Raft Up

A rollicking sail on Saturday was topped off with cocktails and tasty tidbits shared across the fleet raft-up which allowed all the crews to meet and get re-acquainted.

Sunday morning started with heavy rains and fog...so again, an easy decision was made to remain at the same anchorage. Once the weather cleared we were off for a dinghy exploration of Tanner's Pass. The ten-dinghy fleet that started out soon began to encounter propulsion issues requiring "tow boat NS" assistants...but again tenacity prevailed and nine of the fleet succeeded in reaching the Atlantic Ocean and safely return. Some cruisers travel in style...employing dinghy chauffeurs.



Dinghy Drift Group



Dinghy Drift Overhead

Immediately following the Tanner's Pass exploration, we held a "Dinghy Drift" in the middle of the anchorage, brought everyone together with their preferred beverage and appetizers ... after tying the dinghies onto a raft we drifted for about two hours, laughed and passed round the snacks!

As summer gave way to fall and the threat of hurricanes approached, plans for a cruise to the 100 Wild Islands of Nova Scotia's Eastern Shore were modified by cruise organizer Bill Greenwood. This prudent decision was welcomed by all and the fleet adapted by turning south to the sheltered waters of Rogues Roost and then on to the town of Lunenburg where cruisers remained for 4 interesting and congenial nights before returning to the waters of Mahone Bay.

As late fall approaches, discussions are already underway for member passages south this winter and pre-planning of Bras d'Or Station's cruises for next year.

David F. Arenburg, Historian

### BUZZARDS BAY

We wrapped up our "off-season" luncheon program this spring with an April visit to Woods Hole Oceanographic Institution (WHOI) with its extensive facilities, labs, and scientists and engineers. Our tour included a briefing on the worldwide ocean surveillance system (OOI) managed by WHOI, a tour of the Deep Submergence Lab (think Alvin), and a thorough exploration of WHOI's brand new 238 ft. research vessel, the R/V *Neil Armstrong*. Our visit wrapped up with a luncheon with Dr. Mark Abbott, the new President of WHOI. Another spring event was the "spinoff" of 50 of our Rhode Island based members into the newly organized Narragansett Post of the Boston Station. Our Buzzards Bay Post has grown over the years in members and geography to the point where this move made sense. Our best wishes are with the new Post and we look forward to sharing programs with them.

Throughout the summer our post



The WHOI research vessel Neil Armstrong

members were active in east coast racing as well as in Downeast and European cruising. This fall, post members provided a strong turnout for the Boston Station's Fall Gam off Bassett's Island.

R. Rosbe, Jr, Post Captain

## NEWS FROM STATIONS & POSTS

### CHESAPEAKE

Nestled in the southeastern corner of the Bay of Biscay, ten miles from the French border, is the Basque city of San Sebastian, one of the most picturesque harbors I have ever seen. I passed through in 1972 after my first Transatlantic race. We arrived after sundown. Lights were beginning to come on, reflecting in the water. The harbor is about a mile wide and shaped like a croissant, with the entrance to the north. There are 600-foot cliffs on each side of the channel to the sea and a high, rocky island in the middle. The old city is on the east side of the harbor in the lee of Monte Urgull.

The arc of the waterfront on that side of the water is graced by a long curving white stone promenade with a continuous balustrade above the wide beach below. At regular intervals are matching light pedestals which, after nightfall, seem to be the jewels in a giant sparkling necklace encircling the harbor.

*The Basques are an ancient people who speak a language unrelated to any other. Cave paintings testify to humans living there 9000 years ago and perhaps much before that. Basques have a reputation as intrepid seafarers. They probably were the first Europeans to discover the presence of infinite numbers of codfish on the Grand Banks, having arrived as early as 1490 by some accounts. The unique nature of the cod makes it easy to preserve by*

*salting and drying, providing not only food for extended sea voyages but also a readily-marketed cargo to bring home. They began long ocean voyaging after learning about clinker-built longboat construction from the Norsemen. Their boats were probably similar but beamier, with a single mast and one large square sail. They were very close-mouthed about where they were fishing. As others discovered their secret, the Basques moved into whaling as well, and many were hired by foreign skippers as master navigators. A Basque, Juan Sebastian El Cano, took over command of*

*Magellan's expedition after Magellan was killed in the Philippines, returning safely to Spain and becoming the first circumnavigator.*

San Sebastian harbor on a summer night is the most soul-stirring intensely beautiful anchorage I have ever experienced. It combines the natural appeal of a small bay sheltered from the sea by high cliffs enhanced by just the right level of man made sparkle illuminating a long graceful curve of white stone disappearing into the darkness in both directions, with the quiet murmur of an ancient city at one's back.

I've thought about all the other places I've been and can think of none that top it. They are either too big or too flat or too noisy or too inky black at night. Anchored between Ellis Island and the Statue of Liberty late on a summer evening when New York harbor is sometimes glassy calm, reflecting Manhattan's skyscrapers upside down, comes close. So do parts of Pearl Harbor with a mountain background when the sun goes down. Sausalito, looking across toward the lights of San Francisco's Embarcadero can be spectacular. But my favorite in the Chesapeake is anchoring off the Strand in the Tred Avon River at Oxford, Maryland.



FRED HALLETT

67' *Nellie Crocket* was designed and built by Charles Dania in Crisfield, MD in 1925. She is a Chesapeake "Buyboat" drawing only 5.5 feet, intended to collect and transfer oysters from watermen to market. She could carry more than 2000 bushels in one load. In those days, without today's network of roads and bridges, she could also carry general cargo, like watermelons and grain, anyplace it needed to go.



DOROTHY GOLDWEITZ

Doug Firth, Barbara Ragan, Leslie Gibbons-Neff, and Bill Read, who received the Commodore's Trophy

## NEWS FROM STATIONS & POSTS

That brings to mind the Tred Avon Yacht Club. On Sunday, October 1st, the first event of the CHE Fall Cruise this year was the Annual Station Meeting and Dinner at TAYC, re-electing Cary Thomson as Rear Commodore and Marjorie Robfogel as Fleet Captain and electing Jeffery Gibbons-Neff as Secretary-Treasurer. Dr. Jim Thompson was presented with the E. Newbold Smith Trophy for his impressive (dazzling might be a better word) lifetime list of races sailed and cruising ports visited. Bill Read was awarded the Commodore's Trophy for Distinguished Service to the Chesapeake Station.

Spectacular weather with moonlight every night made the rest of the cruise a delight. Ted Parish's *Nellie Crockett* served as the mother ship for a spontaneous oyster roast at Solomon's, thanks to Past R/C Bob Matthew's encounter with a waterman on his way home. *Nellie* also uncorked the traditional Rum Keg the following night in Mill Creek on the Wicomico. After two days of independent cruising, which also featured a hotly contested competition for Best in Fleet Hors d'Oeuvres, the cruisers reconvened on Friday for a dinner at Fishing Bay Yacht Club. 48 sailors aboard 19 yachts enjoyed various parts of a splendid cruise expertly conducted by the Garretts, the Crumps, the Goldweitzs and the Robfogels.

Earlier this year Ted and Mimi Parish topped off an extended cruise aboard *Nellie Crockett* in the Gulf of Mexico by winning Best in Class honors at the annual Keels and Wheels Show in Seabrook, Texas. She's a beauty queen from 1925, still gorgeous after all these years. Ted is a Delaware Bay Pilot.

On May 12-13, the Spring Cruise attracted 60 members and guests to the kick-off dinner at Gibson Island Yacht Squadron. Although bad weather forced cancellation of the Robert Goldsborough Henry trophy race, the all-weather cruisers hunkered down and gammed all day, sharing a Rum Keg in the evening to ease the disappointment. As Einstein once said "The measure of intelligence is the ability to change."

One of the leading lights among the Station's offshore racers, Michael Cone, left the awards ceremony of this year's Marblehead-Halifax Race with a load of silver aboard *Actaea*, his Bermuda 40 Mark III yawl. He won the David P. Prince Trophy for best corrected time (BCT) in the ORR Division, the H. Mary Powers Trophy for BCT in the ORR-3 Division, The George F. Lawley Memorial Cup for BCT for a schooner, yawl or



Manxman at Isle of Man

ketch, and was one of three CCA boats which won the Parker C. Hatch award for the club with three or more entries. Two other Bay boats, Phil Parish's *Grey Ghost* and Will Passano's *Carina*, chased *Actaea* across the finish line. Excellent, indeed!

In the Annapolis-Newport race, Rick Born's *Windborn* won third place in the J-120 class and Tony Parker and his *Reindeer* crew won second place in PHRF-1. Chesapeake Station was further well represented by *Akela III* with Roel Hoekstra skippering and Andy Armstrong aboard, *Carina* with Will Passano as skipper, *Resolute* with Doug Rollow on board. Past R/C Karl von Schwarz on *Kodiak*, Jahn Tihansky aboard the Naval Academy's *Hooligan* and Donna Schlegel aboard *Orion* which took top honors.

Four CCA/CHE members (Ted Clucas, owner of *Manxman*, Jonathan Goldweitz, Doug Rollow and Bill Read) sailed the O'Day 39 transatlantic this summer. Only Doug had done it

under sail previously. They left Portland ME, on June 19th and once out to sea sailed along 41N until starting a Great Circle. Bill as navigator, took care to put them in the Gulf Stream so they had many foggy days but 1500 miles with seawater temps in the sixties. Their final destination was the Isle of Man in the middle of the Irish Sea, which Ted's g-g-g-grandfather had left in 1837 to come to America. The voyage took 22 days, and covered some 2950 miles. The crossing was the best kind, i.e. uneventful, as far as



Manxman's Transatlantic Crew

weather was concerned, but marked by fantastic starlit nights and cloudless blue-sky days, providing for one whole day under spinnaker but requiring a lot of powering. They made a 5 a.m. Sunday morning stop for fuel, rum and a shower at the Royal Cork YC, having been greeted on the VHF by a fisherman who said "Don't worry about clearing customs, tie up at any fuel dock, welcome to Ireland and enjoy our Guinness!" They proceeded along the southeast coast of Ireland and up to 54 North. Ted and Anne were delighted to find the Clucas name was still honored on the island. They were treated like returning heroes, even as they discovered some old family records going back to 1736.

We lost two Chesapeake Station members this year - Drew Sinnickson and Steve Hiltabidle. Though nothing could replace them, we also took aboard six new members - Addison (Tad) Thompson, Richard E. Born, Douglas Campbell, Jeffrey McCarron, Harry Seemans and Wm. Stanley Sneath.

Fred Hallett, CAA/CHE Historian



## NEWS FROM STATIONS & POSTS



### ESSEX

The New England winter caused the Essex Station to postpone their Pot Luck Dinner until March 28. It was held at Mason's Island Yacht Club, which is a fine facility for a large group. Forty members and guests had a scrumptious meal prepared by themselves.

Our next event was on April 25 when forty-two of us gathered at the recently expanded Essex Yacht Club for a fine meal prepared by the club chef.

The Spring Cruise was held on Friday, June 2 through Sunday, June 4. It was blessed with good weather with the exception of the quick, but very intense, downpour during our cocktail hour on the Stonington Harbor Yacht Club dock. It is amazing how much water came down in four minutes. Boats at the dock before dinner were Bill Palmer's Stanley *Puffin*, Barnaby Blatch's Sirena 38 *Cloud Racer*, and our Cruise Chairman Tom Wadlow's Apogee 50 *Joyant*. After drinks on *Joyant*, 26 of us enjoyed a fine dinner in a private dining room at the Club. One rather unique feature of the buffet table was a nicely polished starting cannon with a live shell in the chamber. We did turn in the shell to the surprised Club Manager.

After an uneventful night in Stonington Harbor, we had a beautiful sail to Block Island. *Joyant* arrived at the CCA moorings in Great Salt Pond, with your scribe and Dianne aboard with the Wadlows. We were joined by K G Gregory's Down East Express 38 *Encore*, Paul Connor's East Bay 43 *Lilly* and Barnaby Blatch on *Cloud Racer*. Drinks and dinner were enjoyed on board, with a beautiful sunset. On Sunday morning we had another wonderful reach back to Stonington, where *Joyant* sailed right up to her mooring.

Starting on June 18 and going through July 2, the North American Station of the Royal Scandinavian Yacht Clubs and Nylandska Jaktklubben, better known as NAS, held their cruise this year on the west coast of Sweden. We started in Gothenberg and went north into the Skaggerak to the Koster Islands near the Norwegian border, returning to Marstrand. It was a superbly

well-organized cruise, with many interesting events and harbors. There were quite a few CCA members on the cruise. Eight of us, Mark and Barbara Ellis (ESS), Bob and Sally Medland (GLS), Larry and Anne Glenn (NBP) and your scribe and Dianne, sailed together. We chartered a Farr 60 *Joyride* with a Swedish captain, Torbjorn Frost, who loved to sail, and to take the outside passages. He was a man of few words, but his English was good enough, so that when our Cruise Director, Stefan Holmgren, asked him how things were going, he replied "Well, I could use a few Indians!" The wind comes off the North Sea and slams right into the coast, so it was a lot cooler than anticipated. Having purchased the appropriate warm gear, we were able to enjoy the weather. At one point we were going along in 40 knots of breeze with just a staysail up and doing a fairly steady 9 knots. Keeping track of where you are on the chart is key, and we relied on Torbjorn to interpret the many and varied buoys to keep us on course. The NAS enjoys a 'Silly Hat' competition towards the end of their cruises, and this one was held at Café Winterwallar on Hermano Island. The chef and his crew had been up all night preparing the freshly caught crab, crayfish and tiny shrimp and making crab cakes. Each of the 80 lucky diners was presented with a tray overflowing with this bounty from the surrounding waters. Team *Joyride's* headgear earned an Honorable Mention!

*Scallywag II's* sailing adventures were a bit muted this summer as RC Bob Green and Ami were headed to Maine on two separate occasions, only to be recalled to Westerly, RI for funerals. They eventually did go east and cruised in Maine for three weeks with NO FOG, enjoying meeting many friends, and eating more than enough lobster.

On July 2 the Essex Station held a Gam at Block Island, with Tom and Dorothy Wadlow on *Joyant*, Frank and Elizabeth Bohlen on their Olsen 38 *Tattler*, and Dave and Sue Dickerson on their Peterson 38 *Lindy*. They were joined by Jack Wills (FLA) on his Berret Arcoupeau 45 *Jet Stream*, and Charles Starke (NYS) on the Trintella 47

*Dawnpiper*. Tom Wadlow reported that the sail out was breezy for *Joyant*, much of the time over 9 knots of boat speed. A little later the Bohlens had slightly less breeze but still excellent sailing on a broad reach. Tom put 4 boats on the North mooring. The South mooring was occupied by a member who does not condone rafting, so, since 4 seemed enough for even the larger north mooring, *Lindy* took a nearby private mooring when they arrived later. *Joyant* put out an anchor to lessen the load on the mooring and serve as a back-up if the mooring had a problem. There were gusts around 30 knots, but no problems. The harbor master came by a few times, but offered no objection to the rafting arrangement. There was a discussion about members who don't condone rafting, and Tom volunteered to follow up to see if it can't be made clear that those who do not want to raft should go to town moorings if others do want to raft.

A reconnoiter of the beach by Frank confirmed that if we had a charcoal fire it would result in a horizontal flame-thrower. We cooked burgers aboard and found that we could all sit comfortably and share pot luck contributions under the Starke's very long extended dodger. A pleasant dinner ensued, and we did some serious damage to the station's rum and other supplies.

Also in July, Bill Gunther and crew consisting of Essex Station members Brin Ford, Frank Bohlen, John Brooks and Al Burnett, with friends Charlie McClure and Doug Logan, sailed *Tynaje*, (previously owned and campaigned by Peter Ross (ESS), in the Marblehead Halifax Ocean Race, finishing 2nd in



Fall Cruise to Hamburg Cove and Selden Creek

## NEWS FROM STATIONS & POSTS

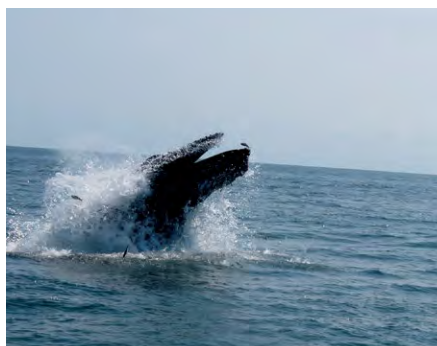
the 18 boat Class ORR-3 just behind *Actaea*, the well-known Bermuda 40. In addition to the 2nd place trophy *Tynaje* was awarded the "Over the Hill Gang Award" presented to the "yacht where the average age of the skipper and crew is over 60 ranking best under proportional scoring." These criteria were easily achieved both in terms of scoring and the average age, which for the *Tynaje* crew was 69 (*Tynaje* herself is 49 years old). Moreover as the crew came forward to receive the Award, the presenter made note of the fact that this crew had between them participated in 78 Newport Bermuda Races and 50 Marblehead Halifax Races as well as a number of Transatlantic, Fastnet, Annapolis-Newport and Chicago-Mackinaw Races. The facts made for a very warm welcome from the assembled racers! In keeping with the spirit of the Award the "trophy" consisting of a pair of fine embroidered pillows (presumably intended to provide some comfort for the old fellows) was presented by a grand-daughter of a Royal Nova Scotian Yacht Squadron member. Overall, the receipt of this unique Award and the warm fellowship of peers made this a highlight in the experience of this experienced crew.

On August 8, after a 6-hour drive, Paul and Carol Connor met Pieter and Joanna DeZwart (FLA) in Southwest Harbor, ME to cruise to Nova Scotia for 10 days on Pieter's Baltic 51 *Pastime*.



*Tynaje* Receives the "Over the Hill Gang Award"

They had an easy overnight passage with a full moon, arriving at Shelburne late morning. The next stop was Lockport, where they anchored off a very scenic lighthouse. Minke whales were



Whale off Fire Island

easily seen the following day, as it was flat calm. Lunenburg was a highlight of the week, as the Tall Ships Festival was under way. Another highlight was the gourmet dinner provided by Joanna

every evening! They saw very few other cruisers, but those few they did see were CCA. They had a delightful evening at Carters Beach with Michael O'Flaherty (BOS) and Brian Smullen (BOS) on *Namhara*, a Vichem 67. At the tip of Nova Scotia is Negro Island, a must-see, where they were alone with a few sheep. They reached across the Bay of Fundy from Yarmouth to the Mud Hole, the best sail of the trip. On return they popped in to Bar Harbor for a speedy check-in, then headed to Cranberry Island for their last night before returning to Southwest Harbor.

Also in August, Dennis Powers spent 12 days cruising in Maine aboard a friend's 1996 Hinckley Southwester 42 home ported out of Bay Shore, NY. Dennis boarded the *Jacqueline IV* on August 15th in SW Harbor off Hinckley's dock, after which they made ports of call to Sabbath Harbor, Searsport, Merchants Row, Frenchboro, Northeast Harbor, and Little Cranberry. They enjoyed a great view of the eclipse from the top of Cadillac Mountain, later returning to Bay Shore in one straight shot from Mt. Desert Rock. Sighted a breaching whale off Fire Island.

Our most recent station function on which to report was the Fall Cruise to Hamburg Cove and Selden Creek on October 6, 7 and 8. Boats in the Cove were *Joyant* and *Lilly*, as well as our present RC Bob Green on his Alden 47 *Scallywag*, Past National Commodore Bob Drew, with Mindy on their Stanley 36 *Shamrock*, Bill Gunther on his Olson 38 *Tynaje*, and your scribe with Dianne on our Niagara 35 *Ceilidh*. We were all picked up by Cove Landing Marine on *Skillet* (previously owned by Fred Sturges (ESS) and then Jeb Embree), and taken into the 'Club House' for a dinner organized by our Cruise Chair Tom Wadlow. Twenty-six Essex Station members had a crack at the rum keg and a seasonal dinner. After the meal we returned to our boats on *Skillet*, and the next day set off for Selden Creek. Boats in the Creek were the same as those in the Cove, with the exception of *Tynaje*, as well as our RC Bob Green on *Scallywag*. Bob had to return to Westerly, RI to join Ami who was with her 102 year-old



Hamburg Cove

## NEWS FROM STATIONS & POSTS


mother in her final days. Dennis and Verity Powers dropped by for a visit on their Hunt Surfhunter 29 *Blue Heron*, and Rush Hambleton and his 7-year old son River joined us on their paddleboard, and spent the night on Rush's Hunt 36.9 *Kairos*. We spent a warm and surprisingly bug-free night in the Creek. All of us, especially our avid birding members, had a wonderful time watching bald eagles, kingfishers and numerous other species in this seemingly remote location.

Carol Connor reported that the CCA won the hotly contested Dyer Dhow Derby held at the Mystic Seaport on October 14. Not since 1953 had we won this regatta, which started in 1950 with 10 boats donated to the Mystic Seaport. Sailing for the CCA this year were Rush Hambleton (ESS) and Carol Connor, along with Baxter Menzies as the junior. The Seaport now has 52 Dyers which are sailed most days in classes and camps, teaching the joy of sailing to many children and adults.



*Dyer Dhow Derby Winners Rush Hambleton (ESS) and Carol Connor*

The third Thursday of the month lunches at Pilot's Point Marina in Westbrook, CT are open to all. Good company, libations, and great food are provided, and the price is right. Please contact Dennis Powers at [dennispowers@snet.net](mailto:dennispowers@snet.net) for further details.

*Jeb Embree, Historian* 

### FLORIDA

Hurricane Irma, a Cat 4-storm packing sustained winds of 130 MPH, was a wakeup call for Florida Station members. Most of us were away for the summer when Irma arrived with a vengeance, but others weathered the storm in Florida.

The storm roared ashore in the Florida Keys just after 9 am Sunday, Sept. 10, making landfall first at

was a total loss. Another, Harry Keith, reported the waterfront home he and Malinda have on Marathon's Boot Key Harbor survived but had serious damage.

But on the whole, most Florida Station members—many of us there for Hurricane Andrew 25 years ago—fared well.

From Fort Lauderdale, for example, Carl Dehart sent this picture and brief report (below the picture):



CHRIS EVERET

*"This photo, looking across the Lauderdale Yacht Club parking lot, east across the ICW, was taken at high tide at noon Sunday during Hurricane Irma. My home is about 500 feet to the west. We had about a foot of water over the dock, something I've never seen before, but no flooding and no damage, other than trees. We dodged the bullet this time!" -Carl Dehart*

Cudjoe Key, then churning across the Keys back into open water, followed by a second Florida landfall at Marco Island. The National Weather Service said a gust of 130 MPH was reported at Marco Island.

Right after the storm Florida R/C Barbara Watson reached out to members with a "counting noses" email: "If you and your family are OK but you haven't yet spoken or exchanged email with (the station leadership team)," she wrote, "please contact anyone on the list below immediately to let us know you're OK."

Power was down and communications disrupted, especially in the Keys and SW Florida, but a remarkable 42% of Florida Station members managed to respond. There was much more good news than bad.

Sadly, one member, FLA Treasurer Clint Bush responded that his boat

Harry and Malinda Keith were aboard their beloved *Lanikai* in Annapolis, waiting and watching as Irma slammed into the Keys, the eye just 26 miles west of their home. As days passed officials were unable to say when they could go home and assess the damage, and the Keiths found the lack of communication and information after the storm immensely frustrating. A few days later they received aerial photos showing the damage to their home. "It was obvious that we had work to do on our roof, but the house was intact," they wrote. "Shutters were still on and in place, and it looked like all storm doors were also." They packed their car with tools, food, clothing, water, a heavy 50-by-30-foot tarp and 600 nails with big plastic caps for securing the tarp. As they headed south, they knew getting such supplies in Marathon would be impossible.

## NEWS FROM STATIONS & POSTS

A long six days later, a path down the main highway into the Keys had been cleared and residents were allowed back as far as Mile Marker 47, just one mile farther down than the Keith's street. Harry and Malinda and their adult son reached their home and began to assess the damage. Save for one palm tree, the landscaping was gone; the roof had been rolled back leaving the plywood beneath it intact; over 26 inches of water had rolled through the workshop, leaving behind mud and damage; one piling on *Lanikai's* dock was sheared off at the waterline; ceiling damage through much the house; wet rugs, damaged furniture, and more. The good news: the house was wet from rain but the storm surge had not risen high enough to allow seawater inside.

"Others were less fortunate," Malinda said. "A 30-foot sailboat we had never seen before was high and dry up the canal on a neighbor's pier. The houses at ends of the canals suffered more from the surge as it piled up at the ends. We know it came within inches of our door sills."

"The current guess is that 50 to 60 boats broke loose from their moorings and piled up on the bridge or through the bridge and were all through the entrance to the harbor," she said.

"That first night we slept in dry beds, and the next morning the sun was shining and the mockingbird was singing," Malinda said. "Harry and our son began to empty the workshop of all tools and crates that were below the surge line, and hose-out the mud and weeds left behind. With the tarp purchased in Annapolis they began to cover the roof, and after many hours over the next two days they had it covered. Fortunately we had taken what we needed with us because Home Depot still was not open. We finally got cell coverage on the 15th, and sewer and water were up when we got there. We still had to boil water, but the friendly faces from the Red Cross, National Guard and other volunteers were busy passing out bottled water, ice, hot meals and box lunches. Electricity was still a

problem on many streets and ours came on the afternoon before we left."

"When we return to Marathon aboard *Lanikai* in November," she said, "we will start working on getting roof replacement and ceiling contractors, then work on the wall replacement. In between those projects we'll keep sorting and throwing out items that are beyond repair."

Bill and Irene Munroe ducked Irma and Florida's summer heat at their North Carolina mountain cabin, while their 36-foot cutter *Decoy* spent the summer, mast on deck, in the old Bertram concrete shed up the Miami River. Their Coconut Grove home survived well with their Man-O-War and aluminum dinghies in the bushes alongside.

Bill tells us that Biscayne Bay Yacht Club and its dinghy sheds had two feet of seawater over the ground, while the main dock decking and basin floats washed off. Lots of boats had been left on the Coconut Grove waterfront as Irma approached, he said, and many were sunk, beached, or damaged. Their owners ignored the lessons from Hurricane Andrew.

On a happier note, Bill says there's nothing like having a friend with a 40-foot cruising yawl ready to go on to the cruising grounds! Early August found Bill in Rockland, ME, with Sennett Duttenhoffer ready to cast off with Jack Towle (BOS/BUZ) aboard his *Sisyphus* for their annual summer cruise. This year it was two weeks Downeast, to Maine's pristine Roque Island and back with good weather and meeting CCA burgees along the way.

Scott and Mary Piper report that they left Miami aboard their J160 *Pipe Dream IX* on July 1, sailing non-stop to the Azores for the CCA cruise there. Onboard as crew was their very good friend Mike Brown (PNW). *Pipe Dream* covered 3,142 nautical miles in just under 17 days, a more-than-respectable 185-mile-per day average. Scott called their Azores experience and the CCA cruise "fantastic!"

From the Azores, they sailed another 947 miles to Cadiz, Spain, completing yet another transatlantic.

According to the record book, this marks *Pipe Dream IX's* 17th Parkinson award for an ocean crossing. Scott and Mary found Cadiz very special and they recommend it to anyone going in that part of the world.

"*Pipe Dream's* trip into the Med was no fun," Scott told the GAM. "She fell into a line of eight ships headed to the strait. The wind increased to 45 knots on the nose. *Pipe Dream* was under a double-reefed main and using the engine."

"One-by-one, all the container ships turned into the wind and stopped," he continued. "That should have told us something. I dropped the main and powered at full RPMs directly into the wind trying to get to the Spanish coast and a lee. Heavy seas swept the deck--both my brother and I had some injury, but we got there in the end."

"The wind blew out of the north all the way as we slogged up to Marseilles, and *Pipe Dream* is there now for the winter.

Scott and Mary arrived home in Coconut Grove just in time for Hurricane Irma.



CLARK HALEY

At peace with the world: five Nordhavns including *Bluewater* (top) and *Happy* (next to top) lie at anchor in scenic Maskells Harbour, one of the Bras d'Or Lakes's prime spots. Maskells is where the CCA was founded in 1921.

Aboard their trawler *Bluewater* in Maine, Milt and Judy Baker joined with seven other Nordhavn motor yachts for an easygoing six-week cruise to Nova Scotia, Cape Breton, the Bras d'Or Lakes, and Prince Edward Island. Milt said the summer weather was as close to perfect as it gets in the Maritimes—warm sunny days, little fog, and generally great cruising conditions. He and Judy found the Nordhavn camaraderie amazing.

## NEWS FROM STATIONS & POSTS

*Bluewater's* buddy-boat for the cruise was the Nordhavn 47 *Happy*, owned and operated by Wytie and Sally Cable (SOC).

"When we look back on the summer," Milt said, "Judy and I know that what brings us back to Atlantic Canada again and again is how peaceful and uncrowded it is. It seems that so many American yachties are reluctant to do the miles to get to the Maritimes and, usually, beat back against the prevailing sou'west-erlies. That's fine with us because it leaves the region largely devoid of cruising boats. Jam-packed anchorages are unknown, and supply and demand combine to keep slips open and berthing prices low. Cruising here we embrace the intrinsic Canadian friendliness we found from post-card-perfect Lunenburg, to the busy, vibrant Halifax waterfront, to the laid-back Bras d'Or Lakes, to serene Prince Edward Island, Canada's gentle isle. Everywhere in Canada we went this summer we were welcomed with warm Canadian charm and hospitality. That never seems to change."

Round trip from Southwest Harbor including local cruising in Canada totaled about 1,300 nm, and the Nordhavn crews found the six weeks between July 15 and Sept. 1 just right for a summer cruise in the Maritimes.

Pieter de Zwart and his wife Joanna report that in May they took "real physical possession" of their new sloop *Pastime*, a very nice 1980 Baltic 51 that had laid unused for five years. They stepped aboard for the first time in Mystic, CT, and spent two weeks making her into a livable, sailable cruising boat.

With plans to sail her to the Caribbean in the fall, they headed to Maine where they fetched Paul and Carol Connor (ESS) and continued onward to Nova Scotia on a 10-day cruise with stops in Shelburne, Lunenburg, and Yarmouth. Unfortunately, they report, it was a mostly windless trip, though one that confirmed that the engine worked well.

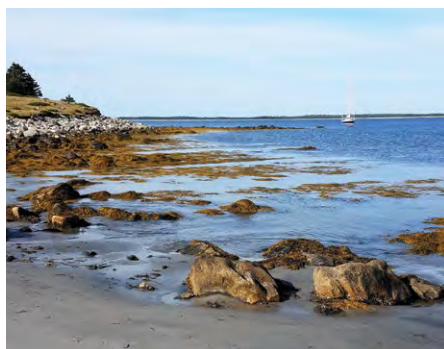
Along the way, they met up with Brad and Ann Willauer (BOS/GMP)



*Pastime with the Dutch square-rigger Europa in Lunenburg.*

aboard *Breezing Up*, Brian Smullen (BOS) and Mike O'Flaherty (BOS) aboard *Namhara*, and Ernest Hamilton (BDO) on *Glooscap II*. They also crossed paths with Joe Hoopes' (NYS) *Palawan* in Yarmouth where they also met BDO historian David Arenburg who kindly stopped by to see if they needed any help.

"We got the first rain in Lunenburg," Pieter said, "but it did not dampen our joy of seeing a gathering of some 15 big schooners and square riggers, including two from Holland. As a result of these activities Lunenburg was hopping."



*Pieter and Joanna's Pastime anchored off Cape Negro, Nova Scotia*

As Hurricane Irma ravaged the Caribbean and Florida, Pieter and Joanna concluded that 2017 was not the year to take *Pastime* to St. Martin or any other Caribbean island. Instead, they returned her to Penobscot Bay and stored her for the winter at Atlantic Boat in Brooklin, ME.

PIETER DE ZWART

"So," Pieter said, "our wonderful sailing season ended prematurely and quite abruptly. But it reminded us of the saying 'Man plans and God laughs.'"

Steve and Karyn James' Chuck Paine-designed *Threshold* sailed over 4,000 miles this summer. After leaving her winter berth in Gaeta, Italy, the James' zipped through the Italian (San Remo) and French (Villefranche, Antibes, St. Tropez) Riviéras, then down to Menorca (stocking up on Mahon gin), and Mallorca (picking up a new staysail), all to be part of the CCA's Azores Cruise in mid-July. It was a tight schedule. They picked up their crew ladies—Alex Robinson (daughter of John, PNW) and Past



*Threshold's crew just arrived in Horta: Sheila McCurdy, Alex Robinson, Karyn and Steve James*

BARBARA WATSON

Commodore Sheila McCurdy—in Alicante, Spain July 4th, dashed down to Morocco for their EU VAT exit and a quick medina tour, then across to Gibraltar to see the war tunnels and Barbary monkeys, and on to Lagos, Portugal, to await favorable weather.

*Threshold* logged a fast 800-mile passage on a steady beam/broad reach arriving in Horta where FL R/C Barbara Watson greeted her at the dock. Barbara, and Sheila's husband Dave Brown, were joining *Threshold* for the CCA cruise. The cruise had three other owner-operated yachts that had crossed the Atlantic to be there: Scott and Mary Piper's *Pipe Dream IX* (FLA), Pete Kolyer's *First Draft IV* (NYS), and Tom Kiley's *Snow Star* (BOS). All of us and about 40 other CCAers aboard eight charter boats did a week-long cruise through

CAROL CONNOR

## NEWS FROM STATIONS & POSTS

the lush volcanic Azorean islands of Faial, Pico, Sao Jorge and Terciera, enjoying local wines, cheeses, and hearty Azorean cuisine.



Sheila McCurdy and Barbara Watson update Threshold's sign on the Horta waterfront. Threshold first visited Marina Horta and painted this sign on her eastbound crossing in 2004.

At the end of the cruise, the four owner-operated boats headed over to San Miguel, and eventually split off to the distant shores of Madiera/Canaries, Cadiz, and Lisbon and Lagos. *Threshold* is now decommissioned for the winter in Lagos.



Neighbor Hetty Van de Kreeke lends a hand as *Straight On Till Morning* passes through a lock

Ken Hege and Pat Montgomery tell us their Schucker 43 motor-sailer *Straight On Till Morning* spent a wonderful summer in the northeast canals of France. After a mad dash up the Rhone au Rhine, they cleared out of the EU (for taxes) then back in,

headed to Strasbourg for a month, then on to Nancy, and the canal Vosges to the upper Soane. They passed through locks designed by Le Corbusier, explored the great crystal factories of the Black mountains, watched symphonic light shows cast on 14th Century cathedrals and drank some of the best (and worst) wines France had to offer.

The CCA Azores Cruise offered them a welcome change of scenery. Ken and Pat joined the *Pipe Dream* crew in Horta and skipped thru the islands departing in Ponta Delgada. They said Scott and Mary Piper were the consummate hosts and crew-member Mike Brown (PNW) proved invaluable.

Returning back to St. Jean De Losne, *Straight On Till Morning* was prepared for another winter in heated storage. Next summer Ken and Pat plan to head north to Paris, then on to Belgium and the Netherlands, a perfect staging point for the 2019 Swedish Archipelago Cruise.

Charlie and Heather Lalanne moved their boat from the Mediterranean to the Baltic. Here's what they wrote for the GAM about their trip:

*"After three years in the Mediterranean, Nellie had grown restless and wanted a different kind of adventure, so we took her through the heartland of Europe all the way to the Baltic."*



Charlie and Heather aboard *Nellie* at the start of the trip.



Approaching the Tunnel de Balesmes

Their trip started in Port Saint Louis, France, at the mouth of the Rhone in the Med, and ended in Lubeck, Germany, on the Baltic. Traveling about 2,000 kilometers (1,080 nm) under power and handling almost 300 locks was not easy, but it was amazing for a 49-foot bluewater sailboat to be able to navigate the rivers and canals of Europe. *Nellie* is a Hinckley 49-foot ketch with a 5 ft. 8 in. draft with her centerboard raised. Her masts were shipped by truck, and *Nellie* was transformed into a canal boat. We were fortunate to have several friends and family join us along the way, including R/C Barbara Watson and her friend Katie Christie.



Barbara Watson handling lines in the Detzem Lock

Highlights along the way included Avignon (with its Palace des Papes); St. Jean de Losne (the center of the canal network in France); Metz (where the Germans prepared for the Battle of Verdun); Hanover (where Beethoven's house is a museum); and Lubeck (once the center of the Hanseatic League). Much to see in just ten weeks. They took side trips to Verdun, Hamburg, Berlin, and Copenhagen.

## NEWS FROM STATIONS & POSTS



*Cochem Castle atop hill overlooking the town of Keus on the Moselle*

One pleasant surprise was the cost of dockage—sometimes free and never more than about 25 Euros a night. We were also surprised to find that the Rhone and much of the French canal system was not very busy. In fact, the middle of France seems to be in economic decline, but we found the *ecclusiers* (lock keepers) very friendly and helpful, and the wine was spectacular and inexpensive. All in all, it was a challenging trip, but a very rewarding one. We look forward to next summer on the Baltic.

Glenn and Eddie Tuttle spent a month over the summer aboard their Grand Banks *Tothill* cruising to St. Petersburg where they had the good fortune to attend the CCA party honoring Charlie Morgan for his 50th anniversary as a Cruising Club member. They also enjoyed spending time with R/C Barbara Watson at St. Petersburg Yacht Club. In late August they began a road trip west with their Italian water dog Peppino from their home in Punta Gorda, FL. Tut and Eddie drive like they cruise, exploring interesting places and visiting friends. They report that they had a great time in Colorado visiting long-time cruising friends, Scott and Mary Flanders.

Hurricane Irma intervened and they drove east from Colorado to get closer to Florida, but not too close. They spent four days in Arkansas waiting for the worst to hit both boat and home. Luckily, the storm turned away from the coast just as it reached Punta Gorda. Their home and boat experienced 70-mph winds but had no damage.

They are very grateful and hope to soon be on a winter cruise to the Keys, Ft. Lauderdale and perhaps the Bahamas.

What a great example Harvey White sets for the Cruising Club at age 92!

He was elected to the CCA 50 years ago and presented his 50-year membership medal in June by BOS R/C Bob Morris. At one point a year or two ago Harvey seriously considered selling his dark green Saberliner 42 *White Caps*, but it didn't take him long to conclude that he still loved the boat, still loved cruising, and he'd be lost without his boat—that not having the boat would change his life! So she was quickly taken off the market.

For the past two years, Harvey has cruised *White Caps* from her summer homeport, Marion, MA, to Maine's Penobscot Bay. This year he made the two-man delivery with a younger crew-member who's just 87. Then he was joined by wife Judy in Rockland for a wonderful few weeks.

"As it turns out we caught a lobster pot going into Seal Bay, and I had to go in swimming without my wetsuit which was stored at home," he said. "Damn cold water at any age!" Harvey reports it took him 10 minutes in the cold Maine water to get the pot warp untangled.

"Judy and I had a fabulous summer," Harvey said. "Not going very far, but enjoying Penobscot Bay and surroundings. Rockland's Yachting Solutions Marina was the perfect home base. It was Jack Towle's (BOS/BUZ) home base too. Rockland has matured into a vibrant community. Now we're looking forward to next year on Penobscot Bay!"

And Harvey's many fans and friends in Maine look forward to welcoming him back.



*Charley Morgan receives his CCA 50-year Membership Medal from R/C Barbara Watson*

Harvey is not the Station's only new 50-year member. Charley Morgan was presented with his 50-year CCA membership medal by R/C Barbara Watson in June in St. Pete, along with a framed photo of *Heritage*. Tito and Renée Vargas hosted 40 Cruising Club members and guests for a poolside buffet party and Rum Keg. Mixologist Joel Taliaferro made sure the Keg was filled. 'Telegrams' were read and there was even a video to congratulate Charley.

With the assistance of Dutch friends Hans and Thea Kawk, Jim and Marge Fuller chartered a 43-foot steel, double-cabin motor yacht in Sneek, Holland, to explore the Friesland area of Holland. This area is comprised of mostly "new land" reclaimed from the seas over many years. Friesland is in the Northwest part of Holland, bordered on the west by the IJsselmeer and the south by the area east of Amsterdam. Here's their report:

"This was a trip that no cruise ship or commercial venture can duplicate as you're your own skipper and in charge of your itinerary. Jim and Marge were fortunate to have Hans and Thea, who've been cruising those waters for over 40 years."



*Our chartered steel motor yacht*

# NEWS FROM STATIONS & POSTS



CCA burgee among many others at the Royal Netherlands Sailing and Rowing Club

Something unique to Holland is that there are few commercial marinas or yacht clubs. The marinas we visited were operated either by a village or a husband and wife as a business. We did not need fuel—a good thing as we saw only one “fuel dock” on the entire trip. Yacht clubs were usually small and manned by volunteers. The only exception was the Royal Netherlands Sailing and Rowing Club in Muiden where we were welcomed very graciously and found the CCA burgee proudly displayed. We were pleased to see our home Vero Beach YC burgee there as well. We enjoyed the club’s hospitality with a drink on the deck at waterside. They raised the U.S. flag as a courtesy to a visiting U.S. yachtsman.

We stopped in Amsterdam at a full-service commercial marina called Six Haven. It had many international yachts as there is a nearby entrance from the sea. It’s a very short ferry ride across the harbor to the center of Amsterdam—a major culture shock after the small villages we’d been seeing. It was worth the stop as Amsterdam was one of my destinations due to my past career as our European headquarters was here.



Windmill in Sloten at night

The villages of this area are unique. Many are unreachable by car, and the streets are too narrow to accommodate today’s cars. The solution? Villagers park a few kilometers from town and ride bikes to their homes. A typical village in this area consists of a church, a bakery or two, a small grocery, one or two restaurants/pubs, and a windmill for pumping water from the “polder” (low land) to the canal. Due to changing social and economic circumstances many of these villages are now either upscale retirement or seasonal destinations. They have done a beautiful job retaining the local architecture and building practices.



Toll collector: 2 Euros

Our weather was not your typical northern fall cruising weather. It was unusually cold and wet. Of the 13 days of the trip we got to wear shorts one day and the rest of the trip was in foul weather gear and layered clothing. We were told this was the coldest and wettest September on record. True, weather could’ve been better, but it did not detract from this outstanding trip.

**Locks & Bridges:** Our speed was determined by the number of bridges and locks we had to transit. Openings were at the discretion of the operator and traffic. The locks on the Rhine were large and could accommodate larger barges. Bridges would open on demand except for lunch and tea. Some bridges charged for passage.



Marge putting her toll in a blue wooden shoe

All in all this was a memorable trip that can in no way be duplicated unless you do it yourself. The boat was well equipped and outfitted. Provisioning was easy due to the abundance of grocery markets, no supermarkets as a rule, and availability of numerous villages and towns to tie up in.

Would we do it again? Absolutely!

Box score:	
Days underway	13
Lay days for weather	1
Nautical miles	291
Average miles per day	35
NMPH average	4.4

Scott and Mary Flanders have been busy land cruising, reporting that they just completed a three-state, six-week swing with Jeep buddies ending at the Albuquerque Balloon Festival in October. Scott says for jeepers this trek is the equivalent of high latitude cruising—except the jeepers are back in their motorhomes each night. In the rock world ½ knot is sometimes too fast!



Glenn and Eddie Tuttle and their Italian water dog Peppino together with Scott and Mary Flanders enjoying a stop at the Imperial Hotel's bar in the old mining town of Silverton, CO. Can you imagine how many beers have been passed over this bar in the past 135 years?

# NEWS FROM STATIONS & POSTS



Predawn launch of 5 balloons testing the morning's air currents as well as putting on a light show

MARY FLANDERS



A small cropping of 500 hot air balloons in the air at once during the Albuquerque Balloon Festival

SCOTT FLANDERS

## GREAT LAKES

As we put pen to paper for these notes from the Great Lakes concerning a few activities of our Station colleagues, we were struck by the fact that three reliably peripatetic members are, to most appearances, land-bound, up on the hard, hearth-sitting, or any other adjective used to describe energetic and accomplished globe-circling sailors now without a boat. Which makes reporting about voyages a little more difficult. And then in this post-autumnal equinox time of year, most of our Station's boats have been retired for the season so there are surprisingly few stories left to tell. Except for Jim and Jean Foley, who are heading back to Australia for more cruising in the summer season there in their big aluminum sloop *Onora*. There is the hope that we will see them again at the Annual Meeting in New York, but one never knows what mischief they will find to keep themselves busy down in Oceania. Meantime, having solicited adventure and cruising reports for this issue of GAM, we got Jim's wonderfully understated report about their summer activities here in the northern hemisphere: "Our adventure was renting a narrow boat in the British Midlands for a week. We visited seven pubs." Hmmm.

Sally and Bob Medland had a week's worth of good fun with Rob and Kate Beebe cruising the Maine coastal islands in *Acorn*, including a pleasing rendezvous with Stafford Keegin (SAF), a meeting-up and dinner with Doug & Dale Bruce (GMP) in Camden, ME, and then the discovery of Chris and Kara Museler (BOS) and their two kids, in their well traveled wood schooner *Magic* on the moorings in Buck's Harbor. Further, the Medlands, who do get around some, report participating in the NAS Cruise in Sweden. On more local matters, Bob tells us that Lake Ontario suffered from 100 year record high water this year. At RCYC in Toronto the docks went well under-water in the early spring and stayed there, effectively preventing a lot of boats from ever being launched at all.



Bob and Sally Medland with Rob Beebe on his yawl *Acorn*

BEEBE

You could speak with Arthur English about his problems with that.

Which leads us to mention that GLS Toronto members Bob Medland, Cam Macrae, and John Macrae were all on Les Crane's Farr 56 *Monterey* when she went down 200 miles off Bermuda this spring, which is a story for them to tell somewhere else in these pages one day. You should know that it was a tough situation that, without extensive experience, preparedness, teamwork, and training, might have turned out more tragically, though *Monterey* was lost. Les, a native Torontonionian, is a most valued honorary member of GLS, though BDA rightfully claims him these days.

From the south, the very distant and frozen place south of all the Americas, comes mention of Magnus Day, our GLS ice pilot, expeditioner, and adventure-bound member from the Great Lakes Station who has a feature article in *Sailing World* magazine this month. It's about his circumnavigation of the Falkland Islands with Argentine partner and adventure photographer Silvia. In that same issue of *Sailing World* we noted a fine essay by Skip Novak, a GLS native of Chicago, our acknowledged master of sailing in both polar high latitudes. He considers some of the finer attributes of a good offshore yacht that we should all read and pay attention to.

In April we gathered in Detroit for the mostly annual Station weekend, something billed this year as an exploration of the urban renaissance in the city of Detroit. This day-long program was led by Kate Beebe, an urban planner who led the team that

Florida Station luncheons started up again Sept. 21 at St. Petersburg Yacht Club, with the next one set for Oct. 19. First Stuart lunch of the season will be Nov. 14, and luncheons at Lauderdale Yacht Club and Biscayne Bay Yacht Club are on the schedule for 2018.

And be sure to put these on your calendar: Rum Keg Rendezvous at George and Mary Uznis's home in Fort Lauderdale on Jan. 19, and Florida Station Annual Dinner Meeting will be at Coral Ridge Yacht Club, Ft. Lauderdale on Jan. 20.

All CCA members are welcome at all Florida Station events. Be sure to check the calendar of events on the FLA webpage here: [fla.cruisingclub.org](http://fla.cruisingclub.org)

Milt Baker, Historian

## NEWS FROM STATIONS & POSTS



Skip Novak

NOVAK

the rum keg—it's the boat show and the chance to get together afterwards. The show provided a wealth of information by way of seminars including a presentation by your new *Voyages* editors Jack and Zdenka Griswold on their circumnavigation on *Kite*, plus information on marine surveying, metallurgy, traditional small craft, paddling the Maine coast, a presentation by Curtis Rindlaub editor of *A Cruising Guide to the Maine Coast*, and new tech products and techniques used in the marine field. The seminars alone make the show worth attending!

laid out economic development and urban policy for the city's mayors. We were brought deep into the process of rebirth in downtown Detroit, walked through the Eastern Market, shown up and down the avenues of success and failure, and then, to top-it-all-off, a late afternoon visit to Motown Records. Lunch was served up, as any local might guess, in the city at Bayview Yacht Club. A welcoming cocktails event at the Beebe's house was popular and then, amazingly, Tom and Sarah Post conducted a formal sit down evening dinner for 26 people at their house on the Saturday. We felt quite proud to have nearly 30 members and guests attending from Michigan of course, Norway, Chicago, the reliable bunch from Toronto, Sheila and David from Rhode Island, and honored to have Commodore and Suzie Binch with us from Connecticut.

Rob Beebe, Co-Historian

### GULF OF MAINE

Spring arrived in Maine on schedule with the 'new' Maine Boatbuilders Show held in its new venue at the Portland Sports Complex on March 24 to 26. What didn't change this year was the hospitality of Phin and Joanna Sprague who have been so generous to the CCA over the years in hosting the CCA GAM following the boat show. The event is clearly a big hit with our members. This year we had 70 people sign up – a record possibly for a GMP event. For a while we thought it was the rum keg that was attracting people but that is clearly not the case since we didn't have



Capt. Greg Belanger on Phin Sprague's Harvey Gamage Cuba program

JEANETTE PHILLIPS

Twenty CCA members had the opportunity on April 15 to visit and tour The Landing School located along the banks of the Kennebec River in Arundel, Maine. Started in 1978, the school is now a degree-granting accredited institution educating our next generation in the marine industry and offers structured training towards careers in yacht design, marine systems, composite boat building, and wooden boat building. The tour gave us a look at the composites construction area and wooden boat workshop, the design lab, and the library facilities. A particularly interesting part of the school is the 'boatyard' where privately owned boats are brought to the school for repairs and upgrades with the students doing the work as part of the marine systems program. Following the tour was a talk titled "How to Survive a Survey" by marine surveyor Patrick Goodrow of Marblehead, MA. In addition to the topics you might expect to be covered there was a discussion on the use of thermal imaging for non-destructive



Bluebird, flying Big Red at the Start of Leg 2 of the Bermuda 1-2 Race, Town Cut Bermuda

JAN STRINGOS

evaluation of the hull and structure.

In June GMP member Gust Stringos, and crew John Priestley, completed this year's Bermuda 1-2 Race on Gust's Morris Justine 36 *Bluebird*. Gust, sailing single-handed to Bermuda, took 2nd place in Class 4 and, double-handing with John, took 1st place in Class 4 on the return from Bermuda. On the way back to Maine Gust penned these thoughts on offshore racing:

*"So now this adventure is coming to an end. As always happens, many times during the race I wondered why I am doing this, and whether I would do it again. One gets cold, wet, seasick and very tired. We and the boat get beat up. You feel lonely and scared."*

*The positives of the race: In today's world, we don't get many opportunities to really stretch ourselves. We don't get time to be by ourselves. We don't take a break from the mind-numbing daily pulse of the news. The race provides a healthy antidote to all of that. ... while the sailors are all very competitive, we know that we are all there for each other, ready to help, and that this bond is much more important than winning. Sometimes, this help is a heroic rescue of another sailor; other times, it is simply standing by, giving emotional support. There is a tremendous feeling of camaraderie and bonding that develops. I haven't really experienced this in too many other situations."*

Also in June, Post Captain Maggie Salter and Al Hickey welcomed the GMP to their home on Cousins Island in Yarmouth, Maine for a spring gathering and potluck dinner complete with rum keg provided by Garry and Leslie Schneider. The setting was

continued on page 25

# HISTORY OF THE CCA

## Tracing Our History XVII 1961 - 1962

As these articles progress, they begin to include the names of individuals whom many of us have known, hopefully making the stories or reminisces more pertinent and enjoyable.

The recent Hollywood production *Dunkirk* prompted several members to suggest that some mention be made of that heroic event. The 1940 Blue Water Medal was presented to the British Yachtsmen at Dunkerque.

The citation reads, "To the British yachtsmen who took part in this rescue, both those who survived the hazardous undertaking and those who gave their lives in the attempt, The Cruising Club of America awards its Blue Water Medal for 1940."



Reindeer • E. Newbold Smith

This event and the citation were mentioned in the Fall 2011 issue of the GAM (Tracing Our History V). The heroic efforts of the British yachtsmen far outweigh the Hollywood version and make fascinating reading for those inclined.

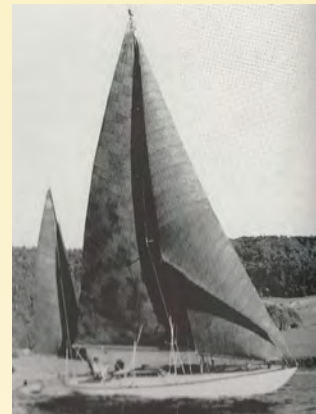
The Marblehead-Halifax Race, sailing in its often foggy conditions, saw the following members bring home silver: Newbold Smith's *Reindeer* was first on corrected time and first in Class C. Other winners included: Class A - First - *Magic Carpet* - Peter Richmond; Second - *White Mist* - Blunt White; Class B - First - *Gay Gull III* - Bob Love; Second *Salmagal III* - Arthur Homer; Third - *Blithe Spirit*, Forbes Morse; Class C Second - *Astral*,

Bob Hall. Smith and *Reindeer* went on to win the first N.O.R. trophy championship with 14 points previously won in the qualifying races (Annapolis-Newport, Marblehead-Halifax and the Vineyard Series).

The CCA Cruising Citation was established in 1961. The Board of Governors felt there were many prizes given for the Bermuda Race and other racing events. The intent was to establish a trophy reflecting the true meaning of the Club and the premise under which the Club was formed. The awarding of the trophy by the Awards Committee would be predicated on the awardee's completion of a long distance cruise. The cruise would not 'simply' be a transoceanic cruise; but venturing to distant places and to seldom visited destinations. In the 1960's the Labrador Coast and the Canadian Maritimes were popular destinations. Internationally known artist and CCA member Charles J. Lundgren volunteered to design the citation to be presented yearly. (Prior to 1961 several members had made cruises that certainly would have qualified them for the award.)

Probably the most significant cruise of the year was the Club cruise to the Bras d'Or Lakes. This was the farthest cruise the Club had attempted. The cruise started in Halifax at the completion of the Marblehead-Halifax Race, heading east rendezvousing in Liscomb Mills, St. George's Creek and St. Peter's Inlet.

The cruise took on a serious note when a near tragedy was averted. Commodore Blunt White, cruising onboard his beloved *White Mist* off Musquodoboit Inlet, came across two fishermen clinging to their overturned fishing skiff. In the frigid, windswept waters their time was growing short when the right man with the right boat showed up at the right time. The Commodore preformed a proper "safety-at-sea" maneuver and snatched the two men from a certain watery grave. In recognition of his efforts, the



Elsie • Gilbert H. Grosvenor

Lieutenant Governor of Nova Scotia sent White a letter of gratitude and commendation.

Entering the Lakes, the fleet continued to Baddeck and Maskell's Harbour, birthplace of the Cruising Club of America. This was the first Club cruise to visit its birthplace and was met by founding member Gilbert Grosvenor on board *Elsie*. (As every member should know, it was on board *Elsie* that the ideas and concept of the Club were formed. At that time, *Elsie* was the only yacht to have flown the CCA burgee continually since the inception of the Club.) Several parties followed, including a gala event replete with bagpipes and Scottish folk dancing. The event was hosted by Gilbert Grosvenor at Beinn Bhreagh, Alexander Bell's home on the lake. (Dr. Bell was Grosvenor's late father-in-law.)

Returning home, winds were mostly from the north as the fleet began its cruise to the west with a stop in Chester, then crossing the Bay of Fundy for a Gam in Somesville, Maine. The fleet of forty-six boats gathered for a final Gam in Pulpit Harbor hosted by Rear Commodore Alan Bemis and the Boston Station. The event's agenda featured a trained tarantula. (No report was included regarding the disposition or behavior of the tarantula.) Following the cruise, each member received a

## HISTORY OF THE CCA

blank postcard to complete and evaluate the cruise. The survey confirmed the cruise was a huge success!

Returning to those members who fulfilled the club mantra of cruising to distant places in 1961 and possible candidates for the newly conceived Cruising Club Citation:

The San Francisco Station had two yachts sailing to distant places. Jack Hedden's *Good News* departed in June for a west to east circumnavigation. Hedden started his circumnavigation by competing in the San Pedro - Tahiti Race.

The exciting and longest ocean race at that time - a 3,751 mile race from the West Coast to Tahiti - was dominated by CCA boats from the west coast with

fleet racing from San Pedro to Honolulu in the 22nd running of the Honolulu Race on July 4th. Three members participated in the Los Angeles-Tahiti Race and later rendezvoused with two



Figaro • William T. Snaith

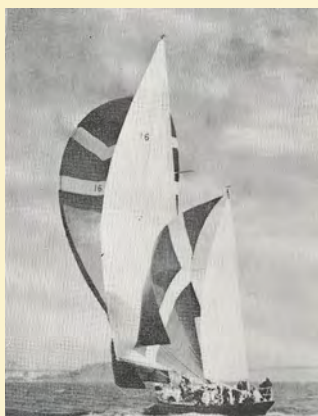
other station members in Bora Bora creating the southernmost Gam of the CCA for the year.

Boston Station's Norry Hoyt, having made eight transatlantic passages in the last nine years, sailed Bill Snaith's *Figaro III* to St. John's, Newfoundland where Snaith rejoined the crew. The boat was abeam of the Scilly Islands eleven days later equaling or besting the time of the Western Ocean Packets of the 19th century. To put it mildly, this was a fast passage in heavy weather. During this first leg of their voyage, they were only able to take five sights. The final fix was calculated from a crossing of sights taken of Jupiter and the moon. This sight was considered highly suspect since it "looked too good to be true" and placed them dead on track but thirty miles from their DR position - the fix was correct - some pretty admirable navigation! Compare that to today's "press of a button" navigation from a below deck navigator's station.

The Admiral's Cup was established by several members of the Royal Ocean Racing Club in 1957, but it was not until 1961 that American sailors could break into the winner's circle. In that year there were challengers from Sweden, Holland, France, and the United States. *Cyane* (Past Commodore Henry DuPont), *Figaro III* (Bill Snaith),

and *Windrose* (Jakob Isbrandtsen) had previously raced across the Atlantic in 1960 to Sweden and made up the CCA contingent. (Following the 1960 racing season in Sweden, *Figaro III* was shipped back to the States. Snaith then sailed *Figaro III* back to Sweden in 1961 for the Admiral's Cup Series - that's a lot of commuting and several Parkinson Awards in a short period of time!)

The weather was typical for the series; nasty, with a strong gale blowing in the Irish Sea for the Fastnet Race. Ninety-five boats started, with thirty-three withdrawing due to the severe weather. The American team became the first foreign team to win the series and thus brought the cup back to the United States. *Windrose* was the high scorer in the series finishing second in Class II and third in the fleet; *Figaro* finished third in Class I and sixth overall.



Good News • John H. Hedden

*Athene* (Jim Wilhite) first, *Good News* (Jack Hedden) second, and *Nova del Mar* (John Scripps) third. Following the race, *Good News* proceeded to the Fiji Islands, Brisbane, and Singapore. Hedden then planned to continue through the Red Sea and Mediterranean to England, crossing to the east coast of the United States and through the Panama Canal and home, an estimated distance of 30,000 miles. Along the way Hedden sent a monthly report, "Good Newsletter", to friends and family. Imagine a monthly letter being mailed from halfway around the world taking weeks or months to reach the recipient compared with today's blogs available on your screen within seconds (whether you want them or not).

Richard Steele's *Odyssey* and Gordon Curtis' *Vixen* represented the Southern California Station in the forty-one boat



Drayton Cochran

Drayton Cochran was awarded the Parkinson Trophy in 1961 for his transatlantic passage in his new schooner, *Westward*. Cochran was no newcomer to distant cruising in large boats having completed three previous transatlantic passages in his 105-foot schooner, *Mabel Taylor*. (Cochran later commissioned Abeking and Rasmussen to build *Little Vigilant*, a motor sailor on which he cruised the coast of Europe and the extensive European canal system.)

## HISTORY OF THE CCA



Westward

[The high level of craftsmanship and service available at A&R following World War II prompted Cochran to enter into an agreement with CCA member Waldo Howland to begin building and importing Concordia yawls into the United States. This was the beginning of the fleet of Concordia yawls that were highly popular with CCA members of the 50's and 60's. A&R built ninety-nine yawls over a seventeen-year period, this being the largest production run in the history of A&K.]

Built in 1960 at Abeking and Rasmussen in Germany and at 125 feet overall, the steel hulled schooner, *Westward* was the largest boat in the CCA fleet. Following her commissioning, Cochran sailed *Westward* to the North Sea and the Baltic, returning to A&R later that summer for a "tune up" before heading south to Lisbon, Madeira, the Canaries, and the Cape Verde Islands. Heading westward to the West Indies, rigged as a staysail schooner with a jib-headed mainsail and square yard on her foremast, she made the downwind passage from the Cape Verdes to Barbados in eleven days.

Now entering the picture is CCA member Corwith "Cory" Cramer. Cramer had fallen in love with the sea at an early age. Raised by seagoing parents and educated by his mother aboard the family yacht, Cramer finished Yale in 1949 and began

offshore cruising and racing. Taking a job at Wood's Hole Oceanographic Institute as a research assistant, "Cory" joined the research sailing vessel *Atlantis*, (discussed in a previous article). The captain, realizing Cramer's skills, promoted him to navigator. The Korean War interrupted Cramer's research/sailing career and he joined the United States Coast Guard becoming the commanding officer of a search and rescue cutter. The idea began percolating that he could combine education and sailing. A career in education would allow him the necessary time in the summers to pursue his love of offshore sailing and racing. (It was during this time that Cramer navigated Carlton Mitchell's *Finisterre* to her third victory in the Bermuda Race.)



SEA's founding director, Corwith "Cory" Cramer, on *Westward*, 1976

Cramer then began searching for information on ships that could be used as a teaching platform, plus giving students an opportunity to become proficient seamen.

At this time another CCA member, Irving Johnson, came on stage. Johnson

had been running this type of sea education program for several years with his two *Yankee* schooners (profiled in an earlier article). Cramer contacted Johnson for advice on an appropriate ship and was told *Westward* would be an ideal choice. She was a "close cousin" to *Yankee* and ideally suited for the job.



Westward

Cochran had previously sold *Westward* and she was currently in the possession of the Oceanic Foundation in Hawaii and not for sale. As 'luck' would have it, the foundation developed financial problems and filed for bankruptcy. Cramer bought *Westward* for \$90,000 in July of 1971 and began organizing an elaborate campaign to publicize the program. There were multiple problems along the way, but when the ship left San Diego all twenty-four bunks were filled with cadets eager to learn at sea. Thus was the beginning of SEA as we know it.

The 1961 Blue Water Medal, without date, was awarded to Vito Dumas of Argentina. In the winter of 1942-43 the forty-three-year-old, Dumas made a single-handed circumnavigation south of latitude 40 degrees. Sailing his 31 foot motorless ketch, *Legh II*, he departed Buenos Aires in July (early winter) heading for Cape Town. Vito arrived in Cape Town after fifty-five arduous days at sea, covering 4,200 miles. After recuperating and resupplying, he departed on his 104 day, 7,400 mile passage to Wellington, New Zealand. The next leg of his saga took him to Valparaiso where he arrived after fifty-five days at sea and 5,200 miles. Nearly home as the crow flies, Tito still had 3,200 miles

## HISTORY OF THE CCA

to sail and the rounding of Cape Horn. Doing this in the dead of winter he arrived home in thirty-seven days. Back in his homeport of Mar del Plata, he had completed his circumnavigation in one year and six days. This circumnavigation was not an isolated feat for Dumas



THE FLAGSHIP • Gay Gull III • Robert M. Love

as his other singlehanded, long distance passages included: Arcachon, France to Buenos Aires - Buenos Aires to Havana - Havana to New York - New York to the Azores - the Canaries - the Cape Verdes and return to Buenos Aires - a distance of 17,000 miles.

Robert M. Love was elected commodore at the annual meeting in November succeeding Prescott Huntington. Love had a long history of cruising from the Canadian Maritimes to the West Indies in his forty-foot yawl, *Gay Gull III*. Love operated the Vineyard Haven Shipyard in Martha's Vineyard. During hurricane Edna in 1954, Love was caught singlehanded offshore near Port Clyde, Maine, and managed to navigate at 9 knots under a single stay-sail finally making Point Pleasant Gut where he rode out the hurricane under double anchors. Ashore, buildings were disintegrating and the water rose to record heights.

During World War II in the United States Army Air Force, Love received the Air Medal, Legion of Merit, the Distinguished Service Medal, the Peruvian Cross and was made a Commander of the British Empire. Love became a Colonel and, as Deputy Chief of Staff in the Air Transport Command, was responsible for the delivery of

military aircraft around the world. During the course of the war his adventures included flying the infamous "Hump" between China and Burma. Love's wife, Nancy, also a pilot, was the commanding officer of the Women's Air Force Service Pilots, delivering planes to the military in all corners of the conflict.

The Jeffery Ledge Race was started by the simultaneous blowing of the two steam whistles on Dr. Henry Stebbin's steam yacht *Zephyr* and firing a cannon from Frederick Johnson's *Scaup*. With the din from the two starting boats, it is no wonder that the "all hands below" rule was observed. The season was plagued with a series of hurricanes - Betsy, Carla, Ester (all of the female gender at that time) - but the winds were light for the race with Wells Morss' *Legend* winning Class A. It appears each



Vigo Dumas' 31-foot motorless ketch Legh II

contestant was allowed a diesel or gasoline allowance to be used during the race if the conditions were unfavorable. The committee opted to examine this allowance before the next race and to review the use of electronics as Consolan was becoming increasingly popular. (How many of us ever used Consolan?)

The Cruising Club Measurement Rule has been under scrutiny and revision since the day it was written and 1961 was no exception. Many changes were taking place in the design of the

boats and materials. The revisions were formulated under the guidance of the Chairman of the Measurement Rule Committee, H. Irving Pratt. While the mathematics and reasoning are beyond reciting at this point, a prefix was added to the Rule Book entitled "*Spirit of the Rule*" and it is worth repeating as it is as timely and morally challenging today as it was in 1961:

*"It is the intent of this Measurement Rule to make it possible for yachtsmen to race seaworthy cruising boats of various designs, types, and construction on a fair and equitable basis. The rules are not, and can never be, perfect. In order that the rules may serve this purpose, the yachtsmen themselves must interpret them in keeping with the Spirit of the Rule."*

*No infringement of the Spirit of this Rule nor any method of reducing the rating of any yacht by utilizing questionable, unreasonable, or unsafe methods will be acceptable, and the Club will not issue a rating certificate to any yacht owner who in any manner attempts to defeat the purpose for which this rule is intended.*

*All Race Committees conducting races under this Measurement Rule are strongly urged to require that any unusual practice in rig, hull, ballast, or other factors not covered specifically within these rules, be reported to the Race Committee for a ruling, and in any case, be subject to protest. The test of said ruling shall be whether or not, in the opinion of the Race Committee, the practice would give unfair advantage or in any way violate or circumvent the intent of the rule."*

The membership at the close of the year stood at 710 having begun the year with 698. The club was showing continual growth as it does today.

\* \* \*

The material for this article was obtained from 'Nowhere is too Far; CCA yearbooks; Concordia Yawls - The First Fifty Years (Elizabeth Meyer); Mystic Seaport; Sailing Ships, Science and Stonework: The Stuff One Dream Was Made Of (Lucy Coan Helfrich). Special photographic thanks to CCA Member Peg Brandon of SEA.

*Jack Towle, Historian*

# NEWS FROM STATIONS & POSTS

## GULF OF MAINE ... CONTINUED

fabulous and the dinner was way beyond potluck. Maggie welcomed the forty members and guests that attended, including new members Dale Bruce, Zdenka Griswold, and Michael Mariner. She also recognized the work being done by Vice Commodore Brad Willauer, Past Commodore Jim Harvie, Treasurer Peter Chandler, Membership Chair Peter Stoops, *Voyages* editors Zdenka and Jack Griswold and past editors Dale and Doug



Post Captain Maggie Salter, Jesse Deupree, and Al Hickey touring The Landing School

Bruce, and Safety & Seamanship Chair Ernie Godshalk who were all present. Maggie then introduced John Bischara representing Pantaenius Insurance Company who presented an overall summary of the 'ins and outs' of marine insurance and included information on Pantaenius coverage for U.S. boats traveling to Cuba.

The GMP July event was billed as "An Outreach event with the Cruising Club of America and the Harraseeket Yacht Club to help support the Maine Coast Heritage Trust." With this announcement a bunch of "kindred salts" from the CCA and the HYC, under the guidance and organization of Barney and Caroline Baker, set off



Barney Baker at the Post Captain's dinner describing the July 15th Whaleboat Island - Harraseeket Yacht Club Event



Seal Bay as seen from Hay Island

in HYC boats for Whaleboat Island in Casco Bay for an island cleanup, with the promise of a really good party later. We could have used twice as much time and twice the number of volunteers for the cleanup but in the end a large collection of plastic was recycled and 180 lbs of trash was taken to the Freeport dump. The Harraseeket Yacht Club was the setting for the promised after work party. Beverages, including the CCA rum keg, were plentiful, Barney and friends manned the barbeque and produced a steady supply of hot dogs and burgers, HYC and CCA members provided salads, chips, and desserts – including ice cream – we actually didn't work hard enough to deserve all that!



Working Party on Whaleboat Island

On August 26 thirty-six CCA members and friends anchored on sixteen boats in Seal Bay on Vinalhaven Island and gathered for appetizers on small Hay Island – chosen for its accessibility by dinghy during a falling tide, and everyone got off Hay Island before the tide really dropped thanks to Mark Lenci's shuttle service. It all worked out – the weather was perfect, the anchorage was large and protected, the tide did what it was predicted to do, there were no bugs and the rock cluster chosen for the GAM was just the right size. Most importantly Maggie Salter with the rum keg and ingredients made it just about on time after having to rent a boat from

Brown's Boatyard in North Haven to get there – Maggie's first choice ride with Doug and Dale Bruce didn't work out due to engine trouble.



Jan Stringos, Al Hickey, Post Captain Maggie Salter, and Gust Stringos on Hay Island

While GMP started out this period setting an attendance record of 70 people for the Maine Boatbuilders Show after-hours Gam we broke that record when 77 people signed up for a tour of renovations of Sea Education Association's school sailing vessel *SSV Corwith Cramer* and a tour of the Front Street Shipyard in Belfast, Maine, followed by a catered reception in a shipyard shed. Thanks to the hospitality of J.B. Turner, President of Front Street Shipyard, and the efforts of CCA member Peg Brandon, SEA President, and CCA member Jen Haddock, Project Manager for the *Corwith Cramer's* Major Maintenance Project we all had the chance to see the renovations of the *Cramer* and to tour this impressive shipyard thriving in mid-coast Maine.

By the time this issue clears the presses the GMP will have participated with Lyman-Morse Boatbuilding on October 21st for a Yacht Designer's Forum – an exclusive gathering with some of the world's most recognized naval architects and designers. The event will begin with an Open House at Lyman-Morse in Thomaston, Maine with designers on hand to showcase

# NEWS FROM STATIONS & POSTS



Corwith Cramer under full sail

SEA PHOTO

For further information contact  
Maggie Salter: Msalter52@gmail.com  
or Frank Cassidy:  
fscassidy@roadrunner.com

Frank Cassidy, Secretary

## NEW YORK

The NYS has been active over the past months enjoying our regular dinners with a series of excellent speakers.

We average 35-40 people for these dinners and a good time seems to be had by all.

In August we had our annual Rendezvous at Cold Spring Harbor. There were 13 boats rafted together by early afternoon. We were delighted to be joined by Steve and Linda Dashew in their newest FP78 *Cochise*. As we all know, the Dashews have traveled far and wide over many decades with a number of innovative vessels.

The weather cooperated through the afternoon. In the evening the breeze came on, presenting a few challenges for those anchoring for the night as well as those heading back to the NY/CT shore. All in all a good time was had at a traditional "no frills" raft up.

Peter Kelly



NY Station Rendezvous

SEA PHOTO

## PACIFIC NORTHWEST

The Pacific Northwest has enjoyed a very dry but pleasant summer and the Station took full advantage with two very different cruises at each end of the season. Organized superbly by our Cruise Chairman Phil Swigard, the Spring Cruise took us south into Peter Puget's Sound with visits to Brownsville, Quartermaster Harbor on Vashon Island, quaint Gig Harbor, and a memorable finish in Tacoma.



Cruise Chairman Phil Swigard gives the day's instructions, Brownsville, The Spring Cruise

DOUG COLE

Tacoma you say? Don't most cruisers head north into the San Juans, Gulf Islands, Desolation Sound or up into Alaska? Well, it turns out, there is a lot to see if you head south of Seattle.



John and K Robinson, Joyce and Tad Lhamon, Spring Cruise

DOUG COLE

First, the towns are full of interesting history. Lt. Peter Puget, RN explored and gave place names to the region as he commandeered two rowed longboats as part of Capt. George Vancouver's great voyage of exploration in 1792. Puget's career was long and illustrious and he finished as an Admiral. Lt. Charles Wilkes,

### Upcoming Events:

December 9, 2017 Saturday:

Damariscotta River Grill luncheon with a presentation by Joe Harris on his recent single-handed circumnavigation on *GryphonSolo2*.

January 20, 2018 Saturday:

Winter Pot-Luck Dinner at the home of Jim & Ruth Harvie, Topsham, Maine.

February (TBD), 2018:

GMP Ski Gam at Garry & Leslie Schneider's ski camp, Sugarloaf Mountain, Maine.

March 23, 2018 Saturday:

Maine Boatbuilders Show Gam – Portland Yacht Services. At the Portland Sports Complex, Portland, Maine.

## NEWS FROM STATIONS & POSTS



Jon Bowman's Constant and Peter & Ginger Niemann's Irene, Tacoma, Spring Cruise

USN, continued exploring and naming into the 1840's. He fetched up in his captain's gig in a cozy harbor during a storm and Gig Harbor found its name. Nearby is the Tacoma Narrows with its famous bridge, christened "Gallop Gertie" when it twisted itself into oblivion in 1940. It has been sturdily re-built. Tacoma was called the "City of Destiny" when it was designated the western terminus for the Northern Pacific Railroad in the 1880's. The city has seen a recent economic revival



The Tacoma Museum of Glass, Spring Cruise

and is one of the most densely-packed museum venues in the country, offering the Tacoma Art Museum, Museum of Glass, the Washington State History Museum in the old Union Station, and the LeMay Automobile Museum within walking distance of the downtown yacht harbor. It seemed like a good place to hold the final gathering of the Spring Cruise. For those surviving the traditional Rum Barrel and Clam Chowder night at the Quartermaster Yacht Club, the Dock Street Marina was the perfect spot to settle down in the big city and enjoy the cultural sights that Tacoma offers. It was a very successful cruise.

PHIL SWIGARD

The Fall Cruise headed north, this time to the famous and numerous rapids which crowd the passages between the upper reaches of Vancouver Island and the mainland. Looking for the Northwest Passage, in 1792 Capt. Vancouver and his intrepid Lt. William Broughton discovered that ebb tides flowed in opposite directions near the southern tip of Quadra Island. They deduced that they were not in a passage at all but were, in fact, on the inside of an island at the point



Eventide and Sitka, Fall Cruise

PHIL SWIGARD

home venue at the tip of East Thurlow Island with Phillips Arm and its crabbing and Grizzly Bears stretching out to the north. At Shoal Bay, we enjoyed an elaborate pizza oven dinner at The Pub, courtesy of our proprietor Mark MacDonald. (He is a blue grass horse trader in his spare time!) The weather deteriorated as we moved south through Okisolo Channel and its rapids to our next destination, Wiatt Bay and the Octopus Islands. Here the fleet of 20 boats consolidated aboard Don and Meredith Roose's *Sitka*, Tad and Joyce Lhamon's *Lyric*, Rod and Jill Hearn's *Keewaydin*, and Rick and Maureen Meslang's *Nyad* for the traditional "Host Night", a favorite evening with great hosts. The following day the inflatables converged on "The Cabin", a remarkable skeleton of a structure on the eastern edge of Octopus Islands Marine Park, where generations of cruisers have left their marks with beach folk-art commemorating their visits.

where the tides from northwest and southeast collided and then receded. North of them lay the treacherous constrictions and rapids that served as the playground for "The 2017 Ten Rapids Cruise". Currents approaching 12 knots are nothing to trifle with and the experienced fleet planned accordingly. Starting in Blind Channel on West Thurlow Island, we gathered for a grand opening dinner at the rather luxurious facilities there and exchanged stories of humpback whale, white-sided pacific dolphin and sea lion sightings. An experimental tide generator in the channel in front of our docks worked intermittently to supplement electricity for the lodge. After two nights stay, with a clam chowder/rum barrel extravaganza on the second night, the fleet moved



The PNW Rum Barrel, Fall Cruise

PHIL SWIGARD

north and west to Shoal Bay, a rather different and somewhat down-



The Artists at work Nancy Sirman, Joyce Lhamon, K Robinson, John Robinson, Tom White, and Berit Kenin, "The Cabin", Octopus Islands, Fall Cruise

The names of yachts, large and small, cover the walls and hang from the ceiling of "The Cabin" and the CCA fleet prepared appropriately artistic offerings. Joyce Lhamon and Cruise Chairman Phil Swigard assisted by Tom White, Nancy Sirman, K Robinson, Chrissy Marshall, Tad Lhamon and John Robinson

## NEWS FROM STATIONS & POSTS



Rod Hearne in background with Ernie Godshalk - BOS and Doug Adkins -PNW presenting their artwork, "The Cabin", Octopus Islands, Fall Cruise

coordinated and installed a remarkable driftwood and etched-glass mobile with the names of the fleet whimsically streaming beneath.

The unveiling drew gasps and applause from the crowd. Then, time for a little more rum and back to the yachts, the fleet of inflatables looking a little like the evacuation of Dunkirk as they puttered through the late afternoon mist.

At sunrise the combined fleet weighed anchor together, determined to make the slack at Surge Narrows

and head for the closing dinner held further down the track at Gorge Harbour. Another rum barrel aboard *Eventide* and a terrific dinner with poems and the playing of taps at sunset rounded out the Ten Rapids Cruise. It was a memorable addition to the PNW Station's cruising history.

PNW members continued to range this season. Kaspar and Trish Schibli on *Starfire* transited the coasts of Spain and Portugal. John Kennell finished his circumnavigation aboard *Amulet* in Florida. Glen Wakefield returned from



Janet Brown signing Emerald City in at "The Cabin", Fall Cruise

New Zealand aboard *West Wind II*. Peter and Janet Brown visited Glacier Bay onboard *Emerald City* and Denis and Mary Umstot cruised the narrow bits of the United Kingdom. Doug and Susan Adkins aboard with Harry and Sue Morgan (FLA), along with Sue McNab (PNW) joined the fleet of the North American Station in their cruise of the western coast of Sweden in June. Notably, on September 20, Peter and Ginger Niemann arrived at Nuuk, Greenland having transited the Northwest Passage from the Bering Sea aboard their 50' Herreshoff ketch *Irene*.

The PNW Station remains strong despite the sad loss of five of our beloved crewmates during 2017. When not cruising, we gather at the Seattle Yacht Club for lunch on the second Monday of the non-summer months. Visiting CCA members are always welcomed with open arms.

Douglas Adkins, Historian

## SAN FRANCISCO

As usual, the summer found our Station's members hither and yon. Wyman and Gay Harris thought they'd get a head start on their way back to Alaska, but such was not to be. Two weeks into their planned four-month voyage to Alaska, Gay broke her ankle while stepping from the dock to the boat in Shearwater, well up the BC coast. She got a temporary splint in Bella Bella and flew home with a nurse. Wyman brought *Safari* 350 miles back to Sydney. After eight weeks at home for Gay's broken leg to heal, they returned to *Safari*, but since it was too late to go to Alaska, they went to Barkley Sound on Vancouver Island's wild west coast for a few weeks. They had the whole Broken Group of Islands all to themselves. And on the way back from Barkley Sound to Victoria in the Strait of Juan de Fuca they saw over 50 humpback whales. That's a whale of a story, if you believe it.

Not too far away were Steve and Ginger Mason, who spent three months in British Columbia and Alaska, including 10 days in the magnificent Behm Canal, in Southeast Alaska. For Ginger, staying too long in Roosevelt Lagoon after high tide meant a trip through the rapids in her kayak. *Seajay* is now in Sointula, BC, awaiting another summer of enjoyment.

And then there were those in a hurry. Station Members Michael Moradzadeh (Skipper) and Liz Baylis (Navigator) once again took to the competitive waters of the Pacific in the 2017 Transpac, racing from Long Beach to Honolulu aboard the Santa Cruz 50 *Oaxaca*. With a crew of nine and some upgraded gear, and with more benign weather than last year's Pacific Cup, the team experienced no breakages or failures and reported many hours and days of excellent sailing with a top speed of 24 knots (and a bottom speed of two knots). The highly competitive Santa Cruz 50/52 fleet mostly placed within a two-hour handicapped window after 10 days (2225 miles) on the water.



Preparing the art display at "The Cabin", Fall Cruise



Phil Swigard and Joyce Lhamon presenting the CCA PNW artwork at "The Cabin", Fall Cruise

## NEWS FROM STATIONS & POSTS

Jim Antrim, Liz Baylis (she shows up everywhere), Todd Hedin (Liz's husband), and Stafford Keegin, all members of the Station, took off from Great Cranberry Island, ME, to the Bras d'Or Lakes and back aboard Stafford's *Bay Leaf*. The lakes were absolutely magnificent, as advertised, but, as Todd noted, the crew got droned early after transiting the lock-in, so maybe the lakes are not as remote as they once were. Nova Scotia is loaded with CCA members out and about, of course, including Bras d'Or Station (BDO) members Gretchen and Kit McCurdy, Henry Fuller, Philip Wash, and Judy Robertson, all of whom made the *Bay Leaf* trip even more pleasant. Wilson Fitt's chartlets were really interesting and useful.

Jim Coggan checked in after two wonderful single-handed passages on *Auspice*, a Schumacher 40-footer, in the southern summer, first from Hobart to Sydney, then Sydney to Noumea. He left *Auspice* on a mooring under the supervision of a small boatyard in July, fully intending to return before the southern cyclone season. However, a pre-season tropical low, unpredicted, swept the area, breaking the mooring tackle and sending *Auspice* ashore against a bulkhead. Thanks to the workers and the tug crew, *Auspice* survived. In the next few weeks two named cyclones passed within 10 nm of Noumea. Fortunately, the wind directions were such that *Auspice* was spared. She has been repaired, and awaits Jim's return.

After helping to deliver a friend's Oyster from Mexico to the Marquesas, Sylvia Seaberg and Tom Cundy ended their season in Bora Bora aboard their Schumacher 52, *Cinnabar*, where the weather was exactly the opposite of what the brochures promise. They had lots of rain, squalls, clouds and windy conditions. As Sylvia says, "That's life in the tropics." When it's windy Tom kites. When it rains they do boat chores. When it's sunny they snorkel. Islands visited this season: Nuku Hiva (the Marquesas), Raiatea, Taha'a, Tahiti, Mo'orea, Huahine, and Bora Bora (the Society Islands).



Cinnabar taking a shower

But, not surprisingly, the widest range of sailing experience during the summer months came from Station Members Sally and Stan Honey. Early in the year they sailed their Cal 40, *Illusion*, south from La Paz to Chiapas, Mexico, stopping in many ports along the way. They left *Illusion* at the beginning of May in the hands of the Chiapas Marina folks. She apparently



Illusion in Chiapas Marina

survived the earthquake just west of Chiapas better than the marina did. (See photo above of *Illusion* tied to broken dock). They will be back on board in January to sail on down to the Panama Canal and through to the western Caribbean.



Comanche

In addition to Cal 40 sailing, Stan has been back on *Comanche* and also the J-boat, *Hanuman*. On *Comanche*, he and the crew set a new Transpac record in July. In addition to breaking the elapsed time record, *Comanche* also set a new 24-hour record for the Transpac, sailing 484.1 nm in 24 hours, at an average of 20.2 knots.



J-Class Yacht, Hanuman

Stan also navigated the 140-foot, 160-ton, J-Class Yacht *Hanuman* in the St. Barths regatta in March, in the Bermuda events in July, and in the J-boat Worlds in Newport in August. Stan and Sally both continue to contribute time to the sport of sailing. Stan is chair of the World Sailing Oceanic and Offshore Committee. Sally is chair of the US Sailing Safety at Sea Committee. A lot of chairs, but not much sitting around. And have you noticed, the boats are not entirely slow cruisers?

The Station was honored to host the Fall Meeting of the CCA, and we were pleased at the attendance of over 150 CCA members, spouses, and guests from all CCA's 11 stations. The meetings were held at the St. Francis Yacht Club on Thursday, October 12, and Friday the 13th. Seth and Ellen Leonard (BOS) stopped by on their way down from Alaska and heading south. The yacht club's docks made it really easy for them to attend.

## NEWS FROM STATIONS & POSTS



Diane Barker and Gay Harris sign in the youngsters, Seth and Ellen Leonard

There was a Thursday-evening reception, a Friday-night gala dinner and 12 business meetings held by various CCA Boards and committees. St. Francis Staff Commodore Bob "RC" Keefe made an important contribution to the success of our meeting by arranging for the placement of models in the clubhouse lobby of yachts that belonged to CCA members who were also members of St. Francis Yacht Club, Commodore Jim Michael's *Baruna* among them. There has been a very strong relationship between the St. Francis and the CCA, going back to 1947, and these models highlighted that relationship.



Not Quite the Summer of Love

But it wasn't all business. It never is. Although at least one member of the Planning Committee was skeptical, to say the least, the folks actually danced with abandon on Friday night.

On Saturday, many of the attendees went over to Sausalito for a tour of the nearly completed *Matthew Turner*, a construction project under taken by Station Member Alan Olson and his educational foundation. The *Turner*

is 132 feet long and will be rigged as a brigantine. She's the first tall ship built in San Francisco in nearly 100 years. Following the tour of the *Turner*, the gang boarded the *Seaward*, also owned by Alan's foundation, Call of the Sea, for a pleasant sail on the Bay, and the conclusion of the event. (see more photos on pages 6 - 9)

Coming up, we have our usual lunch meetings on the first Wednesday of each month. We invite all to join us at various venues of interest around the Bay. These feature distinguished speakers (our Station Member, Ron Holland, was just with us) and great food. You can even row to our meetings, so says Don Bekins. Our Christmas gathering, always a special event, will be on December 1st back at the St. Francis Yacht Club. Please let our rear commodore, Bill Foss, or yours truly know if you'd like to attend, and we'll set it up.

Stafford Keegin, Historian

### SOUTHERN CALIFORNIA

Our station is proud to host the 2018 New Zealand National Winter CCA Cruise. Rear Commodore Pete Pallette and his wife Harriet have visited the site and set up the itinerary beginning in Auckland on March 16, 2018. As of this date, October 10, there are 135 members and guests signed up. Charters have been arranged and organized by Joanna Logan and the itinerary

is as follows: The opening reception on March 16 will be at the Royal New Zealand Yacht Squadron in Auckland. The Cruise will include a clockwise circumnavigation of the Hauraki Gulf with events at Kawau Island, Great Barrier Island, Te Kouma Harbor on the Coromandel Peninsula and finally Man O War Vineyard on Waiheke Island. The Cruise will conclude in Auckland on March 27. For those who are interested there will be a separate post-cruise South Island tour arranged by SOC members Jim and Jill Morgan which are capped at 15 couples. Please see the website for information.

Our first CCA SOC luncheon event was held at the Long Beach Yacht Club on April 20, 2017 with 35 members aboard. The featured speaker was Margie Wood of the Singlehanded Sailing Society who participated in the 2016 Singlehanded Transpac Race from San Francisco to Kauai. Not only was this a rough race but it was her first offshore attempt and she finished quite well in her Catalina 34. Unfortunately, the boat was destroyed while being shipped back on a Matson ship.

The next luncheon was held on June 21 at the Balboa Yacht Club and the program featured SOC CCA member Brad Avery who is the long-standing Director of Seamanship and Sailing at the Orange Coast College. He spoke of the long-term flagship of the College *Alaska Eagle*, a 65-foot S&S former Whitbread winner and her 30-year, 300,000 mile voyages, many of which Brad skippered to Alaska, Hawaii, the South Pacific, and the Antarctica. Many of the SOC CCA members, including yours



Pam and Chuck Cook



Ernie Minney, Marty Earlabarugh, Barbara and Steve Barnard

## NEWS FROM STATIONS & POSTS

truly, had occasion to sail on some of these voyages. In 2014, she was sold back to a foundation in the Netherlands and renamed *Flyer* as she was named when she won the Whitbread.

The annual summer party was held August 27 at the site of the former Newport Harbor Yacht Club which is currently being completely replaced by a new structure. Only the club docks remain and the 'club house' is now being housed in the former 3 story, Hornblower motor yacht *Barney Lehman*, complete with lounge areas, bars, and dining facility until the new clubhouse is ready late next year. Some 50 members and guests attended and were treated to a beach barbeque and program arranged by co-chairs Jerry Montgomery and Steve Calhoun. The vice chair of the Transpacific Yacht Club, SOC CCA member Tom Hogan, presented the program featuring the 2017 Transpac Race with newly released video segments, available on the TPYC website. He introduced CCA member and 30 plus Transpac crossings veteran John Jourdane who was Navigator on the Andrews 68 *Mister Bill* (formerly *Condor*) which was newly purchased by owner David Happ. This year's race featured new records in both the unlimited supermaxi and sled classes and lowered the 2225 mile crossing to just over four days.

Long distance sailing adventurer and member, Robbie Vaughan has reached New Caledonia, sailing from Newport Harbor to Hobart, Tasmania on his 60 foot sloop, *Van Diemen III*, where he will end the voyage where his yacht was built and he was born.



Aitch Hamilton, Mimi Hogan, and Robyn Hamilton



Pam and Mick Bacich, Larry Somers, and Lisa Laing in SE Alaska



Mola Mola in Tracy Arm SE Alaska

Mick and Pam Bacich, Newport Harbor CCA members spent the summer in Alaska on their 65-foot Fleming *Mola Mola* and hosted members Larry Somers and Lisa Laing in Glacier Bay. They will leave the boat in Canada to continue the voyage next summer.

Ric and Monica Sanders are continuing down the East Coast ICW on their recently acquired 45-foot catamaran, hiding out in St. Marys, Georgia while they dodge the hurricanes and continue to work on the boat. They plan to eventually cruise the Bahamas and the lower Caribbean before returning to the West Coast.

### Schedule:

Next luncheon, October 19,  
San Diego Yacht Club

Annual dinner, November 29,  
Long Beach Yacht Club

John L. Cahill, M.D., Historian

## 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




limited to a minimum overall length of 58 feet for this first attempt to safely include them.

As much as things change they stay the same. The core constituency that make up the majority of participants in the race continue to be monohull cruiser/racer boats filled with Corinthian sailors. One of these participants recently shared that he gets "permission" from his spouse to race because his spouse realizes that racing the boat makes the boat and skipper safer for cruising by testing the gear and the sailors, not to mention the regimen of safety preparations and training. The same sailor mentioned that his favorite part of the race is the delivery home with friends! This speaks well to the Bermuda race being a part of the CCA and furthering safe blue water sailing.

Registration is open for the CCA's biennial US Sailing-sanctioned Safety at Sea Seminar, March 10-11, 2018 at the Marriott Hotel in Newport, RI. For more information go to [sas.cruisingclub.org/course/sas2018](http://sas.cruisingclub.org/course/sas2018). The Notice of Race and the Safety Requirements for the race are posted on the Official Notice Board at [www.bermudarace.com](http://www.bermudarace.com).

We hope to see many CCA members in Newport for the start whether it be ashore spectating from Castle Hill or down on the starting line...and of course in Bermuda at the Royal Bermuda Yacht Club.

*Jonathan Brewin (Bermuda Station),  
Chairman, Bermuda Race Organizing  
Committee Newport-Bermuda Race 2018  
[chairman@bermudarace.com](mailto:chairman@bermudarace.com)* 



*Jonathan Brewin congratulating George David and the Rambler crew on their record performance*



DAN NERNEY

*Newport-Bermuda 2016: Start of Class 12, Cruiser Division.  
Alden 54, Legacy V is closest boat to camera*

## CCA MEMBERSHIP NOTES

### THE CCA PROPOSAL GOES ONLINE!

One of the areas the National Membership Committee has been trying to improve is the actual process required to fill out and submit a new candidate for membership proposal.

Until recently, this required the proposer to fill out our proposal form, and to reach out to seconders and supporters to forward physical copies of their letters. This method was cumbersome, and created obstacles for all when form downloads didn't match proposer's software versions, or when mailing copies of signed letters was difficult. Not to mention real translation issues at the committee level when proposals arrived handwritten, poorly formatted, or with information missing.

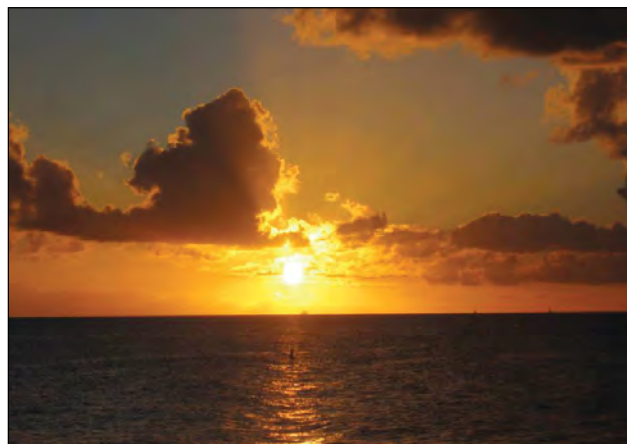
Given that modern technology offers tools to make this sort of process easier, the CCA Board approved the development of software that would allow proposing members to access all parts of the proposal online, and to submit them for approval in the same manner.

The online system was created last year, and tested in the New York Station for the latest round of membership proposals; it was found to be rock-solid technically, and easy to learn operationally. As a result, the new software will be rolled out to all stations for this next round of membership candidates, whose proposals are due on January 31, 2018.

Because the new software is entirely online, proposers, seconders and supporters will all need to access the web to fill out their portions of the proposal. While this may require a learning curve for some, the elimination of printing, signing, and sending paper copies to the proposer will make life easier and less confusing for all.

For those of you who intend to propose new members in time for the spring meeting (thank you in advance for your involvement!!), please contact your station committee chair; they will set you up with permission to access the software so you can get your applicants – and your fellow letter-writers – up and running.

*Peter Stoops, Chair Membership Committee* 



### FINAL VOYAGES

Barrie Arnett 08/21/17

Roger Barnhart 10/05/17

John S. Chatfield 08/06/17

Michael D. Dingman 10/03/17

Thomas L. Hall M.D. 5/20/2017

Darryl E. Hersant 04/25/17

William B. Hickman 08/15/17

Richard H. Hutchinson 08/21/17

Alfred Worthington Loomis 07/20/17

Augustus Kinsolving 03/27/17

Robert L. Phillips 06/21/17

Craig Sandahl 10/14/17

Owen C. Smith 02/05/17

Andrew H. Sinnickson 1/7/2017

James H. Jr. Wickersham 08/20/17

George C. Jr. Wiswell 08/31/17


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

## BONNELL COVE FOUNDATION

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

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

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

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



## WELCOME NEW MEMBERS



### MICHAEL R. ARCHIBALD

Halifax, Nova Scotia

Yacht: Tartan 37 *Glenesk*

Station: BDO

Proposer: Hans Himmelman



Mike grew up in a sailing family in Nova Scotia, where he has now founded his own sailing family. During his formative years Mike was active on the family C&C, *Tartar*, as well as racing Lasers, Lightnings, Sunfish, and Fireballs, competing in Poland on the latter at the Cadet Class World Championship at the tender age of 10. In his early twenties, he skippered *Tartar* in the BORC series, and in the 1983 Marblehead to Halifax Race. In 1984, he brought

honor to Nova Scotia when he skippered the winning Nova Scotia team at the Labatt Challenge Canada. This is a Canadian Offshore Championship, with identical C&C 35 boats from each Canadian province competing in a series of 6 distance races starting in Toronto, ON and ending in Charlottetown, PEI. Between the '80s and 2009, Mike competed in the World, North American and Canadian Championships in J24's, Etchells and Farr 30's, making frequent trips from Marblehead to Halifax as helmsman and/or Watch Captain. During the '90s he sailed *Tartar* to the Bras d'Or Lakes or to Maine with his wife Linda, also an avid sailor, and their children Mat and Dana. In October 2008 Mike and family took *Glenesk* down the east coast to Marsh Harbour, Bahamas for the winter, returning in spring 2009 via Atlantic City, NJ with Linda and their children. Mike crewed a J 120 from Halifax to Bermuda in 2010, was Watch Captain on a Farr 40 in the Coffs Harbour Ocean race in Sydney, Australia in 2013, and in 2016 was Watch Captain on a Farr 56 from Horta to St Margaret's Bay, NS. In the last few years Mike and family have cruised *Glenesk* to St Pierre, southern Newfoundland, the Magdalen Is. QC and Cape Breton N.S. Besides his active sailing career, Mike is Past President of Sail NS, a former Board member of RNSYS and Past President of the Canadian Optimist Dinghy Association. Mike is also held in high regard for his work as Chair of the Bid Committee 2014 International Federation of Disabled Sailors Worlds at the RNSYS, one of three qualifier regattas for the 2016 Rio Para Olympics. He has also chaired the Canadian Youth Championships, Mobility Cup (Disabled Canadian Championships) and Canadian Optimist Dinghy Championships all held at the RNSYS.

*Affiliation: Royal Nova Scotia Yacht Squadron (past Board member and Chair of many National Regattas)*

### ALLEN HUNTINGTON BREED

Dover, MA

Spouse: Tarah

Yacht: IOD *Juliette*; 22'

Grady White *Lucy B*

Station: BOS

Proposer: Adolf F. Haffenreffer IV



Allen began his nautical adventures as a boy plying the waters of Nantucket Island, where he learned seamanship, how to make a boat go, and have fun doing it. As a junior sailor he raced dinghies, and twice represented the Nantucket Yacht Club at the Bemis Junior National Championships in Bellingham, Washington and Kaneohe Bay, Hawaii. At 16 he participated in a month-long cruise of the Bahamas conducting marine research and tagging sea turtles on board *Geronimo*, a 54' yawl. He was elected to serve as student mate and caught the cruising bug! All along he spent six summers teaching sailing on Nantucket, and ropes and knots were the subject of his college essay.

In 2004, Allen completed his first Bermuda Race aboard Geoff Verney's Swan *Star* as crew, returning her to Newport as a Watch Captain. Allen also raced to Bermuda in 2006 aboard Scott Frantz's legendary *Ticonderoga*. While continuing to race IOD's, he added races from Annapolis to Newport, and Marblehead to Halifax to his resume. In 2011 he took on a leading role in the outfitting, planning, and crew recruitment for the

### What Inflatable PFD Should I Buy?

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

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



## WELCOME NEW MEMBERS



Marion to Bermuda race on *Eroica*, where he served as Navigator for the race, and return voyage. In 2012 Allen was aboard Sheila McCurdy's *Selkie* for the Bermuda Race, during which he made a strong impression, with his capabilities and his endless energy and willingness to undertake any task. While racing keeps the skills sharp, Allen's favorite moments are at anchor in an uncrowded harbor, sharing good food, drink, and stories with close friends.

When Allen organizes a cruise, it often involves being chased by dock masters and searching for more rum and ice. Of particular note is a 2007 New Year's cruise of the Leeward Islands in search of Jimmy Buffett. At MIT Sloan, Allen helped organize a cruise of the British Virgin Islands, involving 18 boats and over 200 classmates, and publishing a CCA-like cruise book.

Allen is an ideal companion for sailing anywhere and tinkering with anything -- engines, feasts, cocktails, playlists, under embellished sea stories, etc. Allen and Tarah have already taken their toddlers on board and look forward to extended cruising, and supporting and contributing to the traditions of the Club.

*Affiliation: Nantucket Yacht Club*



### 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.

### MARK D'ARCY

Marblehead, MA

Spouse: Kayo

Station: NY

Proposer: James D. Murphy



Mark has covered many more miles in his lifetime than his years might indicate. Despite growing up near the ocean in Los Angeles, Mark first learned to sail on a lake at summer camp in the Sierra Nevada mountains where proficiency earned students the right to solo on a Sunfish across the lake for an ice cream. Mark hasn't needed the lure of ice cream since then to entice him on to the water, taking every opportunity to sail ever since. Mark began sailing competitively on J24's later in life when working in Manhattan and studying for an MBA in Finance at NYU's Stern School. Mark's career in finance has been spent largely outside of the United States, in Japan and the UK. While in Japan, Mark was to crew in the Rolex China Sea Race from Hong Kong to the Philippines, however his intended boat had a cracked mast and no replacement was available. So he volunteered to crew on *Quest*, an X-Yacht 362 for its return delivery from the Philippines to Hong Kong, and became hooked thereafter on offshore sailing.

From 2007 to 2010 while in Japan, he sailed his own 28' New Japan Yacht *New World* both inshore and offshore, notably making a double handed passage on a friend's boat from Tokyo

to Chichi Jima, a historical island roughly 100 nm north of Iwo Jima, a 1,200 nm round trip. He made many passages along the rather inhospitable Japanese coast and through the Izu islands on *New World*. In 2011 Mark made his first Transpac on a Santa Cruz 50, and in 2013 crewed on a Mumm 36 in the RORC Caribbean 600. While living in London, Mark continued distance racing and obtained a series of RYA YachtMaster Certificates, including the RYA YachtMaster Offshore certificate up to 200 gross tons. Off the race track, Mark and his family have enjoyed bareboat charters in Oman, Thailand and the BVI's.

Having returned to the United States in 2012, and settling in Rye, New York, Mark began Club/Distance racing out of the American Yacht Club. In 2014, Mark was Navigator aboard *Inisharon*, with CCA members Jim and Kristin Murphy in the Newport to Bermuda race. In 2015, Mark was on CCA Member Jack Madden's Swan 60 *Lady B* on her 14-day transatlantic race from Newport, RI to Cowes, UK, doing the needful, always with an upbeat and positive manner. *Lady B* took 1st in Division. Mark was on board *Inisharon* again in the 2016 Newport to Bermuda race, with plans to step aboard again in 2018. Mark and Kayo and their two boys were living in Marblehead, MA, but over the summer his work prompted a move to the San Francisco bay area. Mark is presently without a boat, but is actively looking and eager to sail the Pacific.

*Affiliations: Royal Ocean Racing Club; American Yacht Club; Eastern Yacht Club; Storm Trysail Club*



**REMEMBER TO  
PAY YOUR DUES  
ONLINE!**



# WELCOME NEW MEMBERS

## FRANK J. FLORES, JR.

Essex, CT

Spouse: Marianne

Yacht: Alden 44 *Checkmate*

Station: ESS

Proposer: Dennis W. Powers



Frank grew up in the Midwest, where he did not have the advantage of learning sailing at an early age, but after several years in the US Navy he became addicted to a life on the water. In the Navy he spent 6 years active duty aboard the Nuclear Ballistic Missile submarine USS Woodrow Wilson, during which time he completed 8 submarine patrols, including 6 transatlantic passages. On completion of his naval service, Frank lived in Southern California for almost a decade, completing his college education and building an investment business. While in California, Frank sailed and raced on a variety of vessels on coastal sails or overnight passages and races. During those years he also took part in several college semesters in marine subjects, including coastal navigation and celestial navigation. After relocating his business to the East Coast in the mid-1990's Frank acquired his first yacht – an Island Packet 31 named *Dividend*. He and Marianne sailed *Dividend* until 2003 along the New England coast, racing and cruising from Long Island Sound to Nantucket. In 2004, he purchased *Checkmate*, on which he has participated in 4 Newport to Bermuda races, 2 Marion to Bermuda races, and 2 Marblehead to Halifax races, one on

*Checkmate* and one skippering a J109 in the 2017 race. In each race, he also skippered the return. Frank was elected Commodore of the Essex Yacht Club for the 2013 and 2014 seasons. During his tenure, he stressed the importance of sailing as a focal point of the Club. To that end he has been involved year-round in frostbiting, coastal and offshore racing, has coached the women's Ideal 18 sailing program, and has trained juniors by taking them offshore aboard *Checkmate*. Safety at Sea and fastidious race preparation are also aspects which Frank addresses with his crew, with whom he has attended 7 Safety at Sea seminars in the past 10 years.

*Affiliation: Essex Yacht Club (Past Commodore)*

*Service: US Navy 1976-1981 aboard USN SSBN 624*

## ZDENKA SEINER GRISWOLD (Z)

Portland, ME

Spouse: Jack Griswold (BOS)

Yacht: Valiant 42 *Kite*

Station: BOS

Proposer: Peter Willauer



Z's earliest sailing dates to the mid-1990's when she and her husband Jack owned an Island Packet 26 named *Cera*, which they sailed between Long Island Sound and Nantucket while Z was living and working in the legal profession in NYC. In 1998, Z and Jack acquired a Whitby 42 named *Kite*, which they continued to sail on vacations, weekends and a year-long sabbatical

between the Bahamas and New Brunswick through 2007. During that time, Z and Jack participated in the CCA Grenadines cruise in 2004 on Peter Willauer's J-42 *Eight Bells*. In order to maximize her knowledge when out on the water, Z obtained her Amateur Radio General License and a USCG '6-pack' Near Coastal License, as well as studying celestial navigation and weather prediction. In 2007-2008, Z and Jack took their new *Kite*, now a Valiant 42, from Maine to the Bahamas for a 9-month cruise, which they enjoyed so much they did it again in 2008-2009. In September 2009 Z and Jack set off on what became a 7-year double-handed circumnavigation. They left their home in Portland, Maine to sail to the Caribbean and Colombia, traversing the Panama Canal in 2011 and heading to the Galapagos. From there they voyaged through French Polynesia to Tonga and New Zealand. In May 2012 they left New Zealand for Fiji, followed by Vanuatu, New Caledonia and Australia, where they spent the next year. In 2013 they cruised Singapore, Malaysia and Thailand, twice transiting the Malacca Strait and spending 4 wonderful months in Indonesia. In August 2014 they crossed the Indian Ocean from the Sunda Strait to Cocos (Keeling), Rodriguez, and Mauritius, leaving Reunion for South Africa in October of that year. March 2015 saw the couple sailing from Cape Town to St. Helena, and on to Ascension Island and Trinidad. Finally, in early 2016 they crossed their outgoing track in Nevis, WI, returning to Portland in June 2016. Since then, Z and Jack have cruised Maine, Nova Scotia and Newfoundland. Throughout their many lengthy passages, Z kept friends informed of *Kite's* adventures, taking lots of photos and, together with Jack, contributing to Voyages. In 2014-2016, Z was a Roving Rear Commodore for the Ocean Cruising Club, and is now an OCC Port Officer and member of the OCC General Committee. Those who have had the pleasure of sailing with Z attest to her sailing skills, and are of one mind that she is great fun to be around, having a sunny and positive outlook.

*Affiliation: Ocean Cruising Club*

# WELCOME NEW MEMBERS

## EDMUND T. HENRY III

Miami, FL

Spouse: Nancy

Yacht: Hinckley B-40 *Searcher*

Station: FLA

Proposer: William "Scott"

Piper III, M.D.



A native Floridian, Ed grew up in Pensacola sailing a variety of dinghies, but it was his purchase at age 16 of a Hobie Cat 16 that drew him into the sailing life. In 1980 he acquired a 1968 Morgan 30 *Wavedancer*, on which he sailed, raced and cruised with friends and family for 18 years in Florida and the Bahamas. On *Wavedancer* Ed raced and won the Overall Class in PHRF, and the Division in the Lime Cup, as well as the PHRF Division in the Columbus Day Regatta twice. In 1993-1994 Ed made what was to be the first of many voyages with Scott Piper on his J40 *Pipe Dream*, throughout the Canary Islands as helmsman/Watch Captain. In 1997 Ed acquired and restored *Searcher*, taking 3 years to do so. Mission completed, in 2000 as Commodore of the Biscayne Bay Yacht Club, Ed and his family (consisting of his father, wife and two young children) led the Club on a 17-day cruise through the Abacos. They repeated this cruise on a 20-day voyage in 2002. In 2005, Ed and Nancy joined Scott and his wife on his J160 *Pipe Dream IX* in the Mediterranean, where they sailed from Spain to Corsica. After their wives departed, Ed, Scott and a fellow sailor sailed from Corsica

to Croatia on a 28-day passage, with the longest being a 300-nm leg with one-person watches. Ed joined Scott in the Panama Canal in February 2010 as Watch Captain on *Pipe Dream's* voyage back to Miami via Colombia, Mexico and Key West. In May 2011 *Pipe Dream* was in the Hebrides for the CCA/CCC cruise, where Ed and Nancy came on board to cruise up the Sound of Mull to Oban and on through the Caledonian Canal to Inverness. This was followed in 2013 by a 16-day cruise in French Polynesia from Tahiti to Bora Bora, and a 14-day cruise in 2016 from the BVI's to Jamaica. In February 2016 when Scott had to fly home suddenly from Key West as a result of illness, and a crew member subsequently required medical attention, Ed drove to Key West, gave his car to the injured person, and skippered *Pipe Dream* back to Miami. A few months later, with everyone in good health, *Searcher* and *Pipe Dream* sailed in company through the Abacos for two weeks. On *Searcher*, which is maintained in Bristol fashion, Ed has continued to win the PHRF Division in multiple Lime Cups, the latest being in 2015. Ed's son, Taylor, is now grown and often takes *Searcher* cruising the Bahamas – in fact in April 2016 Ed and Taylor took *Searcher* to the Bahamas, where Taylor was married.

*Affiliations: Biscayne Bay Yacht Club (past Commodore); Chesapeake Bay Bermuda 40 Association*

## RONALD J. HOLLAND

Vancouver, BC

Partner: Catherine Walsh

Yacht: Coronado 25 *Kia Aura*

Station: SAF

Proposer: Dick Enerson



Ron has sailed since his childhood in New Zealand, cruising and racing in his home waters from an early age. A self-taught naval architect, Ron has achieved almost legendary status in the sailing world with his innumerable, successful, cruising and racing yacht designs. Ron was among the very first innovative naval architects who spliced true performance into his superyacht designs, while incorporating the most modern sail handling systems, enabling a relatively small crew to safely drive them. In spite of his huge success in his field, Ron is admired as an absolutely down to earth shipmate who is focused on true seamanship, balanced with

## 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.**



## WELCOME NEW MEMBERS



full attention to the enjoyment of each moment at sea. One of his first distance voyages, at age 16, was from Auckland to Lord Howe Island, a 967-nm passage. Some of the highlights of his sailing career include the Sydney to Hobart Race as Watch Captain at age 20, Watch Captain from Los Angeles to Tahiti, and Skipper from Samoa to Sydney at age 23. His early design career took place in Ireland where he was based for a few years, and to which he sailed from Marblehead. In 1974, while still in his 20's, Ron's career was launched after he developed his first yacht design, a quarter tonner he named *Egythene*, which went on to win the North American mid-winter championships in 1974 and the Worlds in England that same year. In later years, he built a 30 Half Tonner in Ireland and delivered it himself to the Half Ton World Championship off the west coast of France. Ron's sailing achievements cannot be contained in this short overview, let it only be said that his years as a competitor and designer in races and passages around the world are exceptional.

### STEVEN C. JACOBSEN

Tacoma, Washington

Spouse: Kathy

Yacht: Jeanneau 35 *Just Talkin' II*

Station: PNW

Proposer: John McCartney



Steve's sailing life began in Puget Sound on a variety of sailing dinghies, prior to beginning distance races there on a Columbia 43 when in his early twenties. He joined the crew of a Cal 39, taking part in many local races as a warm-up for the Victoria, BC to Maui race in 1976, Steve's first ocean passage. He repeated the Vic-Maui

race in 1984, and helped in the delivery of that boat back to Monterey, CA. Since the 80's, Steve has raced on 8 different yachts in 18 Swiftsures and 3 Southern Straits races. From 1985 through 1994 he was the pit boss on a heavily campaigned Nelson Marek 30, which was overall division winner in the Swiftsure Cape Flattery Race in 1985 and 1988. Steve has been Co-Captain and Watch Captain on John McCartney's Nordic 44 *Music* on local races, and deliveries from Oahu to San Francisco in 2008 and from Tahiti to Hawaii in 2012. Steve was also Watch Captain on Nordic on the Pacific Cup race in 2008, which encountered some wild weather, despite which they came in 2nd in their division. Besides cruising with friends in Mexico, as Steve's family grew he focused on cruising his own boats in the PNW, including Desolation Sound, Port Hardy and Barkley Sound. In fall 2016 Steve skippered a Nordic 44 from Bellingham to San Francisco, with other CCA members on board. The weather varied from no wind to gusts of 50 knots, and the crew were of one mind that he did an outstanding job.

## CCA CLUB STORE: NEW SUPPLIER



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



Team One Newport is our new supplier. They offer a very wide variety of casual and technical clothing, sailing gear, and safety equipment. The holidays are fast approaching and you should find some great gift ideas on the website. Go to the CCA Store on our website and click on the Team One Newport link to check it out. The link can also be reached through the following URL: [www.team1newport.com/Cruising-Club-of-America/departments/663/](http://www.team1newport.com/Cruising-Club-of-America/departments/663/)

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



## WELCOME NEW MEMBERS



### ROD LAMBERT

Kelseyville, CA

Spouse: Dr. Elisabeth

Lehmberg, Ph.D.

Yacht: Swan 41 *Proximity*

Station: SAF

Proposer: Robert L. Hanelt



Rod had sailed mostly on the west coast since his teenage years, until he and Elisabeth began planning their cruising life in earnest in 2003 when they purchased *Proximity*, with the intention of preparing her for long distance passages once they were retired. In 2005 Rod was Watch Captain on a Tartan 34 on its voyage from San Diego to La Paz, Mexico, and in 2007 was Watch Captain on the *Alaska Eagle*, with the Orange Coast College Foundation, on its passage from Fiji to Sydney, Australia, via Vanuatu. Rod and Elisabeth had established a 5-year plan, and sure enough, in 2009, 6 years after buying *Proximity*, they set off from San Francisco, spending 6 months cruising along the west coast of Mexico to Puerto Vallarta. They left there in March 2010 for Whangarei, New Zealand via the Marquesas, Tahiti and the Society Islands, Niue, Tonga and Fiji, arriving in New Zealand in November 2010. They developed a regular routine of leaving their boat in safe harbors during the hurricane season, and flying home for a couple of months. In 2012 they left New Zealand for the Marshall Islands, via Fiji, Vanuatu and Kiribati, where

they cruised for the next year, leaving Majuro for Tuvalu and a return to further explore Fiji and Vanuatu in 2014. In 2015 they made passage from Fiji to the Marshall Islands via Wallis Island, where they remained for 3 happy months. Both having had studied French as students, Rod and Elisabeth had only a little trouble with the language, and Rod, being a passionate guitarist, quickly made friends with the musicians on the atoll. Between their music and their French lessons with the islanders, there were many tears shed when they waved goodbye to their new friends in August 2015. In 2016 they left the Marshall Islands for Dutch Harbor, Unalaska Island, in the Aleutian Islands of Alaska, a journey of 3,430-nm, which took them 36 days. After a month in Dutch, they made their way to Seward by way of many small fishing villages and Kodiak Island. Winter was spent in Seward, and in July 2017, they crossed the Gulf of Alaska bound for Seattle by way of the Inside Passage. They arrived in Seattle in early August 2017, and look forward to sharing their experiences at future CCA events.

Service: US Navy active duty  
1977-1980



### Where to get CCA Bugees

The Sail Bag Lady is the supplier of CCA *bugees*. There is a separate page for them on the CCA web site: CCA Bugees – [sailbaglady.com](http://sailbaglady.com) or call Bettina (the sailbag lady herself) at 203-245-8238.

### CAMERON S. MACRAE

Oakville, Ontario

Spouse: Courtney

Yacht: Niagara 31 *White Heather*

Station: GLS

Proposer: Andrew McTavish



Cam was introduced to sailing at the age of one on the Macrae family's 40' schooner *Anitra*. It was on *Anitra* that he learned proper seamanship, and how to handle lines, halyards and sheets without the mechanical support of winches. By age 4 he was spending his summer vacation on the family's 24' Shark in the North Channel of Georgian Bay with his siblings and parents, an introduction to basic sailing in the remote north. Later years saw Cam further developing his skills at the helm of *Anitra* on vacations in the Thousand Islands. Cam attended sailing school at the Oakville Yacht Squadron, and by his early teens was crossing Lake Ontario on the Shark with his older brother to take part in regattas at the Youngstown YC. During his high school and college years Cam worked at Ontario Yachts. While still in his 20's Cam skippered a Bayfield 29 from Bermuda to Norfolk, VA, skillfully avoiding severe weather which saw several boats being rescued by the US Coast Guard. Cam has raced with Les Crane (BDA) and his father Jock (GLS) in the Middle Sea Race, he has chartered in the Grenadines, was Watch Captain on Donna and Mike Hill's (GLS) Oyster 56 *Bacallieu III*, and been



## WELCOME NEW MEMBERS



a Charter Captain on private charters in Belize, the Virgin Islands and St. Martin. Cam has been Watch Captain several times for Les. In July 2003, on the Stevens 47 *Monterey* from Bermuda to Wilmington, in 2008 on the Farr 56 *Monterey* from Malta to Tunisia, in November 2016 in the Atlantic Rally for Cruisers (ARC) from Las Palmas to St. Lucia. In May 2017, in the inaugural Antigua Bermuda Race, Cam was instrumental in the safe evacuation and abandonment of *Monterey* 200 miles off Bermuda when the crew could not overcome the volumes of water being taken on.

Cam has been in the commercial marine business for the past 10 years and has proven himself to be a first-class shipwright. He acquired *White Heather* in 2010, and has since completed a total refit, restoring her to be one of the prettiest boats in Oakville Harbour. Cameron and Courtney, who were due to marry in September, organize the GYRA Race Week, which involves all the yacht clubs on the western end of Lake Ontario, sailing day races to different harbours, with approximately 90 boats in racing and cruising divisions. The plan for 2017 had the fleet race down the northern shore of Lake Ontario to the Bay of Quinte and on to the Thousand Islands. Cam, who is not yet 40, will be a great asset to the CCA, with his passion for sailing and his organizing skills.

*Affiliation: Oakville Yacht Club*

### MICHAEL H. MARINER

Providence, RI

Spouse: Marion

Yacht: Rhodes 41 yawl *Galatea*

Station: BOS/GMP

Proposer: Peter E. Driscoll



Michael began sailing as a member of the junior sailing program at the Hyannisport Yacht Club, and crewed for his father on weekend catboat races. After college Michael entered the US Navy and served as an ensign and watch stander on USS O'Callahan (DE1051) and later as a Lt(jg) in the US Naval Advisory Group in Vietnam. During the 70's as he began his career in banking, Michael and his family made frequent cruises with friends around the Gulf of Maine and to Nova Scotia. In the late 70's with the help of cruise notes and a Doppler Radar loaned by the late Avery Seaman (past CCA Commodore), Michael and Marion cruised from Cape Breton to Newfoundland, and made other

cruises in the Baddeck and Canadian Maritimes area during that time. In 1995 Michael acquired his first boat, a 1965 Pearson Trident named *Isabel*, which he restored and cruised on the East coast. Having developed a taste for restoration, in 2002 Michael purchased his current boat, *Galatea*, built in 1965 and performed a total restoration. After 4 years she is now a beautiful sight to behold. Also in 2002, Michael left the banking world to become operations manager for Providence Steamboat Company which operated tugboats on Narragansett Bay. Once *Galatea* was complete, Michael and his family took her to Florida and he then single handed her for all but a small leg of the return trip from Ft. Lauderdale to York Harbor, Maine. He has since sailed her predominantly on the Northeast coast but also made a second Florida trip this time to the Gulf Coast. Additionally, Michael has participated in several cruises and deliveries on Peter Driscoll's Morris 47 *Reindeer*. Michael has since served as Watch Captain on Nick Brown's X482 *Foxtrot*, and in 2016 was Watch Captain on Jamey Schachoy's J-122 *August West* on her return from Bermuda to Marion. His nautical skills are of the highest order, as attested to by those who have had the pleasure of watching him enter the tricky waters of York Harbor.

*Service: US Navy 1968-1971*

*Member: New York Yacht Club and Agamenticus Yacht Club, York Harbor Maine*

## 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*

## WELCOME NEW MEMBERS

### KRISTIN HEEDE MURPHY

Rye, NY

Spouse: Jim Murphy (NYS)

Yacht: Frers & Cibils 44 *Inisharon*

Station: NYS

Proposer: Richard York



Kristin went through junior sailing at Larchmont Yacht Club, where she took to sailing naturally, and went on to crew on IOD's, Shields, Etchells, and Interclub frostbite dinghies. By the time she was 20, Kristin had crewed on two Bermuda to Newport return trips on CCA member boats. She also enjoyed cruising and racing with her future brother-in-law, Ted Murphy (FLA), on his C&C 38 *Laughter*. After her marriage to Jim Murphy, they settled in to life at American Yacht Club, and bought *Inisharon* in 1989. Since then they have campaigned her annually in New England racing, as well as American Yacht Club cruises and races. They also made time in their busy work schedules to take their 3 children on annual family cruises between western Long Island Sound and Nantucket or Maine. Kristin was Watch Captain on *Inisharon* on the 2012 and 2014 Newport to Bermuda races, and on the return voyages. Their children, James, Caitlin, and Thomas, now grown, were crew, as they will be again in 2018. Kristin also takes on the roles of Navigator, helmsman and trimmer, as required, and is no stranger to the foredeck. Kristin has a special interest in safety-at-sea, ensuring that crew members are aware of, have, and use, the latest

in safety equipment. Jim is currently Fleet Captain at American YC, and could not ask for a more enthusiastic and capable blue water sailing partner than Kristin.

*Affiliations: American Yacht Club; New York Yacht Club; Storm Trysail Club*

### DAVID ROGER PEILE

Victoria, Australia

Spouse: Robyn

Yacht: Norseman 447 *Maajhi-Re*

Station: SAF

Proposer: Robert L. Hanelt



While David crewed on a variety of yachts on coastal sails in Australia in the 1980's, it was not until 2005 when he and Robyn purchased *Maajhi-Re* that his blue water sailing days began in earnest. In that year he and Robyn brought *Maajhi-Re* from New Zealand to Melbourne before heading to Vanuatu in 2006. During this first voyage they anchored off remote villages in the Banks Islands of northern Vanuatu, where they found that the local schools had libraries but no books. They sailed back to New Zealand for the hurricane season, which gave them time to locate and stock up on used textbooks. To the delight of the villagers, they brought the books back to Vanuatu in 2007. Their journey took them on to Fiji and New Caledonia in 2007, returning to Bundaberg, Australia in 2008. In 2009, David and Robyn set off again, this time bound for Malaysia and Thailand. They were in Phuket in 2012

and, in the small world of blue water sailors, they met up with the SAF Station planning committee members who were working on the logistics for the 2013 CCA winter cruise to Thailand. David and Robyn's experiences in Thailand were an enormous help in this planning. In 2014/15 they voyaged to the Philippines and Japan, before leaving Shimizu for Vancouver Island, BC. This last leg was 5,300 nm, which they covered in 36 days. Robert Hanelt provided them with daily weather reports for their North Pacific crossing, learning much about their passage, which included some mid-ocean repairs. Their daughter, a graduate of Stanford School of Business, has now settled with her family in California, thus David and Robyn plan on berthing *Maajhi-Re* in or near San Francisco Bay, and becoming active members of the SAF station.

### NEIL RACICOT

Anacortes, WA

Spouse: Laurie

Yacht: Pearson Triton *Berhia*

Proposer: L. Blair Pyne

Station: PNW



Neil attended the Carpenters Boat Shop in Bristol, ME, where he developed a passion for boat building. During his time at the school, Neil sailed on several occasions as Watch Captain with Walter Wales (BOS) on his Tartan 34C from Maine to Nova Scotia, Prince Edward Island and Newfoundland. Blair Pyne invited



## WELCOME NEW MEMBERS



Neil to accompany him in 2008 when bringing his Liberty 458 *Homarus* from Florida to Maine, and was happy to have done so, as Neil's help was invaluable when they encountered leaky fuel tanks and a tropical storm. Neil then began work for a boat builder in East Boothbay, where his interest in yacht design was fostered. He and his new wife Laurie, a sailor and sail maker, acquired an Alberg-designed salvaged Pearson Triton hull, which they spent 5 years rebuilding in their backyard. Neil completely redesigned, rebuilt and re-rigged her, then in 2011 he and Laurie took a sabbatical and sailed her south to the Azores and Bermuda, returning one year later in July 2012. At that time Neil made the decision to move to Washington State where he has further mastered his boat building capabilities. Luckily for Blair, Neil found the time in 2015 to act as Watch Captain on *Homarus* on her passage from Halifax, NS to Cork Ireland. Neil is now involved in building all carbon fiber cruising yachts for yacht designer Bob Perry. Neil and Bob gave a fascinating presentation to the PNW station, walking the members through an entire project of building a modern cruising sailboat, from the 2D designer's plans, the conversion to 3D computer modeling, and creation of CNC for the composite fabrication purposes. In addition to his professional work, Neil enjoys building wooden dinghies for his own pleasure, exhibiting one at the Seattle Wooden Boat Show. Besides his sailing and boat building skills, Neil gets a 5-star rating from his fellow crew members for the quality of his on-board cooking!



**REMEMBER TO  
PAY YOUR DUES  
ONLINE!**



### STEPHEN W. STELMASZYK

Moorestown, NJ

Spouse: Linda

Yacht: Hylas 56' sloop *Alora*

Proposer: Erwin Wanderer

Station: BDO



At the age of 14 Steve built his first 14' Sun Fish, and taught himself to sail. In 1979 Steve and Linda acquired a 29' Seafarer for coastal cruising, then in 1981 they began cruising in earnest when they purchased an O'Day 34. They cruised on her from the Chesapeake to Maine for 8 years, taking their baby son with them, until 1989, when they acquired an OC 42 *Dark Star*, and added a daughter to their family. In 1997 on their first cruise to Nova Scotia they encountered Hans Himmelman, marking the beginning a firm friendship. Steve kept *Dark Star* in Stonington, ME, acquiring the skills needed to cruise that coast, including the Bay of Fundy and the St. John River Valley. He also enjoyed taking *Dark Star* to Mahone Bay to visit friends in Nova Scotia. Steve and Linda began their adventures in blue water sailing when they took the first of their many passages to Bermuda from the Chesapeake and return to Lunenburg. They subsequently purchased a Hylas 54 *Blue Pearl*, on which they traveled further afield, making annual passages from the Chesapeake to Grenada via Bermuda, returning to the US and

Nova Scotia via the Bahamas. Their passage from Bermuda to Antigua in 2008 was made memorable by the fact that they arrived in port successfully, despite rudder failure. In 2012-2013 they took *Blue Pearl* from Maine to the Caribbean, and enjoyed participating in the Salty Dawg rally to St. John's in the USVI on another Hylas 54, *Kismet*, with Steve as Watch Captain. In 2015 Steve joined Hans Himmelman in the UK to act as Watch Captain on the delivery of Hans's Farr 56 *Delawanna* from the Hamble River to Vigo, Spain. Since then, Steve and Linda have purchased *Alora*, which they continue to cruise between the Chesapeake and the Caribbean. Earlier this year Erwin Wanderer and his wife Diane were on board for the cruise, and Erwin has only positive comments to make on Steve's boat preparation, his weather routing skills, and boat handling ability. Steve plans to participate in the 2018 World Arc around the world rally, with the intention to spend an extra year visiting New Zealand, and hoping to have some CCA members as crew.

*Service: US Army 1971-1973*

### 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



### DONALD F. STOUGHTON

Corona del Mar, CA

Spouse: Doris

Yacht: Leopard 40 catamaran *Lioness*

Proposer: Stephen N. Barnard

Station: SOC



Don grew up in Southern California sailing with his father in small boats. After completing USC dental school, Naval service 1960-62 and Orthodontic graduate school, Don settled down in Newport Beach and became a member of Balboa Yacht Club, racing Lido 14 dinghies for many years with wife Doris. From 1980 to 2010 they owned a CSY cutter *Stargazer*, which they cruised in the South Pacific and from Newport Beach to various ports in Mainland and Baja Mexico. Don and Doris were for several years the parents in charge of the Balboa YC Junior Sailing Program, which at one time or another included their own children. Besides introducing many other young people to the joys of sailing, they were very successful with their own! Their daughter Cindy married Stephen Barnard's son, and they have provided Don and Doris with two grandchildren who are exceptional sailors. Their granddaughter was an All-American sailor at Boston College and is now an assistant coach there, and their grandson is currently the North American Laser champion and in training for the 2020 Olympics in Tokyo. Their other daughter Cathy

is also married to an accomplished sailor, and their son is now a sought after 'semi-pro', who sailed aboard an AC-45 trial horse during the Americas Cup in San Francisco. Don and Doris spend a significant amount of time arranging housing for international teams participating in the Balboa YC's Governors Cup, making an indelible imprint on the visiting sailors. *Lioness*, their Leopard 40, is a fixture in front of the Balboa YC, and Don can often be seen rowing out to her, and taking her over to the Club's Catalina station.

*Service: US Navy, Dental Corps 1960-1962*

### ADDISON B. THOMPSON (TAD)

Richmond, VA

Spouse: Sue

Yacht: Tartan 37 *Swin Call*

Proposer: G. Waddy Garrett

Station: CHE



Tad started sailing when he was 6 on his dad's Norseman 30 sloop, and then on his family's Cal 36 out of Fishing Bay Yacht Club. He went on to become a member of his varsity sailing team. After college Tad entered the US Navy, where he learned celestial navigation on an ammunition ship off Yankee Station, Vietnam. After the Navy, he obtained his law degree, but never gave up

sailing despite the pressure of work. He sailed extensively offshore during the 70's, 80's, and early 90's with two late CCA members, Jim Mullen and Eugene Sydnor on their custom ocean racers. Past RC Rives Potts (ESS), a childhood friend, sailed offshore with Tad on the family Cal 36 from central Florida to the Cape Fear River. As Navigator on Jim Mullen's 75' *Southern Star*, Tad used celestial navigation for the entire Atlantic crossing to the Azores, and then on to Vigo, Spain. He was Watch Captain for Eugene Sydnor on 3 Bermuda races and one Annapolis - Newport race. Commodore Jim Binch, and fellow present CCA members Tanner Rose (FLA) and Rives Potts were also aboard! In 1980 Tad's father gave him the Cal 36 which he sailed out of Deltaville on Chesapeake Bay and on east coast voyages until 1990, when he purchased his present Tartan. He continues to sail whenever possible, sometimes solo in the Bay, out of Deltaville to Bermuda or Martha's Vineyard. Tad and Waddy campaigned a MUMM 30 on the Chesapeake, at Key West Race Week and Block Island Race Week. As a result of those early racing skills learned in a small boat, when Tad was helmsman on Waddy's J46 *Running Tide* he achieved, and still holds, the boat's speed record of 14.5 knots in a fresh breeze just north of Cape Hatteras. When not on his own boat, Tad has been Watch Captain or Navigator for Nick Brown and Waddy Garrett on many coastal voyages in recent years, as well as a couple of CCA cruises.

*Service: US Naval Reserve Midshipman, July 1968 to June 1970, Vietnam service July - August 1969 aboard USS Mazama in navigation dept., watch standing.*

*US Navy JAG Corps:  
Jan. 1974 to Jan. 1977*

*Affiliation: Fishing Bay Yacht Club*



## WELCOME NEW MEMBERS



### ONNE VAN DER WAL

Jamestown, RI

Spouse: Tenley

Yacht: Pearson 36 *Snoek*

Proposer: John R. Gowell

Station: BOS



Onne grew up sailing dinghies with his father in Cape Town, South Africa. After competing in high school regattas, he was recruited to race aboard keelboats at the Royal Cape Yacht Club. He quickly catapulted into a series of ocean races aboard some well-known yachts as a professional sailor.

He was Watch Captain in 1979 on *Kwa Heri*, a 72' ketch, which won line honors in the South Atlantic race from Cape Town to Punta del Este, Uruguay. This was followed by the infamous 1979 Fastnet Race. Onne was helmsman with Steve Colgate on the midnight to 4 a.m. watch aboard Steve's Frers 54' *Sleuth*, during which they encountered 25-foot waves and winds exceeding 80 mph. His resume since then has been one of continuous racing and cruising around the world, in the positions of Captain, Watch Captain and helmsman, on transatlantic races, all 4 legs of the Whitbread round the world race (first place finish on *Flyer*), Transpacs, Newport to Bermuda, Grenada to Galapagos. In 1998 Onne explored the Arctic Archipelago of Spitsbergen in the Norwegian Arctic on *Shaman*, Rob Johnson's 88' sloop, following that with cruises in the Pacific on *Shaman*, then Alaska and Kodiak Island, and on *Shaman* in 2002 he was Watch Captain on the voyage from Ushuaia to South Georgia by way of the Southern Ocean, and the 1,100-mile return trip to Montevideo, Uruguay. In 2003 Onne was

on board *Shaman* for her cruise in the Kamchatka Peninsula, Eastern Siberia, then in 2004 in the Dominican Republic and the Silver Banks. From 2008 to 2014 Onne, Tenley and their 3 children chartered in the Sea of Cortez, the Gulf of Thailand, and the Caribbean, before 2015 when they finally acquired their own yacht, a 1972 Pearson 36 which they completely refurbished and named *Snoek*. The story of *Snoek's* makeover was published in a recent edition of *Cruising World*, entitled "Second Wind for a Family cruiser – the ultimate winter project". During all of these maritime adventures, Onne was honing another skill besides his natural nautical attributes, that of marine photographer. His award-winning nautical photography is justifiably renowned for its composition, colors and attention to detail. His library holds more than 3 million images that he has taken on his voyages around the world, be it classic yachts, sleek racing machines, beaches, icebergs, or wildlife. His love of sailing and the sea are evident in them all.

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




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

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

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

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

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

## WELCOME NEW MEMBERS

### DOROTHY WADLOW

Stonington, CT  
Spouse: Tom (ESS)  
Yacht: Able Apogee 50 *Joyant*  
Proposer: W. Frank Bohlen  
Station: ESS



As a young married couple, Dorothy and Tom spent 20 years in the Mystic, CT area, cruising and racing on their Hinckley Pilot 35 *Xaipe* and taking annual trips to Maine and Nova Scotia with their two children. In 1985 they moved to Southern California, where they continued to pursue their passion for cruising and racing aboard their J-36 *Jaywalker*, taking part in 4 Ensenada races. In 1995 Dorothy and Tom acquired their present vessel, *Joyant*, an Able Apogee 50. They both retired, sold their home, and moved on to *Joyant* with long distance sailing in mind. They set off from San Diego in 1997, and lived aboard for the next 6 years. They have now sailed 93,000 miles, visiting more than 50 countries, much of the time as a couple, establishing single person watches, even when they have other crew on board. Dorothy has served as Co-Captain, Watch Captain or Co-Navigator on all of *Joyant's* passages. Dorothy earned a USCG 50 ton Captains License in 1999, upgraded to a 100-ton license in 2004, and has kept it current ever since. Between 1997 and 2000, Dorothy and Tom cruised the west coast of North America to Alaska, as far north as Prince William Sound and the Kenai Peninsula, then turned south for Panama. They transited the Canal,

and headed north through the Western Caribbean back to Connecticut. From 2000 to 2006, from their home base in Mystic, Dorothy and Tom enjoyed making passages again on the east coast as far north as Labrador, and as far south as Trinidad. Then in 2006 they set off, with two other watchstanders, across the Atlantic to Ireland. Over the next 6 years they traveled as far north in Scandinavia as the Svalbard Archipelago and beyond to 80 degrees north. They visited the Faroe Islands, the Baltic Sea, England, Scotland, the standing mast route of the Dutch canals, Spain, the western Mediterranean, MADEIRA, Canary Islands and Cape Verde. They returned to Mystic in 2012 via the Eastern Caribbean. In 2013 after a trip to Cape Chidley in Labrador, Dorothy and Tom set off for Chile. They transited the Panama Canal again, sailing as far south as the Beagle Channel, Puerto Williams and Ushuaia, before returning in 2016 by way of the Galapagos. Dorothy is typically the cruise organizer and scribe, maintaining meticulous notes which she gladly shares with other cruisers, and with Voyages. Their sailing adventures and written work have resulted in Dorothy and Tom being awarded the Royal Cruising Club Trophy in 2007, and the Far Horizon's and the Charles H. Vilas Literary Prize in 2013. Dorothy is an avid sea bird watcher, and over the years has entered her sightings into eBird, the Cornell Lab of Ornithology data base used by scientists and researchers. Dorothy and Tom have passed on their love of sailing to their children. Their son Tim represented the US in the Athens and the Beijing Olympics as Skipper in the 49er Class. Their daughter Katy enjoys sailing and racing with her husband, Jon Burt (BOS) and their two sons on their J130 *Lola*. Dorothy and Tom spent a month in the summer of 2017 sailing in Maine, and also enjoyed sailing activities with their children and grandchildren.

*Affiliations: Ocean Cruising Club; Ram Island YC; Southwestern YC, San Diego*

### JOCK WALKER

Sausalito, CA  
Spouse: Yuriko  
Yacht: Moody 42 *Tiama*  
Proposer: David Fullagar  
Station: SAF



Jock's earliest sailing days were as a 10-year old at camp in Ontario, however he didn't really get into sailing until he moved to San Francisco after college, when he and a friend acquired a Cal 25. A couple of years later Jock and a friend decided to sail the Pacific, and searched for the 'perfect' vessel. Given their financial resources, she ended up being a wooden 1950 Rhodes 42 which had just been raised from a sinking in Sausalito. They then spent two years rebuilding her – replacing the engine, electrics, recaulking the hull, and decks, and addressing the worm damage. They named her *Ta'aroa*, and set off in 1972 for parts unknown. Arriving in Mexico, Jock married Yuriko, and he and his partner returned to California to work. Jock and Yuriko then headed for the Galapagos, only to experience transmission failure, requiring them to stop for parts in Costa Rica. After a second departure, the transmission failed again, so they sailed on to the Galapagos with no engine. For almost 2 months they sailed around the Galapagos Islands before heading for the Marquesas. This was followed by 14 months in the Society Islands, where Yuriko wrote articles for a Japanese cruising magazine. Illness kept them in Tonga for a while, before they traveled to Suva and on to New Zealand. In Auckland they



## WELCOME NEW MEMBERS



awaited the birth of their first child, then stayed on to live and work in New Zealand and Australia, while a friend returned *Ta'aroa* to California. On their return to the US, they made coastal sails, often taking part in the Master Mariners Race, and chartered in Europe with their growing family. *Ta'aroa* was replaced in 1990 by a 1975 Swan 41, *Scotch Bonnet*, which they continued to sail until their children were out of college. Then 36 years later, in 2009 they outfitted *Scotch Bonnet* for a rerun of their 1972-74 cruise. They left from Morro Bay for the Marquesas, French Polynesia, Tonga, and New Zealand, taking 2 years to complete their voyage. Needless to say, they saw many changes, from a vast increase in the number of boats encountered, as well as the loss of sea life and pollution. They sold *Scotch Bonnet*, returned home in 2011 and now own a 2000 Moody 42, *Tiama*. They have only sailed locally on her so far, but longer trips are always beckoning. Meanwhile, Jock is a volunteer on the construction of the tall ship *Matthew Turner* in Sausalito.

### THOMAS A. WHIDDEN

Essex, CT

Spouse: Betsy

Yacht: East Bay 55' *North Light*

Proposer: Paul Connor

Station: ESS



Tom's early sailing life began racing a leaky Blue Jay out of Cedar Point YC in Westport, CT, and he credits that boat with teaching him the challenge of how to sail fast. Tom moved on to racing Finn dinghies in Toronto and the Northeast,

going on to compete in Finn races at the Canadian Olympic Classes Regatta and the US Olympic Trials in 1972. He had some great sailing instructors along the way, and then at age 16 he was invited to sail on the 12-metre *Nefertiti*, with Ted Hood and Don McNamara on board. From then on Tom was hooked, and went on to compete in maxi boat racing around the world, becoming most famously the tactician for 8 America's Cup campaigns with Dennis Conner. They easily defended the Cup in 1980 with the latest Olin Stephens design, *Freedom*, but were defeated 3 years later by Alan Bond's *Australia II*, which had a secret winged keel. However, Tom was on board when the Cup was won back by *Stars and Stripes*, earning the team a ticker-tape parade down Broadway and a key to New York City. He was inducted into the America's Cup Hall of Fame in 2004. Over his career Tom has also participated as Captain or Watch Captain in 8 Newport to Bermuda races, 9 SORC's, 3 Fastnets and numerous long distance west coast races. He chalked

### A New Electronic "Notice" to Mariners

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

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

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

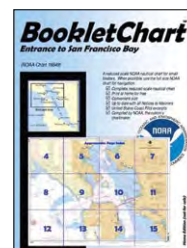
NOAA's Office of Coastal Survey has recently made nautical charts—with weekly updates—available on the Web. From their announcement page:

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

#### IMPORTANT NOTE

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

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



## WELCOME NEW MEMBERS

up many winning results, including 5 Maxi Worlds. During his college years Tom worked for the company which manufactured and sold Sunfish. After graduating from Colby in 1970, he went on to work there full time. In 1972 Tom and a partner acquired Sobstad Sails, and built it into a thriving business. In 1987 Tom was hired to run North Sails, which has grown under his leadership to become the largest sailmaker in the world. Tom is a frequent speaker on the art of sailing faster and smarter, and is invited to sail as tactician or skipper up to 60 days per year on boats ranging from 25 ft to 155 ft in regattas around the world. Tom has taken up cruising in the past few years on *North Light*. He and Betsy have logged around 1,000 miles a year since they acquired their East Bay 55', and they can be found in many favorite harbors on the east coast, from Roque Island, ME to Shelter Island, NY. In recognition of his many contributions to sailing both in business and racing, Tom was inducted in the U.S. National Sailing Hall of Fame on September 24, 2017.

*Affiliations: Essex Yacht Club (Past Commodore); New York Yacht Club (Trustee), Nantucket YC, Storm Trysail Club, Wianno Yacht Club, Sheboygan Yacht Club, Board Member of IYRS, Board member of the Sailing Hall of Fame, Selection Committee of America's Cup Hall of Fame.*

### IFAN WILLIAMS

Glen Haven, Nova Scotia  
Yacht: Catamaran 34' *Flying Cat*  
Proposer: Erwin Wanderer  
Station: BDO



Ifan grew up in Nova Scotia, where at age of 12 he built his first sail boat, resembling a Sunfish, leaving him with the impression that all boats are able to be single handed. Eventually, in his twenties, he purchased *Flying Cloud* a 33' wooden gaff rigged sloop. He replaced the standing rigging, doing the wire splicing himself as well as much other work. Those of us familiar with the foggy, rocky coastline of Nova Scotia will appreciate the skill required to sail such a vessel on this coast with no engine, dory compass

and paper charts. Ifan later owned a CS 22 *Friendship*, sailing the Muskoka Lakes in Ontario, and two Shark 24s, *Shark Stew* and *Ariana*, which he raced successfully on Lake Ontario for several years. In 1993 Ifan crewed with Hans Himmelman aboard Hans' CS 40 *Delawana* from Bermuda to St. Margarets Bay. They were in a north-west gale for 24 hours, bumping along at 1 to 3 kts, a fine measure of Ifan's capability and competence. Ifan then acquired a Cayenne 41, renamed *Flying Cloud*, a Scandinavian-built sailboat with arguably the highest Stability index on the ORR registry with a 60% ballast/displacement ratio, which he sailed double-handed, between St. Margaret's Bay and Cape Cod. In 2009, Ifan bought his catamaran which he outfitted with long distance voyages in mind. That year he sailed her, double-handed, from Annapolis to St. Margarets Bay, then in 2013 he sailed her south to Florida and the Bahamas for the winter, double-handed, returning by way of Bermuda in spring 2014. Since then *Flying Cat* has made numerous coastal trips including to the Bras d'Or Lakes (birth place of CCA). Besides his love of sailing, Ifan is also an accomplished cellist (always with a cello aboard), and is a past Director of the Maritime Conservatory of Performing Arts.

## 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*





Cruising Club of America  
Wendy Hinman, Editor  
478 Winslow Way West  
Bainbridge Island, WA 98110

---

*Deadline for Spring Issue is March 15, 2018*

## CCA Calendar of Events

2017	November 4	SAS SEMINAR, Bermuda
2018	February 2 - 9	SKI GAM, Park City, Utah
	March 2	ANNUAL Meeting & AWARDS Dinner, NYYC
	March 10 - 11	NBR SAS SEMINAR, Newport, RI
	March 16 - 27	NEW ZEALAND CRUISE
	June 15	BERMUDA RACE
	October 25 - 27	FALL MEETING, FLA, Miami
2019	February TBD	SKI GAM, Park City, Utah
	March 1	ANNUAL Meeting & AWARDS Dinner, NYYC
	June 27 - July 13	STOCKHOLM ARCHIPELAGO CRUISE
	October TBD	FALL MEETING, BOS, Boston
2022	September 18 - 22	100th ANNIVERSARY

Monthly Station Luncheons (Check Station websites for latest information)

### *Stations & Posts:*

*Please email your major events dates so members visiting your area can be aware. (Editor's email: [wendy.hinman@gmail.com](mailto:wendy.hinman@gmail.com))*

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

