

AWARDS DINNER AT NEW YORK YACHT CLUB



BLUE WATER MEDAL

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

The CCA selected Michael J. Johnson (Santa Fe, N.M.) to receive the Club's Blue Water Medal for 2016, awarded for his extensive cruising for over 40 years, covering more than 125,000 nautical miles and including an east-to-west circumnavigation below the five great southern capes. The Board of Governors established this award to recognize "a meritorious example of seamanship."

Johnson was born in Virginia in 1944 and, after serving in the U.S. Army as a paratrooper trained in Arctic Warfare, he received his doctorate from the College of William and Mary. A quick scan of Johnson's sailing resumé shows that beginning in 1975 he started sailing and never really stopped. He was not

particularly choosy about the type of vessel he sailed in: Chesapeake Bay skipjacks, British training schooners, square-rigged barkquintines, East African dhows, cutters, yawls and sloops. Johnson was as eclectic about his place in the crew order as he was about the boats he sailed. Captain, navigator, deck hand, expedition leader, bosun and commercial fisherman are all positions he has held. This peripatetic approach to sailing ceased 17 years ago when Johnson purchased *Gitana*, his 44-foot staysail schooner.

Over the years, Johnson has voyaged to the Arctic, Antarctic and all the remaining continents. In 1988, Johnson left Norfolk, Virginia in his 32' Westsail cutter, *Aissa*, for

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THE FAR HORIZONS AWARD

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

The CCA has selected Cabot and Heidi Lyman (Cushing, Maine) to receive the Club's Far Horizons Award for 2016 in recognition of their extensive offshore cruising, which includes their 1987-90 circumnavigation.

In 1987, Cabot and Heidi Lyman, with their three young boys (Drew, Zach and Alex) slipped out of Thomaston, Maine in their Seguin 49, *Chewink*, built by Cabot at his Lyman Morse boatyard, and shaped a course down the coast to Annapolis. Thus commenced their three-year, 30,000 nm circumnavigation. After enjoying Puerto Rico and San Blas Islands, *Chewink* transited the Panama Canal to cross the Pacific

via the Galapagos, the Marquesas plus the usual Pacific Islands on the way to New Zealand. The Lyman family paused in New Zealand and Australia to do local schooling for the boys and undertake some extensive inland travelling. Their course on leaving Australia took them to Bali and other Indonesian ports before pushing across the Indian Ocean to South Africa. Leaving Cape Town, they crossed the South Atlantic, with a stop at St. Helena and the Archipelago de Fernando de Noronha off the coast of Brazil. Leaving Brazil, the Lyman family enjoyed the Eastern Caribbean on the return north to Thomaston, Maine.

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LETTER FROM THE COMMODORE

Greetings one and all!

It seems hard to believe but our sailing season is now just around the corner, hard to believe as those of us in New England and New York finish digging out from the “blizzard of 2017”—truth be told our first real taste of winter this year. As you will have seen from my previously provided annual report to the membership, 2016 was a very busy year for the Club, from the very eventful Newport-Bermuda Race with nearly one third of the entered fleet withdrawing due to weather concerns only to have a wonderful ride to the Onion Patch, to the Boston Station’s Maine cruise with over 50 yachts joining in, Rich Wilson’s successful Vendee Globe, Joe Harris’ epic solo circumnavigation, Peter Becker’s spectacular performance with the youngsters aboard *High Noon* in the Bermuda Race, and on and on.

Every committee is fully engaged in fulfilling our mission, for which we are truly grateful. Over the coming months I anticipate each of our Station membership committees to be weighing in on the appropriate guidelines to be followed in implementing the new youth membership category, under the capable leadership of Peter Stoops, our national Membership Committee

chair. Their final recommendations will be brought to the Fall Meeting in San Francisco. Additionally, a broadened group of members will be engaged in helping us modernize both our internal and external communications methods and systems, helping our wizard web master Michael Moradzadeh and every touch point involved with our communications.

Over the next ten months, Suzie and I hope to visit every Station we have missed during

our first year—so, Essex, Chesapeake, Southern Cal, PNW, and Bras D’Or, be ready! We will be in Detroit for the annual gathering of the Great Lakes Station in April, and of course we look forward to a fabulous long weekend in San Francisco in October, hosted by our SFO colleagues, at the St. Francis Yacht Club. Be sure to sign up soon, as I expect it will fill up quickly!

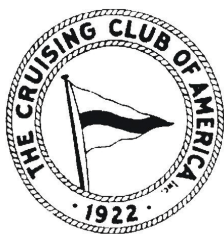
Have a wonderful summer, wherever the

winds may take you... And don’t forget to hail a fellow member wherever you see our fabulous burgee!

Sincerely,



Suzie and Commodore Jim Binch



The CCA GAM

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COMING UP... CRUISES AND MEETINGS


AZORES CRUISE JULY 2017



Cruise chairs Mark Rice & Sandy Vietor


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

interest in sailing their own boats to the Azores, and three have signed up so far. We expect about 60 participants if a few others decide to sail their boats. Because of the limited infrastructure in the Azores and the mid-summer date, we view the cruise as sold out with the exception of the available charter. In lieu of a mother ship, for those who would like to visit the Azores, we offer the ability

to shadow the cruise by staying in local hotels, ferrying or flying between the islands, and attending the social events. Should you have interest in the Dufour 450 or the "land cruise" please contact Mark Rice or Sandy Vietor, the cruise co-Chairmen. 

SAN FRANCISCO FALL MEETING OCTOBER 12-14, 2017



The 2017 Fall Meeting will be held on Thursday, October 12, and Friday, October 13, 2017, at the St. Francis Yacht Club in San Francisco. All meetings and events will be held at St. Francis YC beginning with Registration and a Reception on Thursday afternoon and evening, respectively, and ending with a Friday-night dinner. St. Francis Yacht Club has arranged for CCA members and guests to take advantage of its preferred room rates at three hotels in the Marina District of San Francisco that are within walking distance of the yacht club. A number of spouse events are under consideration and will be available to members and guests. 

100TH ANNIVERSARY REPORT



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

The history of the club will be portrayed in several ways and promises to be interesting. There are many sources to research this history but one of the most viable sources of new information is *our members*. Take a trip to the attic, basement, or perhaps a seldom visited locker on the boat. Many of us are acquainted with senior CCA members who may have a trove of historical information available.

Send any lost bits of the past to our National Archivist, Mark Ellis or to your station historian. (Contact Mark Ellis at markellisdesign@aol.com) This material will be forwarded to our archives at the Mystic Seaport Museum or returned to the owner. All material will be handled with the utmost care.

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

Your 100th Anniversary Committee 

MIAMI 2018 CCA FALL MEETING



Historic Biscayne Bay Yacht Club in Coconut Grove

Preparations are underway under the leadership of Co-Chairs Clint Bush and Pam Wall of the Florida Station for the Fall Meeting to be held at the Biscayne Bay YC and Coral Reef YC in Coconut Grove on October 25–27, 2018. Save the date!

John Robinson 

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.

IYRS CCA TROPHY CASE



DAN NERNEY

As you might know, CCA's beautiful collection of trophies was housed at New York Yacht Club. Since NYYC needed the space to show case its own trophies, the CCA was asked to move its trophies elsewhere. Happily, the CCA and Newport's International Yacht Restoration School, IYRS, were able to arrive at an arrangement whereby the trophies would be showcased in a specially built setup on IYRS' 4th floor.

In the very near future the new CCA Trophy case will be officially

dedicated at IYRS by Commodore Jim Binch and the Officers of the CCA. CCA member Fred Bauerschmidt designed and built the cabinet boxes in his shop along with the trim pieces etc. and delivered them to IYRS in the fall of 2016. He then installed the cabinets with the help of CCA Quartermaster Bjorn Johnson and Awards Chairman Robert Darbee.

Fred is a master cabinet maker who owns and operates a custom millwork and cabinet company just outside Kennedy Airport in NY, shipping cabinets worldwide.

The trophy case area has a 24/7 security system with interactive video so either Bob or myself can view the trophies in real time or review 30 days' worth of recordings.

There is a 10-year agreement in place with IYRS for the display of the trophies and the storage of the transport cases.



DAN NERNEY

Once some fine tuning of the area around the trophy display has been completed, it certainly will be a place to visit in Newport.

The 4th floor at IYRS houses the North Sails offices and the IYRS library along with the Museum of Yachting displays.

Bjorn Johnson, Quartermaster 

STAN AND MARTIE LIVINGSTON

For me and many others in the Cruising Club of America, Stan and Martie Livingston represented the ideal cruising, voyaging and ocean racing couple. They planned their cruises together, organized and prepared for their voyaging together and always sailed as a team.

I first met Stan and Martie as a 10 year old when I accompanied my parents delivering *Lucy* to them in 1948. *Lucy* became *Kokua*, the first of many boats they owned, cruised and raced together. From then on, the Dunbar and Livingston families remained close. The Cruising Club of America was part of the family. My Dad proposed Stanley for the CCA and Stanley was my proposer in the 60's.

Racing to Bermuda with Stan and Martie was always a family affair. Stan was in charge on deck, Marty below. Racing to Bermuda with Stan



and Martie was always a family affair. Stan was in charge on deck. Marty below. She was never sea sick, even in 1972 on *Walele* during that very rough race. There was always hot food, and lots of it, in the worst conditions. Martie always held a ships company award ceremony in Bermuda and as you would expect, hand made all the

awards herself. I still cherish my Oinker award from that race. (Awarded to the crew member who ate the most in all sea conditions).

Stan and Martie cruised extensively in Europe and encouraged many of the cruising couples they met to voyage to the US and visit them at "Wind Hill" in Bristol where there was always room at the dock and hospitality and conviviality ashore. The warm, genuine, friendly comradery feelings that Stan and Martie conveyed to those they met encouraged most to accept

the offer. They really were the CCA's international ambassador couple.

Stan and Martie cruised as a couple on Manukai until they were both in their 90's.

What an example for us all. They are truly missed.

Bart Dunbar 

HOW TO TAKE CARE OF YOUR RUM KEG

Post Captain Steve,

Congratulations on your new position and to the Post.

Having stood in your sea boots for a two year shift, I can assure you that nothing is more dispiriting to a CCA Post Gam than a lack of lubricating spirits. At that time, Leslie and I were so taken with the immediate need for a keg that we commissioned Past Commodore Drew to build us one. We paid for it out of our pockets and retain custody of the keg but make every effort to provide it, with the appropriate mixings, at all Gulf of Maine Post Gams. The GMP Treasurer is most accommodating in meeting our occasional bill for the ingredients. I hope that you are able to reach the Drews and that they will accept your commission for a new keg. Seem to recall that we crossed Bob's palm with something in the range of two hundred dollars perhaps two and a half in silver, but that was ten or so years ago and inflation is stirring its wings. The work in constructing the cradle is very fine.

Once you have the item in hand, its care and feeding are both a privilege and a pleasure, but timeliness is critical. It is not uncommon for the keg to retain a bit of mix at the end of an event. While it is about 40 proof, and thus not subject to immediate decomposition, do not be tempted to continue sampling the remains for more than a couple of nights as the fructose content is high and souring occurs rapidly. A much better plan is to drain the dregs into another container which you then place in the fridge, where it will be drinkable for several evenings.


The care of the now empty keg is critical to your future enjoyment of stewardship.

Place the keg on the side board of your sink and use the dish rinsing hose to flush out any remains of the mix with hot water. Do this until the water runs crystal clear and be sure to angle the nozzle so that the sides of the interior are well washed. Now, not sure if you are old enough to have owned a wooden dinghy or boat, but you are probably aware that such vessel's planking dries out over the Winter and the craft leaks like a sieve upon launching in the Spring. The keg is made of wood and will do the same thing if you allow it to sit unmoistened for even a few days. Once it is clean, we pour in a "handle," or a half gallon to those who are not Mainers, of dark rum to keep her tight. Of course the keg may not be used for a number of weeks between gams and it is important to check that the level of rum has not gone down too far. This is best

done with a glass held under the petcock and it will allow you to become a bit tight on some afternoons, along with the keg. The best rum to use may be Nancy Gosling's Black Seal, it has the effect of "sealing" the keg better than most, though Colonel Meyer's rum will also work very well. Some stations prefer to avoid all these issues with mix and will instead just fill the keg with rum - Mt. Gay is a standard for many. I believe that is the case with the Essex Station.

Commodore Drew has outfitted his kegs with a number of brass fittings in addition to the petcock. Before bringing the keg to an event, it is important to polish the brass. This, of course, can well be accomplished on one of the afternoons when you have held a glass under the petcock to check that the level is adequate. While Brasso will suffice, we have found that the metal polish under the Collinite brand to last the longest. The petcock on our keg, and on others, is a bit confusing since the normal operation of a valve is such that the valve is turned crossways to close, and in this case it is turned crossways to open. Ensure that you are aware of how yours operates.

As Vice Commodore Willauer has indicated, the mix is based on the Bermudian recipe; however, the basics are straight foreword: One measure of dark rum, one measure of light rum, one measure of orange juice, one measure of pineapple juice and some secret ingredients. As most easily available rum in the US is but 80 proof, you will easily deduce that the mix here is 40 proof. For a gam where most are arriving via asphalt, you may wish to back off a bit on the rum portion. At sea, the full forty proof will lead to a rather rollicking party in fairly short order. Bitters are always in order, about sixty shakes for a full five gallon keg. Real maple syrup smooths the mix but needs to be held back in warm weather. The orange juice is best if bought with no pulp as pulp can clog the petcock passages. We usually use a bit more pineapple than orange but that is up to you to determine. Grapefruit juice was included in the original, but since so many members are on statins, which preclude that ingredient, it has been deleted in recent years. Sliced limes should be provided in a bowl, next to the bowl of ice to be sure that the members of your Post do not contract scurvy.

Fair winds,
Garry and Leslie 

NEWPORT-BERMUDA RACE

Coming off a year of unprecedented DNSs (a large number of entrants pulled out in the last several days due to the ominous forecast for Gulf Stream weather) and the shattering of the course record (*Commanche* in less than 35 hours) the 2018 Race Organizing Committee is open for business under the leadership of Jonathan Brewin (CCA-BDA and RBYC). The CCA-Royal Bermuda Yacht Club (RBYC) partnership dates back to 1926. The good news is that prior to the weather induced flood of DNSs the 2016 fleet had rebounded from a steady participation drop from the 2006 anniversary Race. It augurs well for 2018 when we anticipate climbing back up towards 200 yachts starting off of Castle Hill on Friday, June 15.

The 2018 Bermuda Race Organizing Committee (BROC), composed entirely of volunteers from CCA and RBYC held its second full committee meeting at NYYC Harbour Court on March 18, 2017, with 28 participants, including three phone-ins. Chairman Brewin has initiated monthly telephone BROC meetings to keep all committees moving forward on schedule with plans for completing the Notice of Race (NoR) and the Newport Bermuda Race Safety Regulations (NBRSRs) and Application for Entry (AFE) system earlier than in past years. We are all aware of the need to provide prospective entrants with motivation and information for decisions and preparation as early as possible in the “odd years” between Races.

Along with the NoR, NBRSR and AFE systems there is much to be done to make sure the Offshore Racing Rule (ORR) managed by the Offshore Racing Association (ORA), the scoring system, the Division and Class breakdowns and Race communications are updated, revised and ready when needed. There are many logistical

issues including starting and finish lines, Newport and Bermuda operations, pre and post-race weather briefings, emergency medical capability, captain’s material and briefings and customs and immigration processing to be organized for some 1,700 participants.

Along the way, three Safety at Sea (SaS) programs are being planned with the new Race requirement for 2018 that some of each yacht’s crew



must have current “in-water” safety training and certification in addition to the “classroom only” certification for past races. In addition to the March 10–11, 2018, SaS program in Newport and the usual June 2018 “make-up” session in Newport there will, for the first time, be a Bermuda SaS program in Hamilton on November 3, 2017.

This entire BROC effort is supported by a webmaster who manages the Race’s website (BermudaRace.com) and makes sure that all Race information is available 24/7 for prospective captains and crew. BROC’s Sponsorship Committee is charged with the dual role of providing necessary funding and visibility in the sailing community. In addition to Race promotion, the Participation Committee oversees the Ambassador program for first-time captains. The reorganized Media Committee is raising the Race’s profile in social media along with its traditional role of

generating copy and images for publications and BermudaRace.com.

NEW for 2018! As the GAM goes to press, BROC Chairman Brewin, CCA Commodore Binch and RBYC Commodore Oatley, have announced that the 2018 Newport-Bermuda Race (NBR), recognizing trends in offshore multihull competition and cruising, will accept multihull entrants. BROC recognizes that multihulls present special stability safety challenges especially in the Newport-Bermuda race in that it crosses the Gulf Stream and is sailed largely beyond coastal rescue resources. In addition to traditional scantling requirements, BROC addresses stability questions conservatively with a minimum length requirement of 58 feet and the extraordinary requirements that all crew must have completed a significant multi-hull race or passage and must have completed a “hands-on” Safety at Sea

Seminar. There will be a Multihull Division divided between performance and cruising yachts and all multihull entrants will race under the ORA developed ORR-MH VPP rating system.

Again in 2018 we anticipate a strong CCA turnout, with up to twenty percent of the fleet to be sailing under the CCA burgee. Start early and make plans, don’t miss our Club’s 51st Thrash to the Onion Patch. We’re counting on your support.

R.C. Holliday 

BROC Participation Chairman



SKI GAM 2017



Forty CCA members and guests from 5 stations — BOS 19, CHE 4, FLA 5, PNW 6, SOC 3, — gathered in Park City from Friday, February 3 through Thursday, February 9, to enjoy skiing in company. Past Commodore Ross Sherbrooke and veteran skier Bill Polleys were the instigators of the original event, staged at The Canyons Resort nine years ago. For the past five years the group has based itself at the Silver King Hotel which is more convenient to both the slopes and the historic town of Park City.



Bill Polleys still going strong. Here with Bonnie Besse.



Past Commodore Ross Sherbrooke smiling after a great day on the hill.

Under the able direction of Gam Meister, John Robinson, the group challenged the slopes and conquered all. No serious injuries were suffered and spirits were raised to new heights each evening at the debriefing sessions.



Gam Meister—John Robinson

On our opening night the group gathered in “The Club Room” where John explained the plan for the week, while participants enjoyed a delightful array of heavy hors d’oeuvres provided by Jennifer Langston with help from Po Martin.

Saturday skiing was at Park City and all enjoyed a delightful day on the slopes. Past Commodore Tad Lhamon and Bobbie Schaus lost their way on the second run of the first day, not to be seen until lunch time. We wonder how Tad found his way around the World. Later in the week we tried Deer Valley, Canyons, and Alta where Rick and Linda Olney hosted an après ski gathering at The Rustler. Weather was quite variable this year from truly delightful snow at the top to warmth and rain at the bottom, but spirits were never dampened.

We skied all over, from snowy chair rides to sunny Paydays and much more...



Each day skiers gathered in groups and were led by those more familiar with the various runs. A mighty thanks is given to Po and Dan Martin (CCA CHE), and Deborah Norum, and Dan and Connie Steffen, non CCA members, for taking on the role of being the guides.

Events of the day and war stories were told in the hot tub before the evening commenced with more revelry. Deer Valley was the site of significant “bear” sightings, pre-ski breakfast, and for some, an early stop at Golden Hirsch for fondue. Gathering in “The Club Room” each evening for a short debriefing and next day planning session, we enjoyed libations and nibbled appetizers that were ably organized by Barbara Watson, Katie Christie, and Heather Lalanne.

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Party Girls—Heather LaLanne, Katie Christie, and Barbara Watson



Super Bowl Margarita Masters—Jennifer Langston with Karyn and Steve James




Dining together included Bar-B-Que for SuperBowl Sunday in the “Club Room”, dinner at Adolf’s, and a delicious Italian dinner at Ghidotti’s on our final night. Other nights we explored the dining opportunities of Park City on our own.

One evening, Pete Palette explained the intricate history of tequila before a raucous test tasting of over 6 varieties which some members deemed close to poison while others needed several samples. Steve and Karyn James entertained us with a slideshow of their cruise through the beautiful villages along the Greek and Italian coasts. Tad and Joyce Lhamon told stories and showed pictures of their final year’s cruise to each of the CCA stations. Our Joke Meister, Ernie Godshalk, kept us holding our sides with jokes and tales of running the Iditarod.

Next year’s event promises to be even better, although I’m not sure that is possible. Johnny and Po Martin have promised to assume the roles of Co-chairs with John Robinson. As always numbers will be limited, so plan ahead and get your reservations in ASAP when 2018 CCA Ski Gam is announced.



Johnny and Po Martin

*Your diligent ski scribe,
Joyce Lhamon (PNW)* 

GREETINGS FROM JOYANT



Royal albatross off the coast of Chile

TOM WADLOW

I find bird watching is a wonderful activity to pass the time when we are on passage and Tom enjoys taking photos of the birds we see. By submitting my sightings to Cornell’s eBird data base I also feel that I’m contributing to science and conservation, since sailors often go where scientists don’t. After submitting the birds seen on our transatlantic trip from the Canary Islands to Antigua I became involved with a project called Birding Aboard.


Birding Aboard was created to raise awareness among long-distance boaters from around the world to record their seabird observations. All data goes to eBird, a worldwide resource for scientists and conservation groups.

You don’t need to be an expert to participate. We’re encouraging mariners to simply take digital photos of birds seen en route, then note the latitude-longitude or photograph your chartplotter display. We’ll help you identify and report your sightings.

More information is available at www.birdingaboard.org or on Facebook at www.facebook.com/groups/BirdingAboard/, where you

can share your questions, photographs, and experiences with other birders aboard.

Please join the count and contribute much-needed information about pelagic birds. You are the “eyes on the water” for seabird conservation!

Dorothy Wadlow, s/v Joyant 



Juan Fernandez petrel off the coast of Chile

TOM WADLOW

BERMUDA

After an extremely busy summer and fall in 2016 with the Newport-Bermuda Race, the Summer Cruise circumnavigating the Island and hosting the Fall Meeting, the Bermuda Station has taken a bit of a breather this past winter and has gotten 2017 off to a slow start. This period of torpor is not to last as Bermuda generally is in for an incredible sailing season involving numerous international events.

Our first quarterly meeting was held in January with the second due to take place on April 21. These meetings have a fairly standard format including informal pre-lunch discussions, business matters being addressed between courses and follow-up informal discussions or a program of interest after lunch. Visiting CCA members are welcome.

Some of the international events to take place include the 935 mile Antigua to Bermuda race due to start on May 12 with a number of the 20-25 entries slated to take part in the America's Cup Super Yacht Regatta later in Bermuda. The biennial Marion to Bermuda Cruising Race has been advanced to early June to avoid direct conflict with other events. The Island will host the Bermuda Tall Ships Festival the first week of June as the fleet of vessels taking part in the Rendezvous 2017 Tall Ships Regatta assemble for their race from Bermuda to Boston.

In addition to the Super Yacht Regatta, a fleet of as many as 6 to 8 majestic J Boats will hold a regatta over three days in the Murray's Anchorage area off the coast of St. George. This will possibly be the largest fleet of these vessels that has ever raced together.

The Red Bull Youth America's Cup gets underway mid-June and as many as 16 teams from around the world are expected to take part. They, like their "senior" counterparts, will be sailing foiling catamarans. The America's Cup/Louis Vuitton Qualifier Series gets underway at the end of May and the top two qualifiers will go on

to the AC Challenger Playoff Semifinals to select the challenger for the Cup. Many of our Bermuda Station members are involved in organizing one or more of these events which will provide a huge challenge for Bermuda's relatively small, but enthusiastic, sailing community.

James Burnett-Herkes, Historian

BOSTON

The very popular Boston Station winter lunches at the India Wharf Rats Club began on October 19, 2016 with a healthy crowd. Once again, we thank Carter Bacon for providing a common link between the CCA and the Rats. Typically many members bring their spouses to the unofficial Christmas lunch. This year was no exception, with the crowd on December 21 reaching the limit allowed by the Fire Marshall. If you have never visited the Rats Club, you have missed a unique experience. We held our Winter Dinner & Annual Meeting at the Union Club in Boston on January 26. After drinks and a very nice dinner, Rear Commodore Bob Morris and Vice Commodore Brad Willauer presented The Circumnavigation Award to Jack and Zdenka Griswold for their circumnavigation aboard *Kite*, their 2007 Valiant 42. After the award presentation, Jack and Zdenka gave a very interesting and entertaining talk replete with lots of wonderful photographs.



Bev and Mark Lenci with Liz Dean and Brian Deichmann



L-R: Dick and Jane Tracy, Pam and Brenden Kelly with Kathy Morton

Big news for the Boston Station this winter was the spawning of a new post. The Narragansett Bay Post is in the formative stage with leadership positions and details to be announced soon.

This year's Spring Dinner will be held at the Peabody Essex Museum in Salem, MA on Thursday, April 27. The Museum has offered us this exciting opportunity at a reduced rate in recognition of the museum's long valued relationship with CCA members Ranny and Bill Barton and their family. The Maritime Galleries will be open for us at 5:00pm for a special viewing with docents followed by a reception and dinner in the East India Marine Hall. We hope many of you will be able to come earlier and enjoy the museum's other treasures.

The Boston Station is planning a celebration of the recently completed solo circumnavigations by station members Joe Harris and Rich Wilson. Joe Harris arrived in Newport on May 5, 2016 to complete his solo circumnavigation aboard *Gryphon Solo2* after 152 days at sea. 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 to secure 13th place in an elapsed time of 107 days. Details of this upcoming event will be announced soon.

Nick Orem, Historian

BRAS D'OR

Members of the Bras d'Or Station continued to actively sail throughout the fall of 2016. This was true for members enjoying their vessels closer to home and those who cast off, bound for southern destinations.

September is one of the best times of the year to enjoy Nova Scotia and the CCA was well represented during the September Classic, a unique sailing event on the south shore of Nova Scotia.

Wilson Fitt explains, "Every September in Lunenburg there is

NEWS FROM STATIONS & POSTS

a semi-organized race called the September Classic. The only rule is that every boat must be made of wood and the only sailing directions are to depart Lunenburg Harbour, leave Cross Island to port and return to the starting point, about a ten-mile course. The fleet is always highly varied and colourful, all types and sizes of schooners, sloops, cutters and the occasional ketch or yawl. There are no handicaps so the first boat home wins and takes an impressive trophy home for the year. Three CCA boats raced the September Classic this year: Frank Blair's Nigel Irens' designed "fusion schooner" *Farfarer*, which made a special trip from Maine just for the fun of participating, Wilson Fitt's Bill Atkins' cutter *Christina Grant*, and Michael Higgins' Gartside designed gaff cutter *Samarat*. *Farfarer* pulled into the lead right off the line and maintained it to the finish, distantly followed by *Christina Grant* in second. *Samarat* finished in a respectable fifth place behind a couple of very sleek local schooners. The day ended, as always, with a big outdoor barbeque complete with copious refreshments."



Farfarer and Christina Grant in the September Classic

Wilson likes to think that the attached photo shows *Christina Grant* overtaking *Farfarer* just after the start but the truth, alas, was quite the opposite.

As October rolled into November, and hurricane season faded away, several of our members dropped lines in search of warmer weather. Sandy MacMillan reports on the logistics of some of these passages, "In late October, early November, several members of Bras d'Or Station sailed south to the Greater and Lesser Antilles. Todd Burlingame's Valiant

42, Double Cross, made the St. Margaret's Bay to Antigua run a straight shot in 12 days. Michael Higgins in *Samarat*, a Paul Gartside 37, Lunenburg to Bermuda in 6 days and a further 8 days, Bermuda to Antigua." Sandy's own *Manana*, a Sunward 48, made the trip south from St. Margaret's Bay to Bermuda in 4.5 days and Bermuda to Puerto Rico in 5.5 days. Sandy further reported, "CCA members Glen Dexter, Hans Himmelman and Phil Wash were aboard. The boat sails faster than expected, loves a reach with 4 sails set. Stable and easy in the wheelhouse. Installed new Garmin 18xHD radar. Best I have ever used. Integrated with a 10-year-old plotter perfectly.



Manana south of Bermuda

Manana will be cruising the Spanish, U.S. and British Virgin Islands over the winter. Fajardo is one hour east of San Juan by car on the east coast, a major marine centre for sport fishing. Good marinas less than \$700/month including water, power and tax. One of the best West Marine stores in the network. I think it rivals Fort Lauderdale. Cheap food and great rum."

As 2017 got underway, the annual Bras d'Or Station tradition of a January hike and social in the Annapolis Valley was once again enjoyed by our members. Rear Commodore Gretchen McCurdy notes, "The Bras d'Or Station (BDO) enjoyed a pleasant gathering in Wolfville. The adventuresome hikers gathered in the morning only to lose their fearless leader, Wilson Fitt, at the beginning of their trek, to a puddle with thin ice!! While the remainder of the group hiked, Wilson and Thelma enjoyed watching the falling tide out the Watts' front window! Barbara and Peter Watts hosted an animated gathering on a sunny afternoon,

where those who gathered appreciated their spectacular view. The meal at Blomidon was delicious and those who stayed for the night enjoyed each other's company the next morning over breakfast.



Blomidon hikers L-R: Iain Tulloch, Leslie Tulloch, Mary Filbee, Erwin Wanderer, David Archibald, Barbara Watts, Diane Wanderer, Phil Wash, Betty Ann Haliburton

On February 24, the Bras d'Or Station held its first casual pub luncheon at the Gahan House on Halifax's waterfront. Nine members turned out, who shared stories and enjoyed lunch together. An hour and a half later, those who had to return to work were back at their desks. It was a pleasant interlude - one we hope to repeat at some point."

With spring on the horizon, but winter still here, many Bras d'Or station members have headed to the warmth of southern destinations. This year Saint Lucia seems to be a common base for many from our station, including Kit and Gretchen McCurdy, who enjoyed views from shore side, while Hans and Dani Himmelman spent several days in Marigot Bay before joining Stephen and Linda Stelmaszyk's Hylas 56, *Alora*, for a sail down island. Spotted in Rodney Bay were Bras d'Or member Fred Voegeli and Nancy Voegeli, rejoining their Mason 44, *Frisco*.

Looking to the future, Rear Commodore Gretchen has been engaging our members in discussions reviewing Club activities and for each of us to give consideration to different local cruising destinations. Further to this, Cruise Chairman Bill Greenwood has been considering a fall cruise to explore the many islands and coves that make up the eastern shore of Nova Scotia.

David F. Arenburg, Historian

BUZZARDS BAY

This is a catch-up report covering our activities last year as well as this year to date.

The Post continued its practice of monthly luncheons in the off season. We started last year with a lunch and visit to IYRS (International Yacht Restoration School) on the harbor in Newport. President Terry Nathan gave us an extensive briefing on IYRS's three separate programs: 1-Boat-building & Restoration, 2-Composites Technology, and 3-Marine Systems. We enjoyed our tour through the drafting room, splendid library, and big workshop with 20 plus boats (half were Beetlecats) undergoing restoration by students. Across from IYRS we also had a chance to inspect the 131 ft. schooner *Coronet* restoration project where the hull planking phase is just about complete.



IYRS drafting room with Bob Morris, Jack Braitmayer and Bill Cook



IYRS big workshop



Schooner Coronet project

The Post's Spring Dinner was held last April at the Herreshoff Museum in Bristol, RI with more than 75 attending. The cocktail hour provided an opportunity to inspect the many interesting boats in the Museum's Hall of Boats. The evening was enlivened by an official movie of the 1969 Admiral's Cup races in the UK. The showing was arranged by Sandy Weld who had participated in the series aboard Dick Carter's hot design *Red Rooster*, the overall high scorer in the series and leader of the winning U.S. Team.



Herreshoff Museum Hall of Boats

Last year's Newport-Bermuda race occupied many Post members in June, but a goodly number also headed off in other directions. Bill Cook & crew(s) sailed *Resolution* to northern Labrador and back. Sandy Weld took *Windigo* up to Newfoundland and left her there for the winter. Ernie Godshalk and Ann Noble Kiley, with *Golden Eye*, continued their cruising from the North Sea down to the Channel Islands and Brittany, and back to the Netherlands for the winter. Carter Bacon, with *Solution*, had been sailing in Scotland and along the Norwegian coast. Nick Brown loaded *Foxtrot* on a freighter headed for Hamburg, then Denmark to be ready for this year. Back closer to home, Peter Cassidy campaigning his NY32 *Syren* won First Place for overall performance in the Newport Classic Yacht Regatta in September.



Visit to Goetz Composites

Our December luncheon included a visit to Goetz Composites to view progress on Peter and Jennifer Francis's radical new 70' cruising cat. The deck molding easily accommodated all the post's members. Our February meeting featured Sandy Weld's graphic presentation on Newfoundland cruising and an invitation to join him up there for a mini-gam this summer. For our April lunch, we will be at WHOI (Woods Hole Oceanographic Institution) for a tour of its Deep Submergence Lab and its new 238 ft. research vessel *R/V Neil Armstrong*.

R. Rosbe, Jr, Post Captain

CHESAPEAKE

"Wonders are many, and none is more wonderful than the power that crosses the white sea, driven by the stormy wind, making a path under surges that threaten to engulf him" — Sophocles

Every December, the Chesapeake Station marks the onset of the holiday season with a Christmas luncheon, an event replete with evergreens, tinsel, colored lights and a preview of new winter fashions, usually held at the Annapolis Yacht Club. This year was especially festive, coming as it was after a seemingly endless nasty political campaign full of *sturm und drang* with a surprise ending. This year's event was on December 13 with 73 members and guests on hand to share the holiday cheer. Retiring Rear Commodore Bob Mathews received an early Christmas gift of a framed Rear Commodore's flag under glass with signatures of Chesapeake Station members on the mat. The event was held at the former Harbor Grill which serves as temporary quarters of AYC on Dock Street near "Ego Alley". It was one year earlier that faulty Christmas tree wiring started a fierce fire at AYC's Main Clubhouse. Reconstruction has begun and, according to AYC Commodore Debbie Gosselin, will be completed within two years.

NEWS FROM STATIONS & POSTS

The January 12 CHE luncheon was at the same location on a raw chilly winter day with snow flurries approaching from the west. Only six of us showed up but it made for fine conversation around the table. It was a bit more raucous a month later on Valentine's Day with about 25 members and guests, a good turnout which included either wives or girlfriends (but not both).

On February 3, the Park City Ski Gam brought together about 30 CCA members, mates and friends for six days of skiing at Park City, Alta and Deer Valley. Two CHE couples joined in the glorious Utah downhill runs amid matchless scenery: Chace and Josie Anderson and John and Po Martin. "Great time and really good bunch of people" says Chace.

On March 3, Chesapeake Station Rear Commodore Cary Thomson with his wife Martha, along with Chesapeake Waddy Garrett, Bill Read and Barbara Ragan, Margy and Jim Robfogel, and Ted and Anne Clucas attended the CCA Annual Meeting and Awards Dinner at the New York Yacht Club.

That same day, the CCA Ski Gam, an annual week-long winter event was convening in Park City, Utah. Chace and Josie Anderson and John Martin were representing Chesapeake Station.

Two days later, on March 5, a group of us from Chesapeake Station led by Rear Commodore Cary and Martha Thomson assembled at Philadelphia Corinthian Yacht Club on the Delaware River at Essington, PA, overlooking Little Tinicum Island. Just being in that fine old yacht club which dates back to 1892 and is full of nautical art, models and memorabilia, is a treat for any sailor. An excellent dinner with a couple of dozen CCA members and friends was followed by a fascinating talk by Chesapeake Station member Gary Jobson about his younger days at SUNY Maritime, his bout with cancer, some of his experiences with America's Cup past and present, and with the recent Rio Olympics. He noted that a new keelboat is being designed for Olympic sailing.

Plans include coed crews of two or four with at least one long overnight race in the series.



Lunch at the Philadelphia Corinthian Club



Bill Read presenting his report on membership policy changes

On March 14, the usual date for the station's monthly luncheon, the whole east coast was on high alert for Winter Storm STELLA, a huge Nor'easter pounding up from the south, threatening snow, sleet and freezing rain. All the weather channels were warning people to be ready for power outages and not to venture out of their homes if there were any alternatives. That's why the heavy weather seagoing CCA/CHE Station had only ten members and spouses sharing lunch at the Annapolis Yacht Club. Past Rear Commodore John Melchner maintained discipline during the weather crisis while Wally and Molly Stone, Bill Torgerson, Dan Rugg, Chace Anderson, Jon and Dorothy Goldweitz, Ron Council and Jeff Warden successfully defied the elements despite stern warnings from officials unaware that our people were accustomed to facing far worse weather offshore. Not surprisingly, all managed without difficulty. Cruise/Entertainment Chairman Goldweitz announced that our Spring Cruise

would begin at Gibson Island Yacht Squadron on Friday, May 12th.

CCA/CHE is welcoming four new members elected in November—Douglas R. Abbott, Bruce C. Barlow, John F. Devlin and Andrew Hughes.

Frederick Hallett, Station Historian

ESSEX

Although it has been a fairly mild winter here in Connecticut, we are still looking forward to taking off the boat covers. Most of our winter projects are well under way or have been completed, but we almost always get a significant snow fall in late March, so we can't be too aggressive with uncovering our boats.



Jan Jacobsen helping bring back Cecilie Viking from Bermuda to Annapolis

On December 6, 2016, 68 members and guests attended the Annual Meeting at the usual location of the Essex Corinthian Yacht Club. At the meeting, the Essex Station changed the guard. Rear Commodore Dave Dickerson passed the belaying pin to Bob Green who will shepherd us for the next two years. We thanked Dave, as well as Sue, for the great job they did for us. Dave oversaw many enjoyable meetings, cruises, dinners and lunches. The new slate includes Dennis Powers as Secretary, Fred Deichmann as Treasurer, and your scribe as Historian. Dick Holliday gave a report on our successful Station Summer Cruise in Maine and Tom Wadlow, our Safety at Sea Officer, reported on weather gibs. The current, and continuing, Treasurer reported solvency. After receiving many compliments and much praise for providing, and often cooking the

NEWS FROM STATIONS & POSTS

ESSEX CONTINUED

third Thursday of the month lunches, Dan Biemesderfer was presented with the Vernon Merritt "Talisman Trophy" by Past Commodore Bob Drew. The award is given to the station boat which goes the farthest east. Dan and Gretchen took *Shearwater* to the Azores and Portugal in 2016.

Dave and Sue Dickerson returned from Florida in February, where Dave and his grandson sailed in the 2017 Helly Hansen NOOD Regatta in St. Petersburg. There were 154 boats of various classes, but only one wooden boat—their Lightning #7170 built in 1958—which Dave skippered. In spite of the old boat with the old guy at the helm, with the help of his grandson, Dave managed to score a first in one of the four races.

Charles-Henri Mangin sent a note which was too late for the Fall GAM, but it is still relevant. He wrote "On August 4, 2016, *Strella Encore* entered the Vieux Port in Marseilles. The Harbor Master was waiting for us on the Quai d'Honneur in front of City Hall to say "You made a reservation for one night, but in fact you will want to stay for two days. There is Mistral (NW wind) tomorrow." Our NY crew friends were joining us that evening and we were all due in the Island of Porquerolles the next evening for a party. So we cast off early on the morning of the 5th. I had told the crew we would be on a beam reach and average close to 10 knots so we could open the bar early in Porquerolles. I had just disregarded the fact that we would be heading up wind going out of the Harbor, and I certainly did not expect the wind to be force 9 quickly rising to force 11, with gusts reaching force 12. The strongest Mistral I ever experienced in over two decades of sailing in the Med. The outcome was predictable: sea sickness of the crew was almost immediate, and the rolling seas when we eventually headed due East under trinquette only, did not help. Our American crew were dear friends so they did not disembark, and enjoyed the rest of the cruise to San Remo."

Tom and Dorothy Wadlow wrote about their visit to the Galapagos in the winter of 2016, while heading north in *Joyant* from Chile. They transited the Panama Canal and spent over a month in Panama, giving Dorothy the opportunity to bird watch and visit the Darien region. Their voyage is described in detail in *Voyages*. The Atlantic portion of their return to Mystic had stops at the Cayman Islands and in Fort Lauderdale. They sailed north in the summer to join the Station cruise in Maine, and went on to spend a month off the Maine Coast.

Former ESS member (now with the FLA station) Pieter de Zwart, has been cruising with his wife Joanna on their Duffy 48 *Margarita* for a few seasons, but they have now gone back to sail. They have purchased a Baltic 51 sloop *Pastime*, which is presently in Mystic, and they plan to live aboard her this coming summer.

Ernie Messer forwarded a photo of his yacht *Valour* in Jones Cove, Maine, and one of his wife Jan Jacobsen on board *Cecilie Viking*, an Elan 45, which they helped deliver from Bermuda to Annapolis in June 2016.



Valour anchored in Jones Bay, Maine - owned by Ernie Messer and Jan Jacobsen

Past Commodore Bob Drew crafted a CCA Memorial Service Pennant and Staff. It is a handsome item with the Burgee at the head and a frame for a picture of the last Voyager. The base is of crossed oak. The Station is planning on using this Memorial Staff at future services in lieu of flowers. Hopefully it will not be used too frequently.



Bob Drew's memorial burgee for Tom Keogh's funeral service

The third Thursday of the month lunches at Brewers Pilot's Point Marina in Westbrook, CT are open to all. Company, libations, great food and the price is right. Please contact Dennis Powers at dennispowers@snet.net for details.

Jeb Embree, Historian

FLORIDA

When temperatures drop up north, sunny Florida comes alive with sailing and cruising activity, and winter 2016-17 has proved no exception. With the addition of Gus Hancock, who recently moved to Vero Beach and transferred in from the Great Lakes Station, the Florida Station is 100 members strong, not counting the many non-Florida Station members who visit or winter in Florida and enjoy our station's hospitality. The camaraderie and programs at the station's round of winter luncheons in Stuart, Fort Lauderdale, Miami and St. Petersburg continue to be a big draw.

At our annual meeting on January 28, outgoing Rear Commodore Tanner Rose turned over Florida Station's helm to incoming R/C Barbara Watson. Commodore Jim Binch and Suzie joined Florida Station members and guests for the event, which boasted a winter rendezvous cruise

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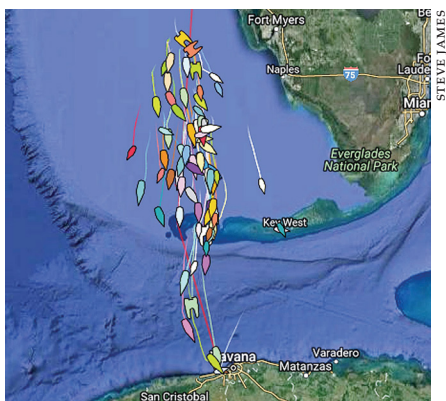
on the St. Lucie River aboard the chartered *Island Princess* and an enjoyable dinner meeting at Jensen Beach. At the meeting we voted to combine the station's secretary and treasurer posts, shortening the Florida Station flag officer pipeline to R/C from six to four years. The average age of Florida Station members is 76, the club's oldest, and cutting the pipeline just seemed right. (Is it true that being a CCA member adds 10 years to one's life?)



New Florida Station R/C Barbara Watson and Secretary Joel Taliaferro and her new burgee.

Topping Florida sailing news of the season was revival of the historic St. Petersburg-Habana Race, which debuted in 1930. About 500 sailors aboard 70 yachts crossed the starting line February 28 off St. Pete. Lloyd Thornburg's CK40 *Fomo* was the big winner, winning not only on handicap but also on line honors.

Last time the 284-nautical mile race was run, Cuba was in turmoil. The year was 1959, and President Fulgencio Batista was struggling to hold power as a young firebrand named Fidel Castro and his followers closed in on Havana.



The St. Petersburg-Habana Race fleet underway to Cuba

CCA's connection with the Habana Race is dates back to its very beginning—two of the race's three founders were CCA members. George S. "Gidge" Gandy and L L "Lew" McMasters joined with Rafael Posso, Commodore of the Habana YC, to inaugurate the race 87 years ago. The list of yachts taking part in St. Pete-Habana races over the years reads like a *Who's-Who* of yachting history: *Haligonian*, *Vamarie*, *Stormy Weather*, *Blitzen*, *Babe*, *Ticonderoga*, *Carribee*, *Starlight*, *Windjammer*, and *Hoot Mon*, plus the acclaimed Cuban yachts *Ciclon* and *Criollo*. And a teenager named Charley Morgan, now a longtime CCA member, sailed the 1948 race aboard *Redbird*, a 36-foot yawl from Tampa.

The only CCA yacht in the 2017 Habana race was the Cheoy Lee Pedrick 41 *Orient Express*, owned and skippered by Florida Station Secretary Joel Taliaferro, plus five crewmembers, including Florida Station members Charlie Lalanne, David Knowlton, and Bill Jorch.



Orient Express' crew for the Habana Race: Skipper Joel Taliaferro, Bill Ballard, Bill Jorch, Tom Shevlin, Charlie Lalanne and David Knowlton.

Two Florida Station members are set to receive their coveted 50-year Medals later this year: Charley Morgan and Harvey White. Both became CCA members in June 1967.

In cruising news, Ron and his wife, Andrea Dowling, took their Sabre 40 sloop *Endurance* on her annual spring-time cruise to their favorite Bahamas group, the Berry Islands. Don't tell, but they have a secret spot, accessible only at the top of the tide. It's protected, secluded, beautiful, quite remote, yet just a short dinghy ride to wonderful (and productive) reefs for snorkeling, and it offers amazing

crested beaches with no footprints but their own, extended hiking on coral oceanfront, interspersed with lovely beaches and swimming holes. Nearby they can gather all the conch they need. They stayed for over a week, their only interruption a squall line that spawned nearby waterspouts. The rain allowed them to harvest rain-water enough to fill their aft water tank and extend their stay.



Andrea and the dinghy

After wintering in Fort Lauderdale, David Bridges and Ann Gates headed south aboard David's Valiant 40 *Blue Yonder*. They were tracked by Pam Wall, using data from David's new DeLorme InReach satellite communicator. At last report *Blue Yonder* was anchored off Isla Providencia. "He says it's beautiful, like the Marquesas in French Polynesia," Pam wrote. "Wish I was there."



David Bridges

Pam works closely with the New York Station's Steve (Skip) and Linda Dashew on acquisition, production, marketing and customer service for the proven FPB series of aluminum passagemaking powerboats. She

NEWS FROM STATIONS & POSTS

FLORIDA CONTINUED

brought the Dashews to our Florida Station Fort Lauderdale luncheon in February, and Skip kept us spellbound with the story of delivering *Cochise*, his brand new FBP-78, from New Zealand to Fort Lauderdale, including an unrefueled non-stop passage of 4,700 miles dead to weather from French Polynesia to Panama, then into the teeth of the Christmas trades up to Fort Lauderdale. Not counting the canal, average speed for the whole trip was 10.0 knots, with a fuel burn of about 8.7 GPH. Skip reported he could have continued on to Fort Lauderdale without refueling, but he didn't want to arrive "sucking on fumes."

Meanwhile, Pam is in high demand as a seminar speaker, doing presentations on everything from safety at sea to outfitting for blue water cruising. As this GAM goes to press Pam is scheduled to be a presenter at this spring's two-day Safety at Sea Seminar at the U.S. Naval Academy in Annapolis. Also on her schedule are presentations at Richmond, CA's Strictly Sail Show, Annapolis's Spring Boat Show, and the Wooden Boat Festival in Port Townsend, WA. She loves connecting with sailors and cruisers of all stripes.

Scott and Mary Flanders took their *Egret Adventure*, a Maine-built Ellis 28 lobster boat, on a mini-adventure in the Florida Keys early in the year. Reveling in the new experience of a three-foot draft, they threaded waters so thin it seemed impossible in a diesel inboard with a full-length keel. They called at Key Biscayne, later anchored in a hole off Shell Key near Islamorada, hid between flats in a blow on the Florida Bay side of Marathon, continued to Key West, then carried on to the uninhabited Marquesas Keys, 20 miles to the west. Florida's Marquesas are a doughnut-shaped island chain formed by a meteorite whose impact created the two-mile-wide lagoon now surrounded by beaches and mangroves. The draw for Scott and Mary was long walks on deserted white sand beaches, dinghy exploring inland creeks and, of course, fishing. Over the course of a few days they

stocked up on fresh fish, observed a wide variety of critters in the water, and explored dilapidated makeshift Cuban refugee boats abandoned on a windward beach. The Marquesas make a terrific destination for cruisers, they say, especially fishermen and get-away-from-it-all adventurers. But be warned: they're *very* shallow.



Scott Flanders' Marquesas grouper

MARY FLANDERS

Glenn "Tut" Tuttle and his wife Eddie, along with their Italian water dog Peppino, cruised all winter aboard their Grand Banks 46 trawler *Tothill*, starting out from their home on Florida's west coast. After enjoying Christmas in Marathon, they headed up the Dania Cutoff Canal, near Ft. Lauderdale, for their biennial haul out, before heading back to their home dock in Punta Gorda by way of the Keys. Tut keeps busy staying in touch with far-flung cruising friends through his SSB radio coastal station, FCC call sign "KPK". He's on the air every morning at 7:15 (USB frequency 8.104) providing land-based resources to cruisers from Nova Scotia to Panama on behalf of the Seven Seas Cruising Association, where he's a board member. In Key West Tut met up with one of his ham radio friends who is a volunteer on the retired Coast Guard cutter *Ingham*, the only Coast Guard Cutter afloat today to receive two Presidential Unit Citations. Tut highly recommends touring the cutter if you're in Key West.



Tut and Eddie and their dog Peppino ride Key West's Conch Train

For a change this winter, Blue Water Medal recipient Scott Piper, with wife Mary plus Ken Hege and Pat Montgomery onboard, has been cruising close to home. Instead of crossing oceans, in February they sailed their well-traveled J160 *Pipe Dream IX* south and west along the Florida Keys' deep water Hawk Channel from Miami to Key West where they played tourist. Then they continued west. From Scott's blog: *From Key West to Fort Jefferson we logged 68 nautical miles. We sailed fast enough to arrive in the early afternoon with plenty of time to launch our dinghy and explore the fort. Fort Jefferson was built during the Civil War and occupies the entire island of Dry Tortugas. During the war, there were as many as 2,000 troops. . . The fort was built to guard the entrance to the Gulf of Mexico but is so isolated it never saw action. I suspect a Boston brick maker had political connections. Huge guns and heated shot kept Confederates away.*

At last report in early March *Pipe Dream* and crew were in the Bahamas with plans to head farther east in time to join the CCA Azores cruise in July.

Winding down after 13 years of international travel, Braun and Tina Jones brought their Nordhavn 64 trawler, *Ocean Pearl* back to the U.S. East Coast from northern Europe, England, the Baltic and Scandinavia, and the Balearic Islands. Braun and Tina enjoyed the winter months onboard at the Ocean Reef Club in Key Largo, FL. Their plans call for cruising New England this summer and, perhaps, contemplating travels to the South Pacific which is still on the bucket list. They look forward to meeting up with fellow CCA members along the way.

NEWS FROM STATIONS & POSTS



Braun and Tina aboard *Ocean Pearl* at Key Largo

Milt Baker, Historian

GREAT LAKES

The Great Lakes Station has been busy recruiting new members, and while we are still the smallest yet most international, we have now grown to 35 members with a slightly younger median age. This is a happy trend that the Station hopes to nurture over time.

The somewhat annual spring meeting of this “cross-border with three cities and then some” Station will be held in Detroit in late April. A committee of Tom Post, Kate Beebe, and Rob Beebe are just now finalizing the plans for those 28 committed members and their guests who have backed up their interest in our little adventure with hotel reservations and a little earnest money. Purposeful interest will be focused on the City of Detroit: the urban renaissance that is underway, and about some creativity and real excitement in the city, all with suitable time left over at the end of the day, natch, for traditional fellowship and libation.

The big broad plan for Saturday includes a guided tour of the famed Detroit Institute of Arts, a VIP arranged visit to the Motown Museum: Hitsville USA, where Barry Gordy promoted so many legends like Smokey Robinson, Stevie Wonder, Martha and the Vandellas, Aretha, Diana Ross and the Supremes, and many, many, more. All but the very youngest among us will know much about that. Then there will be a lunch at Bayview Yacht Club, and a walk down Woodward Avenue to observe some of the heralded renewal projects,

urban art, and loft living that has become popular in our city today.

On Sunday, we’ll have a campus tour of the fabled Cranbrook Schools and Art Academy, led by Robert Swanson, grandson of Eliel Saarinen, the original architect for Cranbrook. Tom and Sarah Post will host a dinner for about 25 at their house on Saturday, and Kate and Rob Beebe will host some kind of grand cocktail event Friday evening to welcome visitors, salute the burgee, and get things started properly.

Now on to voyaging. Skip Novak reports from South Georgia Island: “While waiting at the whaling station at Grytviken in *Pelagic Australis*, my original *Pelagic* arrived for a rendezvous. On board were the granddaughter and great-grandsons of Tom Crean—THE Tom Crean who had traversed the un-surveyed island with Shackleton and Worsley after their epic boat journey from Elephant Island in the *James Caird* in 1916.” Skip had organized an experienced climbing team to attempt the original full Shackleton Traverse as part of a finale to the three year ‘centenary’ of that 1914–1916 epic. “After the obligatory three days sorting out gear and relaxing on the jetty at KEP, we transferred them over to begin their adventure while we prepared *Pelagic Australis* to sail back to Stanley. Meanwhile our climbing team that was left, joined by Tom, Jennifer, Cliona and Jose, went ashore in Anchorage Bay on the 6th and did the Breakwind Ridge followed by the last day of the Shackleton Traverse to Stromness. On the 9th we sailed for Stanley. It was satisfying to have both boats on the island, in fact the only boats on the island in that early part of the season.”

From other reports we note that the Hancocks have returned *Indigo* from the Med to Maine coastal waters, and that Jim and Jean Foley have just completed a passage in *Onora* from New Zealand to Australia.

Oh, and we nearly forgot to mention that this fine Station held its usual annual dinner meeting at the Cornell Club in New York City, on the evening

prior to the main event at NYYC. First came drinks all around, and then with Rear Commodore Rob Lansing presiding at flank speed, of course all officers and designated workers were quickly re-elected to their posts so that second rounds could be ordered up. There were members and guests from five countries in attendance, and lively discussions, which made us all proud concerning the international reputation of this Station.



Rob and Nina Beebe



Amanda Balasubramanian and Niona Beebe



Amanda Balasubramanian and Andy Jones

Rob Beebe, Co-Historian

GULF OF MAINE

Technology continued to be the theme for the Gulf of Maine Post's November gam with twenty-three GMP members attending an event at West Marine in Portland, Maine and lunch at Dimillo's in Portland afterwards. John Anderson of Garmin and Tom Pitasi of Raymarine brought us up to date on Multifunction Displays: the 'Chart Plotter' of a few years ago has become the Multifunction Display, or MFD, of today. While still being the very important chart plotter, a single screen can show much more including AIS, RADAR, weather overlays, and SONAR-like images. In addition, it can show instrument data such as wind, speed and depth, engine data and satellite images—limited only by the designer's imagination and your wallet! Thanks to networking standards like NMEA 2000 and Ethernet, more and more data is available on a network and can be combined and displayed in new and useful ways.



John Anderson of Garmin with an MFD

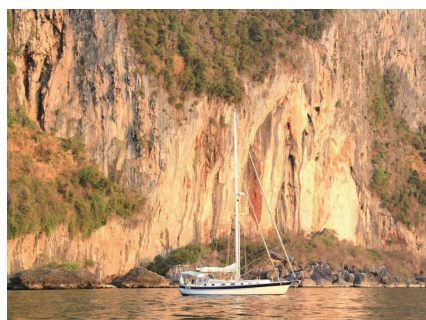


Tom Pitasi of Raymarins with an MFD

Also in November we announced that Dale Bruce officially became a CCA BOS/GMP member. This might surprise a few people who thought she already was a member, long overdue it seems, Dale being the Co-Chair and

Editor of the *Voyages* magazine and has been serving on the Communications Committee. In 2015, she was the recipient of the Commodore's Award along with her husband Doug Bruce "For their significant contributions to the Club in editing its annual publication *Voyages*".

Speaking of *Voyages*, on a brisk December Saturday, sixty two members and guests attended the December 10th luncheon at the Damariscotta River Grill in Damariscotta, Maine to hear Jack and Zdenka Griswold describe their seven-year circumnavigation on board *Kite*. Boston Rear Commodore Bob Morris presented the 2014 Vilas Prize to Zdenka and Jack for their article "Kite Crossing the Indian Ocean from Indonesia to South Africa". No strangers to *Voyages*, Jack and Zdenka have written about their circumnavigation in numerous issues, earned the cover photo in 2013 Issue No. 55, and have another story in the latest issue. Zdenka has been an Editorial Advisor to *Voyages* and now Zdenka and Jack Griswold have agreed to become the Co-Editors of *Voyages* offering relief to Dale and Doug Bruce who have edited the magazine, with great professionalism and success, for the past seven years.



Kite anchored in Ko Kradan, Thailand



Teenage friends visiting Kite in Wakatobi, Indonesia

Former Commodore Jim Harvie and Ruth welcomed GMP members to their home in January for the 11th successive January potluck dinner and it's fair to say that it was just as enjoyable as the first ten. There was snow, the last few years have been like that, but that didn't discourage too many people and Jim and Ruth had a full house with about thirty CCA members and guests.



Jim & Ruth Harvie's potluck dinner, L-R: Brian Smullen, Mike O'Flaherty, Dale Bruce and Tiger McCarthy

Post Captain Maggie Salter used the gathering as an opportunity to present Jim Harvie with a medalion representing 50-years (June 16, 1966) of membership in the CCA. Jim has been a force within the CCA and continues to be as Co-Chair, with Jack Towle, of the 100th Anniversary Committee. Besides being chairman of many cruise committees, including the 60th Anniversary Cruise and the 75th Anniversary cruise, Jim has been Membership Committee Chairman, Boston Station Rear Commodore, Club Vice Commodore and Commodore. For all of this and for his work on the paper "Views on a Vision for the CCA" Jim was awarded the Nye Award in 1996.



50-years with CCA, L-R: Gene Gardner, Lynda Cassidy, Jim Harvie, Peter Chandler, and Charlie Whittier

NEWS FROM STATIONS & POSTS

Vice Commodore Brad Willauer congratulated Jim and thanked him and Ruth for being such good hosts for this event and all the ones that went before it. Brad also complimented the GMP on its contributions to the club at the national level. The list is pretty impressive and he didn't even mention himself: Peter Chandler – Treasurer, Peter Stoops – Membership Chair, Paul Rogers – Bonnel Cove Foundation Treasurer, Ross Santy – Financial Affairs Committee Chair, Jennifer Haddock – Environment of the Sea Chair, the *Voyages* crew: Doug and Dale Bruce, Jack and Zdenka Griswold, John Chandler, David Pratt, and Maggie Salter. And there are GMP members on a number of committees: Peter Passano, Leslie and Garry Schneider, Steven Thing, Doug and Dale Bruce (again) and there are probably a few more that got missed.

Sticking with winter, February 25th brought twenty two members and guests to Leslie and Garry Schneider's warm and welcoming ski camp in Carrabassett Valley, Maine—the home of Sugarloaf Ski Mountain. Among the members present were Commodore Jim Binch and Vice Commodore Brad Willauer, but even all that brass didn't help. As the Gods would have it a winter that plastered us with snow and really cold temperatures produced temperatures in the 50s and 60s the week before and rain the night of the gam. It didn't seem to bother anyone, and actually the cold came in overnight and some got to ski the next day.



Tori Spaulding, Commodore Jim Binch and Vice Commodore Brad Willauer at the GMP Ski Gam



At the GMP Ski Gam, L-R: Peter Chandler, Bob and Shirley Zinn, and Paul Rogers



GMP Ski gam hosts Garry and Leslie Schneider

By the time this issue clears the presses the GMP will have hosted its next gam at Phin Sprague's Maine Boatbuilders Show at its new venue in Portland, Maine.

Frank Cassidy, Secretary

NARRAGANSETT BAY

At the Annual Meeting in New York on March 3, 2017, the Board of Governors approved a request from the Boston Station to establish a new Narragansett Bay Post of the Station. Steven M. McInnis was appointed Post Captain and Carol Vernon was appointed Secretary/Treasurer. The new Post was the brainchild of a group of local CCA members including Sheila McCurdy, Janet Garnier, Bruce Berriman and others, who have led the way in the organizational efforts, including holding an "explosive" pot-luck dinner at which the petition to establish the Post was signed for submission to the Station.

The new Post has already held one Shoreside Gam in Newport and intends to combine off-season shore activities with traditional nautical Gams once the weather permits. There

is a plan afoot to hold the first one in mid-June.



Past Commodore Sheila McCurdy getting the Narragansett Bay Post started with a bang!

The purpose of the new Post is to offer such events that will focus on Rhode Island waters, with future possible ports such as Bristol, Sakonnet River, Newport, Dutch Harbor in Jamestown, Wickford, East Greenwich, Potters Cove, and Block Island. The Post invites any CCA Boston Station members with Rhode Island connections to join the post, and other CCA members to indicate their interest in receiving email notices of NBP events. The Rear Commodore of the Boston Station has set up a website to allow members to accomplish this.

The members of the new Post wish to thank Commodore Jim Binch, Rear Commodore Bob Morris, Secretary Tim Surgenor, Post Captain Bob Rosbe of the Buzzards Bay Post and Michael Moradzadeh for their strong support and invaluable help in the logistics.

Steve McInnis, Post Captain

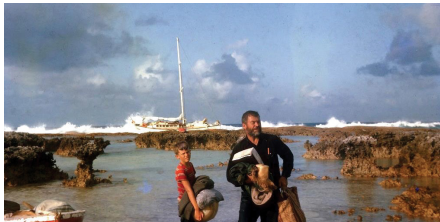
NEW YORK

The New York Station monthly dinner meetings at the Larchmont Yacht Club continue to be well attended. Our first meeting of 2017 included a screening of the feature length movie *Following Seas*, the story of the adventures of the sailing vessel *Awahnee*. In 1972 the CCA awarded the Blue Water Medal to Robert, Nancy and Reid Griffith. Aboard their *Awahnee*, the Griffith family were the first sailors to circumnavigate Antarctica, the first to circumnavigate east to west, south of all continents and the first

NEWS FROM STATIONS & POSTS

NEW YORK CONTINUED

to circumnavigate via the canals. The movie was introduced by Teno Griffith who as an infant at the time of these adventures, remained ashore. During the journey, the Griffith's lost their boat to a South Pacific atoll, built a new vessel and kept going. It is an amazing story and compellingly told through the extensive filming done throughout the voyage.



Following Seas

In March, station member Butch Ulmer presented the evolution of the Safety at Sea Seminar offered by the Storm Trysail Club and Foundation. Butch, along with station member Rich DuMoulin, have been instrumental in the development of this excellent training opportunity for sailors. Butch discussed how the program has changed from a series of lectures and power point presentations to a full day of experiencing safety at sea activities. The program now includes recovering a man overboard, swimming in foulies with a PFD, climbing into a life raft, firing emergency flares, putting out a fire. The seminar has integrated the use of SAS videos on various subjects to be viewed on line in advance of the seminar. The idea is to spend time learning at home to enhance and expand on what can be taught in the daylong seminar. More information on the Storm Trysail Club's Safety at Sea Seminar can be found on the STC website.



Man Over-board exercise



Rafting in your foulies



Playing with fire

The Station's 2017 summer schedule will again include a clambake at the home of David Tunick on June 3. Our annual rendezvous will take place on August 5 at Cold Spring Harbor. All CCA members who may be visiting the area on their boats are welcome to join us for the rendezvous.

Peter Bauer, Secretary

PACIFIC NORTHWEST

The Pacific Northwest Station is just now shaking off the chill of a very wet winter and all eyes and hearts are turning to the cruising season ahead. But having been driven inside for the short months was really not all that bad. The late fall PNW agenda included our well-attended monthly meetings but the highlight of the months before year-end was our November Annual Dinner which featured Past Commodore Tad and Joyce Lhamon. In tag-team fashion, our honored speakers delivered a comprehensive and exciting account of the "CCA Cruise of *Lyric*" during the two years of her service as CCA Flagship. Tad and Joyce recounted visits to every far-flung Station and Post of our

Club. Their adventures highlighted the extent of the CCA's reach and the remarkable commitment of these two in bringing all of us together in our devotion to cruising and our collective friendship. We are very proud of their leadership and sense of creative and cohesive voyaging and were delighted to hear their tale and to applaud their contribution. It was remarkable.

In January, the Station visited the Pacific Maritime Institute in Seattle and those lucky enough to be along were treated to a tour which included the Institute's three ocean and coastal simulators which provide "non-destructive testing" of commercial vessel operators seeking certifications and training. The experience is exciting and challenging, testing operating skills, navigational knowledge, rule and tonnage requirements, and the captain's ability to react to the unexpected. The tugboat might have its barge come adrift. The cargo ship might be confronted with a less-than-able pleasure craft skipper crossing without regard to burden. The target might even disappear below the bow, beyond the sightline of the bridge. Sea-states, visibility, weather and currents are introduced into the equation and need to be considered. Communication skills and electronics management are tested and, like any real simulator, you are apparently rocking around at sea. Neil Sirman led our effort to organize the visit and it was illuminating, a little daunting and a great deal of fun.



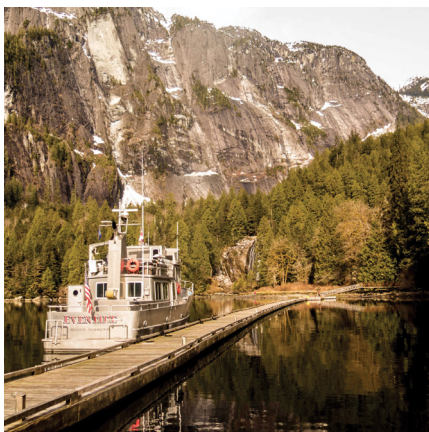
At the Ocean Simulator of the Pacific Maritime Institute

NEWS FROM STATIONS & POSTS



Pacific Maritime Institute, L-R: John Kennell, Gil Middleton, Sharry Stabbert, Sue and Jim Corenman, Joe Golberg, Mike Brown and Tom White.

The winter season did find some cruisers venturing to sea. Don and Sharry Stabbert set out again to return to Honolulu aboard their sparkling and stalwart ocean trawler *Starr* with Mike Brown and Doug Adkins aboard. John Kennell continued his way north into the Caribbean on *Amulet*. Our Cruise Chairman Phil Swigard went winter cruising with a laudable and uncrowded visit to Princess Louisa Inlet up Jervis Inlet in British Columbia aboard the stout trawler *Eventide*. This familiar summer destination for many PNW cruisers presents a completely different countenance when shrouded in snow and ice. Remarkably, further up in Desolation Sound the winter conditions were sampled in February by John McCartney aboard *Tempo* and Tom White aboard a friend's yacht. These trips serve to remind us that careful voyage planning can lead to unusually delightful destinations made new by the change of the seasons. We are lucky to have cruising opportunities in all four of them in the Pacific Northwest.



Princess Louisa inlet cliffs and dock



Princess Louisa inlet: looking back



Princess Louisa inlet: log tow

The Ski Gam, co-chaired by our own John Robinson, was treated to great snow accumulations this year. John and K Robinson, Sue and Jim Corenman, and the Llamons participated. Also, Rear Commodore Sue and Jim Corenman along with Doug Cole and Tom White represented the Station in attending the Annual Meeting in New York in March.

Importantly, the PNW Station again organized and presented a Safety at Sea for Cruising Couples Seminar in conjunction with the Seattle Yacht Club and the Seattle Sailing Foundation. With presentations on "Communications" by Charlie Stillman, "Situation Stabilization" by Mary Alice and Brian O'Neill, "Navigation" by Tad and Joyce, "Safety Equipment" by Dave Utley, and moderated by Doug Adkins, the full day event was oversubscribed for a second year in a row. It included an intensive on the water LifeSling demonstration. As a public service, it is a wonderful way to share our experience and assist those wishing to challenge and perfect their boating skills. The Station has found it to be a great platform for informing our community of the things that the CCA does and the initiatives of safety-at-sea and environmental protection which we support.



PNW seminar Safety for Cruising Couples, L-R: Brian and Mary Alice O'Neill, Joyce and Tad Lhamon, Doug Adkins, Dave Utley, Charlie Stillman and Ryan Helling (Seattle Sailing Foundation)



PNW life sling exercise



PNW seminar Safety for Cruising Couples: Joyce and Tad Lhamon on navigation



PNW seminar Safety for Cruising Couples: David Utley on safety equipment

NEWS FROM STATIONS & POSTS

PACIFIC NORTHWEST CONTINUED

Our year ahead includes two Station Cruises organized by Phil Swigard. The Spring Cruise will take us south into Lower Puget Sound for visits to Gig Harbor and Tacoma including a day exploring the wonderful museums which have blossomed in "The City of Destiny." The Fall Cruise will take the fleet north again, above Desolation Sound beginning in Blind Channel, the epicenter of the numerous rapids and narrows between Vancouver Island and the British Columbia mainland. It is a wildly beautiful and challenging cruising ground and should be a great and memorable venue. Our Webmaster Joyce Llamon has extensively posted the cruise details on our Station website and, of course, cruisers from other stations are enthusiastically welcomed. Even if you can't make the Cruises, we meet for lunch on the second Monday of all months except those in the summer and we are always delighted to have visiting CCA yachtsmen and yachswomen join us.

Douglas Adkins, Historian

SAN FRANCISCO

The Christmas season was brightened by Commodore Jim Binch's visit for our annual Christmas Dinner/Meeting, when new officers are sworn in and new members are welcomed. Holding the dinner at the St. Francis Yacht Club gave the Commodore an opportunity to review the various clubhouse venues for the CCA Fall Meetings, which will be held here in October. We'll be taking over much of the ST.F.Y.C.'s clubhouse for the affair, and I think the Commodore liked what he saw. We hope all of you will as well, and we look forward to seeing you out here for a fun time (more on that below). Please remember, while San Francisco is rightfully famous for its cold, windy, and foggy summers, October usually has delightful, dare I say magnificent, weather. But I digress.

At the Annual Meeting, Bill Foss, who is also a director of The Bonnell Cove Foundation, was elected as our Rear Commodore, and Morgan Barker (formerly of the Chesapeake Station) assumed the duties of Secretary-Treasurer. Most of the other positions in the Station have remained in the capable hands of the current holders.



Most of the Powers that Be

At the dinner, we also welcomed our new members, Richard Schaper and Jeanne Socrates. Jeanne you may have heard about since she was the winner of the CCA's Blue Water Medal (along with the OCC's Barton Award and the RCC's Seamanship Medal) in 2013. In July of that year, she completed her 259-day (six-seven weeks longer than she anticipated), nonstop, single-handed, unassisted sailing voyage around the world, starting and ending in Victoria, B.C., aboard her Najad 38, *Nereida*. She became the first woman to sail around the world solo, nonstop, from North America, and the oldest woman to do it, period (so much for bringing in younger members!). Now, she's preparing for her fourth solo circumnavigation to start in September of this year.



Commodore Jim Binch and Jeanne Socrates

Also present at the Christmas dinner was our own Mike Johnson, who was the winner of the 2016 CCA Blue Water Medal. He, too, has pulled

off some incredible sailing exploits (South America to starboard; North America to port). Without an engine or electronic aids, he sailed from Rio de Janeiro to Easter Island, taking 84 days to cover the 6,630 miles involved. Rounding Cape Horn from east to west was the greatest challenge – on some days he was pushed back 60 miles or so when the winds were light and the Southern Ocean currents adverse. More recently, in 2013 and 2014, Johnson completed an east-to-west transit of the Northwest Passage aboard his 44-foot Lapworth schooner, *Gitana*.



Commodore Jim Binch and Mike Johnson

A highlight of the annual dinner is always the presentation of the San Francisco Station's Cruiser of the Year Trophy, which this year went to Jason and Candice Deal. During 2016, Jason, with SAF CCA members Michael Lael and Françoise Ramsay as crew members, sailed from Hobart, Tasmania, to Tahiti via New Zealand and the Austral Islands (which are the southernmost group of islands in French Polynesia) aboard his 48-foot catamaran, *Deguell*. In Tahiti, Candice came on board and the two of them continued on for the 2,550 nautical-mile voyage from Papeete to Honolulu.



Here's the Deal(s)

Although San Francisco rarely has snow (almost never), that doesn't

NEWS FROM STATIONS & POSTS

mean we don't have those familiar flocks, so well-known in the East and Midwest as "snow birds." To avoid our rains and winter weather, Stan and Sally Honey, Jim Quanci and his wife, Mary Lovely, took to the south and, well, they just kept going, and going and going until lots of snow was in their sights and going much further would have them heading north. In January, joined by Kerry Deaver (SOC), they sailed to Antarctica aboard Skip Novak's high-latitudes sloop, *Pelagic Australis*. As we all know, Skip is a CCA member claiming allegiance to GLS and is the 2014 Blue Water Medal award winner. The CCA crew (and a worthy couple of others) departed from Puerto Williams, Chile (on the Beagle Channel), and proceeded down the west side of the Antarctic Peninsula to just south of the Antarctic Circle. Jim Quanci's take on the excursion: "Icebergs? Plenty. Penguins? In order north to south as we worked our way down the peninsula: Magellanic, Gentoo, Chinstrap, Adelie and a lone Emperor. Seals? Crabeater, Weddell, and the occasional wolf-looking Leopard. Whales? You bet. Whiskey on (ancient) ice? Of course. Wind?

Quite a bit of no-wind-motoring with a wee bit of 40k-50k gusts in the Drake Passage that *Pelagic Australis* took with impunity. Cape Horn? Button hooked counterclockwise. Our recommendation, do it while you can!"



Kerry and Stan: cocktail hour



Catching a Snooze

Also fleeing the rain in San Francisco this winter were Wyman and Gay Harris. But not why you'd think. Instead of heading south, they headed west (east?). You see, Wyman prefers to spend most of his time underwater, and the Maldives seemed just about right for that and for checking out the other fish down there with him. Regrettably, the Maldives seem to be acquiring more water and less land.

Others plan on heading not so far south are Liz Baylis and Mike Moradzadeh, who will be going to Los Angeles for the start of the 2017 TransPac sleigh ride to Hawaii. They'll be on Mike's souped-up Santa Cruz 50, *Oaxaca*. Mike will be pointing the yacht, and Liz will be suggesting in what direction he should go.

Our station member Alan Olson has been involved for the past three years in an incredible construction project. He formed a group of mostly volunteers to build and sail a historic and sustainable wooden tall ship, the *Matthew Turner*, along the West Coast, but primarily in the San Francisco Bay. The project has provided shore-based

experiential education for students of all ages during construction and will provide sailing experiences after completion. This has been a magnificent (and huge) endeavor on the Sausalito waterfront. Coming up soon (which means after this is written, but before it is published) the *Matthew Turner* is due to splash on April 1 (hopefully).

The *Matthew Turner* is 132 feet long and 25 feet wide, and has a 10-foot draft, a mainmast 100 feet tall, and totals 175 tons in weight. Alan said that "credit should be given to the many volunteers who have given their time to the project, with some 100,000 hours logged to date. I think this is a very powerful part of the picture." But the biggest part of the picture has been Alan's unwavering determination to get the job done against tremendous odds. The project is down to the final details: hooking up the ship's hybrid propulsion system, completing the caulking of the hull, and shaping the lower foremast, which is 70 feet by 19 inches and weighs 3,600 pounds. The deck houses are close to completion, the plumbing and electrical wiring is underway, and rigging has begun so that the masts can be stepped and secured soon after launch. Of course, there are thousands of details to attend to after the launch and before the brigantine is set to go for a sail. Let's start with stepping the masts and attending to the standing rigging. And then there's Coast Guard certification, but if Alan's lucky, maybe she might be ready to go by the Fall CCA Meeting. In the meantime, this is really a project that you should check out at www.educationaltallships.org. All of the website is great, but the "Planking Sequence" video really impresses.

The Station continues to 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. The meetings feature distinguished speakers and great food. While our speakers are always interesting and entertaining, our February luncheon at the



Stan checking penguin — penguin checking Stan

NEWS FROM STATIONS & POSTS

SAN FRANCISCO CONTINUED

St. Francis Yacht Club was particularly so, because our speaker was Lia Ditton. She is the only woman ever to complete the OSTAR 2005 single-handed transatlantic race and she also came in second in the Route du Rhum, France's most prestigious single-handed transatlantic race. In addition, she was the 53rd woman to row the Atlantic. Lia has been in training here in San Francisco and she will be attempting to row from Japan to San Francisco, solo, without an escort vessel, commencing in spring of 2018. This feat has been attempted 18 times and has been successful only twice, both times by men. She figures if she can clear the Mid-Pacific Seamounts, her chances are good to make it all the way across (could it be downhill?). Her rowboat is a work of art, literally, resembling a Frank Stella piece on water. There is much more at her website www.yorow.org, including some fun photos. If you'd like to join us for any of our lunches, please let Rear Commodore Bill Foss or yours truly know, and we'll set it up.

Saving best for last, as mentioned above, the San Francisco Station will be hosting the CCA Fall Meetings from Thursday, October 12, to Saturday, October 14. The Nominating, Technical, Awards, and Safety at Sea Committees will meet Thursday afternoon, and the other committee meetings and the governing board meeting will be on that Friday, followed by a CCA dinner in the club's renowned Starting Line Room. For spouses and others who are not scheduled for a Friday meeting, there will be a tour of selected Sonoma County wineries and olive oil producers. A picnic lunch will be served (Reminder: it can be quite warm in the Wine Country that time of year). Then on Saturday, there will be an opportunity to sail on the Bay aboard one of several large schooners (and maybe the *Matthew Turner*, who knows?). And don't scratch Sunday completely, because we are working on a surprise event for those who are still around. And did I mention that the preceding Saturday (the 7th) is the

end of the San Francisco Fleet Week with its phenomenal Blue Angels (and others) Air Show off the Marina Green? So there's plenty to do when you're out here, and we look forward to seeing you, all of you.

Stafford Keegin, Historian

SOUTHERN CALIFORNIA

Our annual dinner was held on November 30, as a final event at the Newport Harbor Yacht Club, which is scheduled to be completely rebuilt starting in 2017 and continuing until 2018. There were some 90 members who attended and celebrated the holiday season. Rear Commodore Pete Palette announced that we would be hosting the 2018 Annual Cruise to be held in New Zealand's Hauraki Gulf in March, 2018. Details are now available on the website and Pete plans a visit to Auckland this April to secure the arrangements.



NHYC dinner L-R: Don and Janet Ayres, Peter Palette, Bobbi Danieland Seymour Beek



RC Peter Palette addressing the Christmas party attendees



Steve Calhoun



Christmas Party at NYHC



John Jourdane



Bob Steel

The first luncheon of the year was held on February 16 at the Los Angeles Yacht Club with a good turnout. The featured speaker was Beau Vrolyk,

SOUTH CALIFORNIA CONTINUED

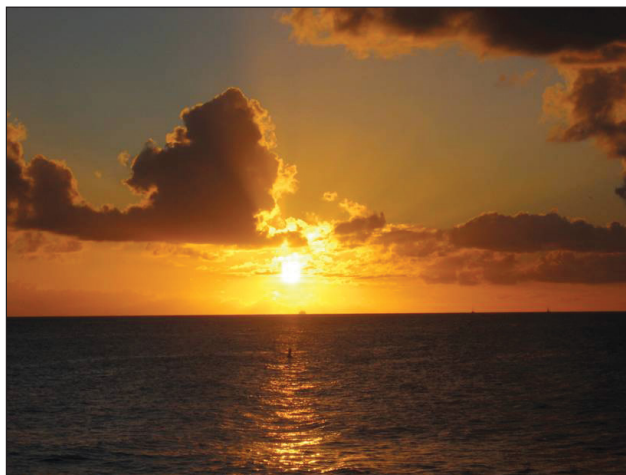
CCA member from San Francisco, who gave a presentation of the history of the 75 foot John G. Alden schooner *Mayan*, which was previously owned and actively cruised by the musician David Crosby for 45 years. The yacht was originally built in Honduras out of Honduran Mahogany in 1947. Crosby purchased her in 1967, lived aboard and sailed her extensively out of the LAYC. After a major refit/rebuild she was purchased by Vrolyk in 2014, who has an affinity for schooners and is still working to restore her for offshore cruising and racing. It was hoped to have her on display at the luncheon but she was still in the shipyard.

Steve Calhoun gave a short safety presentation: "Climbing the Mast at Sea" based partly on his experiences during the 2016 Pacific Cup which was featured in the previous Spring Gam in 2016.

Al Garnier, who has been cruising in Mexico with his wife JoLinda and various family members on his 51 foot ketch *Chez Nous* since last year, reports from Nuevo Vallarta that he recently participated in the 16th annual Zihau Sailfest down the coast which benefits the "Por Los Niños," a charity dedicated to building schools in the local area. Sailfest traditionally has a race (rally) and a parade to Ixtapa with guests who pay to sail on custom sunset cruises with local musicians aboard. This year broke all records with 23 yachts participating and 700 paying guests, \$15,000. They were joined by BOG Jim Morgan and his wife Jill, who helped them sail back to Puerto Vallarta. The Garniers are planning to head back to Los Angeles via the Sea of Cortez in May.

Another offshore cruiser, long time SOC member Robbie Vaughan, together with his crew including past RC Bill Barsz, is planning on taking off to sail his 65 foot sloop *Van Diemen* back to its homeport where he had her built in Tasmania in April. They will sail from Newport Beach to the Marquesas, then to Fiji and on down to Australia. He plans to sail back next year to California.

John L. Cahill, M.D., Historian 



FINAL VOYAGES

William M. Black, 1/27/2017

Peter Cooper, 12/23/2016

George S. Coumantaros, 10/17/2016

Frederick W. Hayes, 2/22/2017

Herbert Hild, 12/11/2016

Stephen B. Hiltabidle M.D., 2/1/2017

James B. Hurlock, 4/27/2016

Thomas F. Keogh, 1/27/2017

Gerald R. Knecht, 3/11/2017

Paul F. Perkins, 11/6/2016

H. Alexander Salm, 11/14/2016

Douglas R. Scheumann, 11/15/2016

Robert Vespa, 11/21/2016

Stephen Warsaw, 9/4/2016

Sears C. Winslow, 2/12/2017

J. Robert Gunther, Jr., 3/21/2017

Voyages will continue to carry full remembrances with photos.

CLUB ETIQUETTE REMINDERS

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



Paul Hamilton, Fleet Captain

AWARDS DINNER AT NEW YORK YACHT CLUB

BLUE WATER MEDAL CONTINUED

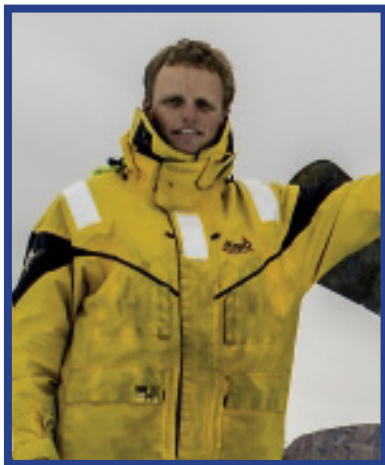
what would become his seven year and seven-month circumnavigation. Without an engine or electronic aids, Johnson, after stopping in Rio de Janeiro, headed south, rounded Cape Horn and eighty-four days and 6,630 sea miles later anchored at Easter Island. Johnson continued to Tahiti and then New Zealand. In 1990 he left New Zealand only to return later that year to repair the damage caused to *Aissa* when she was rolled 360° during an attempt to round New Zealand's Southwest Cape, the world's second most southern cape. Not to be deterred, the following year, Johnson not only successfully rounded Southwest Cape but also voyaged on to

round Tasmania's Southeast Cape (the world's third-most southern cape) and Australia's Cape Leeuwin (the world's fourth-most southern cape), before coming to rest in Freemantle. The year 1992 saw Johnson head east to Kenya and thereafter, until 1994, he enjoyed the west coast of Africa and Cape Town. The following year Johnson rounded the Cape of Good Hope (the world's fifth-most southern cape), crossed the South Atlantic and, after adventures in the Amazon and Xingu Rivers, he arrived in Virginia in 1996 via Macapa and the West Indies. More recently, in 2013 and 2014, Johnson completed an east-to-west transit of the Northwest Passage.

FAR HORIZONS AWARD CONT'D

By 1999, Cabot and Heidi were eager to return to the Pacific. Back south they went, through the Panama Canal and on to New Zealand, visiting some new and familiar islands on the way. Thereafter, they sailed off and on throughout the Pacific until 2005 when *Chewink* finally enjoyed a ride on someone else's bottom back to Panama. They returned to Maine in the early summer of 2006.

For the last nine years the Lymans have enjoyed a slow navigation of the Caribbean Basin. To date the Lymans have sailed *Chewink* over 95,000 nm. Together, they have sailed approximately 150,000 nm.



YOUNG VOYAGER AWARD

The Board of Governors has established this new award to recognize "a young sailor who has made one or more exceptional voyages."

The CCA has selected Erik de Jong (Sitka, Alaska) to receive the Club's first Young Voyager Award for his

extensive voyages made from an early age. The Board of Governors established this award to recognize "a young sailor who has made one or more exceptional voyages."

Born to an offshore sailing family, Erik was only several months old when he started sailing with his parents. By the time he was thirteen, he had logged over 2000 miles of summer cruising and had held his first responsible position on a passage to the Lofoten Islands off northern Norway. These voyages were followed by his first transatlantic crossing at age 16 and thereafter by passages from Holland to Spitsbergen at age 17; from Holland to Greenland at age 18; and from Holland back to Spitsbergen at age 19, to name just a few. In all these passages Eric was skipper, co-skipper or navigator.

Erik's father was a professional yacht builder, so it is not surprising that he started "designing" boats in kindergarten and that high latitude sailing and his first transatlantic at

age 16 solidified his ideas on proper yacht design.

While attending university, Erik obtained a degree in Naval Architecture and started working at North Sails loft in the Netherlands as a sail designer as well as a sail maker. With these technical skills and the necessary financing, at age 21 he started construction of *Bagheera*, a Dutch flagged, steel cutter-rigged expedition vessel built for shorthanded sailing. By age 26 de Jong had completed construction of *Bagheera*, which he and his father immediately sailed across the Atlantic by the Northern route, his seventh transatlantic crossing. Eric now lives in Canada and uses *Bagheera* annually for sailing, research, and mountaineering charter trips covering the coasts of Greenland as well as Canada.

HISTORY OF THE CCA



1956 Club Nautico Internacional de La Havana with St. Petersburg-Havana race fleet.

ELLEN MCMASTERS JORDAN PHOTO SPYC ARCHIVE



BARBARA WATSON

Cmdr. Jim Binch with burgee of the Club Nautico Internacional de Cuba

Sailors and representatives of sailing organizations from around the world have visited Club Nautico and left burgees, certificates, and letters of congratulations that adorn its walls and ceiling. As a gesture of friendship, I presented a CCA burgee and, in return, was given one from the Club Nautico Internacional de Cuba. I presented this to Commodore Binch at our Annual Meeting in March.

* * *

Tracing Our History XVI

Stipulations for visiting Cuba require an American citizen to register in one of several categories. Although not exactly a member of the Writers Guild, your author registered as a 'journalist,' booked airline tickets and hotel accommodations, and headed to Cuba. Aside from being 'on assignment' for the GAM (strictly self-financed) I wanted to see the island of Cuba; in particular its architecture and antique automobiles. I was not disappointed.

Diplomatic relations began to ease between the United States and Cuba late in 2014. This year, on February 28, the well-known St. Petersburg to Havana Race was sailed for the first time since 1959. Many Cruising Club of America members were involved with the initiation of this race in 1930 and have been mentioned in the past. As such, it is timely to pause and review some of the history.

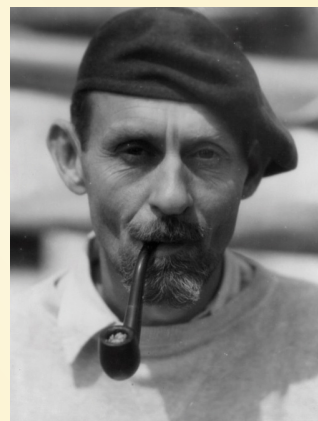
Following the revolution in 1959, all social clubs, including yacht clubs, were closed by the government. Today, the only functioning yacht club is the twenty-five year old Club Nautico Internacional Hemingway de Cuba. I had requested an interview with its commodore, founder, and goodwill ambassador, José Miguel Díaz Escrich.



PAM BARKER

Comodoro Escrich

My conversation with Comodoro Escrich was lively. The Comodoro carried the heavy load of the conversation, ably translated by his assistant R. Isabel Gómez Betancourt. Politics were avoided, but he strongly believes that relations can be improved through activities such as sailing and other nonpolitical events. As part of its anniversary celebrations, the club has been making a concerted effort to promote or revive international sailing events. One of the most famous of these is the St. Petersburg to Havana Race, initiated in 1929 and sailed again this year after an absence of more than fifty years.



RAY K. WILLIAMS SPYC ARCHIVE

George (Gidge) Gandy

In 1929, CCA member George S. ("Gidge") Gandy of St. Petersburg, Florida sailed *Cynosure*, his 36-foot Munroe-designed Sharpie ketch to Havana. Gidge was managing his father's 1,299 seat LaPlaz Theater in downtown St. Petersburg. Why let business interfere with sailing? Having tasted the good times and rum in Havana, with the United States in the midst of the Great Depression and with the effects of prohibition spurring him on, Gidge decided this was an opportunity not to be missed. He and CCA member Lew McMasters contacted Commodore Rafael Posso of

HISTORY OF THE CCA



George (Gidge) Gandy's boat *Cynosure*



Babe (the sloop)

With the exception of a three-year hiatus during World War II, the race sailed the same course until 1959. Contenders included *Haligonian*, *Vamarie*, *Stormy Weather*, *Dorade*, *Blitzen*, *Babe*, *Ticonderoga*, *Caribbee*, *Starlight*, *Windjammer*, *Hoot Mon*, *Commanche*, and *Windigo*.

CCA Member Lew McMasters, Rear Commodore of the Florida Station in 1950, played a big part in the early years of the race as its chairman for twenty years. During that time he was also chairman of the Southern Ocean Racing Conference (SORC). A prominent contender, McMasters sailed in more than twenty races, usually as owner-skipper of one of his three *Marelen(s)*—a 28-foot Gulf-weed ketch, 31-foot Seabird yawl, and a 36-foot cutter.

A young CCA member named Charley Morgan crewed on Redbird

the Havana Yacht Club and the deal was done.

On March 30, 1930, the first race got off the line in front of the St. Petersburg pier and finished in the lee of Morro Castle at the entrance to Havana Harbor. The 284 mile course started with seventeen miles of tricky sailing to clear Tampa Bay's shoals and currents. The next challenge (no GPS or Loran available) was the choice of rounding the Dry Tortugas or navigating Rebecca Shoals and hence to Havana. Two classes were arranged for the fleet: Class A for boats over fifty feet and class B for those under. The handicapping was simple - no restrictions on sails and a thirty minute handicap per foot. Houston Wall's schooner, *Haligonian*, finished first in the fleet of eleven boats in forty-one hours, forty-two minutes. This record stood until 1935.

Not an easy race, in 1936 the first boat finished in five days and six hours. Finishing in Havana Harbor, the "bum boat" *Matanas* would come alongside to take the thirsty sailors ashore for the festivities. To the delight or dismay of the sailors, wives and girlfriends would occasionally arrive via the steamer *Cuba*

from St. Petersburg. The hospitality extended by the locals was exemplary.

CCA members dominated the early years of the race. The first race in 1930 saw CCA member Gardner Tullis win first in class with a second place finish in 1931. Sailing CCA Commodore Crabbe's schooner, *Windjammer*, Tullis finished first again in 1932—the list of CCA victories went on!

By 1935, the fleet had grown to 23 boats and was beginning to attract some of the best from the United States. Why not head for Cuba while the winter winds blew in the north?



Babe's crew: Hugh Matheson Jr, Lew McMaster Sr, Walter Starley, and Francis Bidwell

HISTORY OF THE CCA



Lew McMaster's 28 ft Gulfweed Ketch Maren II

RAY K. WILLIAMS SPYC ARCHIVE

in the 1948 St. Petersburg–Havana Race. Some years later he established his sail loft, eventually designing and building Morgan Yachts in the Tampa area.

* * *

Lest we forget that history moves on, let's take a look at some of the events in 1960.

The Bermuda Race had been growing every year since the CCA took over management in 1926. One hundred thirty-five boats crossed the starting line in thick fog off Brenton Reef on June 18 of that year. The fleet was in for one of the roughest rides to Bermuda in its history. Recently imposed and updated safety requirements, the strong design of the yachts under the CCA rule, plus the seamanship of those entered in the race prevented any loss of life; but there were men overboard, gear and structural failures, and one boat was towed into port. One hundred thirty-two boats finished, while three boats were disabled and dropped out of the race. This was a remarkable record in spite of the severe conditions.

Carlton Mitchell and *Finisterre* did it again, winning first place overall for the third consecutive time! The size of the fleet dictated that it be divided into five classes

and, ironically, a CCA member won each of them. [Class A: Clayton Ewing, *Dyna*; Class B: Thomas Watson, Jr., *Palawan*; Class C: Henry DuPont, *Cyane*; Class D: Fred Adams, *Katama*; Class E: Carleton Mitchell, *Finisterre*.]

Following the Bermuda Race, sixteen yachts left St. David's Head on June 30 and, at the invitation of the Gothenburg Royal Yacht Club, headed for Skagerrak, Sweden. Once again CCA members brought home the silver with *Figaro*, William Snaith's 47-foot yawl winning overall and Class B. Pierre duPont's *Barlovento II* and Jakob Isbrandten's *Windrose* also brought home trophies.

The report of the Design and Construction Committee stated that, "Due to the extensive damage that was incurred during the Bermuda race, *Yachting* magazine conducted a survey of the participants detailing the damage. The report will be reviewed and forwarded to the membership in general." The report included suggestions and recommendations for future events.

The committee concluded that the popularity of the race was creating an unmanageable fleet and that the facilities in Bermuda were unable to accommodate the participants. The Board of Governors decided the size of the fleet must be controlled and that it would become an "invitation only" affair with strict requirements on boats and



Carleton Mitchell's Caribbean Winner Class A, 1954

RAY K. WILLIAMS SPYC ARCHIVE

HISTORY OF THE CCA



RAY K. WILLIAMS SPYC ARCHIVE

Crew of Redbird (Charley Morgan at right)

crews. Fifteen yachts from foreign clubs had participated in the race. In the future, all foreign yachts were to be accepted without invitation.

Prior to 1960, only five CCA members had completed a circumnavigation. CCA member James Crawford Jr. joined this illustrious group in 1960 when he completed his circumnavigation in Miami on October 5. *Dirigo II* was a 60-foot gaff-rigged schooner designed by CCA member John Alden. On an earlier cruise to the South Pacific, Crawford wrote: "Good Trades – Maugham was right. There is nothing that so nearly approaches the realms of fantasy as one's land-fall on Tahiti" and from Bora-Bora: "...some of the most beautiful canoes in Polynesia still in daily use here. No outboard agency. No evidence of wartime invasion by the USN except quantities of comely fourteen year-old-children."

The annual cruise was purposely kept small as during a Bermuda Race year the custom was to concentrate on the race and to keep the cruise close to home. It started at Bonnell Cove, Block Island and went on to an anchorage in Narragansett Bay off the homes of CCA members Stan Livingston and Paul Nicholson who hosted an event for the fleet of fifty boats and members. The fleet then moved on to gams in Nantucket, Stage Harbor, and Vineyard Haven with Vice

Commodore Love hosting an event on his dock.

In the technical department, the club was hard at work perfecting the Measurement Rule. The new rule planned to incorporate a method of calculating stability by means of an inclining test in place of the ballast-displacement ratio.

Nowhere is too Far, the excellent history of the early years of the CCA, was written and privately published by then historian John Parkinson. The author noted: "...it is gratifying that the response of the members and other interested people has already put the venture in the black and henceforth some income may be expected from further sales of the book." (*A tribute to Parkinson, as this type of book seldom turns a profit.*)

The Boston Station continued publishing the Weather Report Schedule Card detailing the frequencies and time of scheduled weather reports along the coast. Supplementing this service, New England Telephone and Telegraph Company announced that, in co-operation with the United States Weather Service, they would begin broadcasting five weather reports daily from WOU. These reports, originating at Logan Airport, would detail weather forecasts for the New England area.

The CCA was active ashore as well, with the New York station hosting

several dinners with interesting speakers throughout the year. Henry Scheel discussed the preparation of an ocean yacht for a long distance passage or race. Well-known photographer, Stanley Rosenfeld, discussed camera technique and equipment for the amateur with special emphasis on marine photography, while an "Old Timers Dinner" was held in honor of those elected to membership prior to 1930. (*Editor's note—perhaps a good idea for today—with our emphasis on younger members, we sometimes forget that experience has a lot to teach us.*) There was an open forum for the Annual Dinner in November with members telling tales of the 1960 Bermuda Race and the vicious weather that had struck and damaged the fleet during the famous "night of storms." Specifically mentioned were *Djinn's* knockdown, the man overboard (no loss of life) incident on *Scylla*, and the loss and jury rig of *Cotton Blossom's* rudder.

The Boston Station took on the title of "Salty in 60," not only for the far-ranging cruises of its members, but in an effort to help promote the re-election of station member Leverett Saltonstall who served as Governor of Massachusetts 1939–45 and U.S. Senator 1944–67.

The Annual Meeting in November, 1960, saw the re-election of Commodore Prescott Huntington. The membership at the time was 698, an increase of nineteen.

* * *

Pictures can be a great supplement to any story. Special thanks to Florida Station Rear Commodore Barbara Watson who provided photographs from the early years of the Havana Race and the involvement of CCA members.

The material for this article was obtained from 'Nowhere is too Far', CCA yearbooks, St. Petersburg Yacht Club website and the extensive nautical bibliography of Club Nautico Internacional Hemingway de Cuba.

Jack Towle, Historian

AWARDS DINNER AT NEW YORK YACHT CLUB



ROD STEPHENS TROPHY

This trophy is a perpetual trophy to be awarded by the Club for an act of seamanship which significantly contributes to the safety of a yacht, or one or more individuals at sea.

The CCA has selected Gavin Reid (Devon, UK) to receive the Club's 2016 Rod Stephens Trophy for Outstanding Seamanship for his selfless action in swimming over to a vessel in distress and singlehandedly rescuing one of its crew members trapped at the top of the mast.

Gavin Reid, 28, from Cambridge, England, had no sailing experience before he signed up to compete in the Clipper 2015-16 Round the World Race. The fact that Reid is deaf in both ears did not deter his decision to join the crew of *Mission Performance*. Off the coast of New South Wales during Race 6 (the Hobart to Whitsundays leg), a distress signal was received from a yacht returning from the Sydney Hobart Race that had a crewman fouled in halyards at the top of its 65 foot mast. *Mission Performance* was the closest to the

boat in distress. Reid volunteered to swim across the open water to rescue the endangered crewman. Once on board, Reid realized that most of the crew were incapacitated and unable to help in the rescue. Nonetheless, using the only remaining halyard, Reid hoisted himself two-thirds of the way up the swinging mast, then climbed hand-over-hand to reach the crewman. It took over two hours to free the crewman who at this point was mentally exhausted and badly bruised. Reid was then able to lower him to the deck just prior to the arrival of a predicted storm. The fact that this happened at night and Reid relies partially on lip reading only makes the rescue more courageous and exceptional.



RICHARD S. NYE TROPHY

The Richard S. Nye trophy is a CCA member lifetime achievement award for meritorious service and seamanship in long-distance cruising.

The CCA has selected John "Jack" F. Towle (Falmouth, Mass.) to receive the Club's Richard S. Nye Award for 2016, awarded for his meritorious service to the Cruising Club of America and the Boston Station over a period of twenty-four years. The Board of Governors established the award to recognize a member of CCA "who has brought distinction to the Club by meritorious service, outstanding seamanship, outstanding performance in long-distance cruising or racing, statesmanship in the affairs of international racing, or any combination of the above."

Jack has continuously participated in the activities of both CCA and the Club's Boston station since he became a member in 1993. Jack has served as Co-Chair of the Saint John River Cruise in 2000 and was Chair of the Club's Membership Committee from

2005 to 2010. Since 2013, Jack has been Co-Chair of CCA's 100th Anniversary Committee, an important and sizeable job by any measure; one that will keep him busy until 2022. As the CCA's historian since 2007, Jack has added new meaning to the importance of that office through his extraordinary undertaking of writing the history of CCA in a series of articles in the Club's semi-annual publication, the *Gam*. Entitled "Tracing Our History", the series began in 2010 and, so far, has covered the story of CCA from its founding in 1922 up to 1960. Again, there is more work ahead for him. After years of sailing in the northeast and racing to Bermuda and Halifax, Jack can now be found cruising his lovely *Concordia Yawl*, *Sisyphus*, farther east in the Canadian Maritimes.

AWARDS DINNER AT NEW YORK YACHT CLUB



CHARLES H. VILAS LITERARY PRIZE

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

The CCA has selected Nathaniel Benjamin (Vineyard Haven, Mass.) to receive the Club's 2016 Vilas Award for his article "A Christmas Passage to Haiti."

Benjamin is a masterful storyteller who captures many of the thoughts and feelings about passage making that many of us feel and think but are less skillful at articulating. Benjamin's photos of his gorgeous wooden schooner, *Charlotte*, shown amid the rugged beauty of the island of Haiti are compelling, as are his photos of the people of Haiti and their very primitive lifestyle.

Benjamin lives in Vineyard Haven where he is a partner in Gannon & Benjamin Marine Railway.



THE ROYAL CRUISING CLUB TROPHY

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

The CCA has selected Joe Harris (Hamilton, Mass.) to receive the Club's 2016 Royal Cruising Club Trophy for his circumnavigation in his Open Class 40 *Gryphon Solo 2*.

The perpetual trophy, generously given to CCA by the Royal Cruising Club on the occasion of the CCA's 75th Anniversary in 1997, is given to a "CCA member and skipper who has undertaken the most interesting cruise of singular merit and moderate duration."

Harris was attempting to set a new record for a circumnavigation in a 40' boat, and although he missed the record, it was indeed a voyage of singular merit. He was twice halted by serious damage to his boat. He diverted to Cape Town, South Africa to replace his electricity generator and then to Piriapolis, Uruguay because of hull damage. After making necessary repairs there, he pressed on, returning to Newport, R.I., after 154 sailing days.

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.

PHOTO AWARDS DINNER PHOTOS BY DAN NERNEY



A festive dinner in a beautiful setting of the NYYC model room



Les Crane, AJ Evans, Mike McBee



Steve James, Penny & Bob Young



Shawn Otorowski and Lizzie Sweet



Peter Stoops, HL DeVore and Jay Gowell



K Robinson, Gary Schneider, Lucia Santy, Liza & Peter Chandler



Noelle Leca, Stafford Keegan, Bill Foss, Jim Quanci and Mary Lovel



Larry and Anne Glenn

PHOTO AWARDS DINNER PHOTOS BY DAN NERNEY



Cindy & Jeff Wisch, Ann Morris and Clint Bush



Peter Passano and Bob Green



Tad Lhamon and Paul Connor



AJ Evans with John and Molly Brooks



Ian and Jane Byrd McCurdy

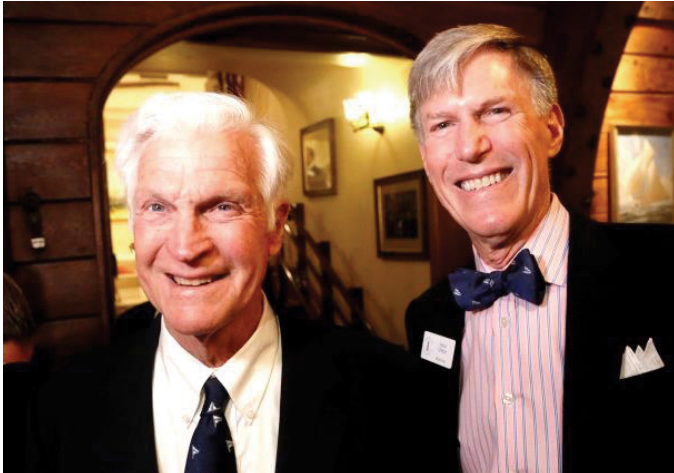


Karyn James and Dorothy Wadlow



Cindy Crofts-Wish, Carol Connor and Christine Johnson

PHOTO AWARDS DINNER PHOTOS BY DAN NERNEY



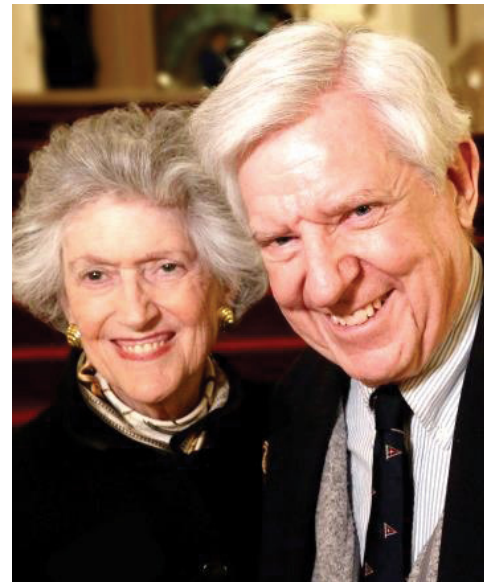
Port Draper and Nick Orem



Gary Fischer, Joe Hoopes and Dick Pendleton manning the check in desk



Amanda and Peter Balasubramanian with Melissa and Andrew McTavish



Angela and Gary Fischer



Pam Barker, Barbara Watson and Vice Commodore Brad Willauer

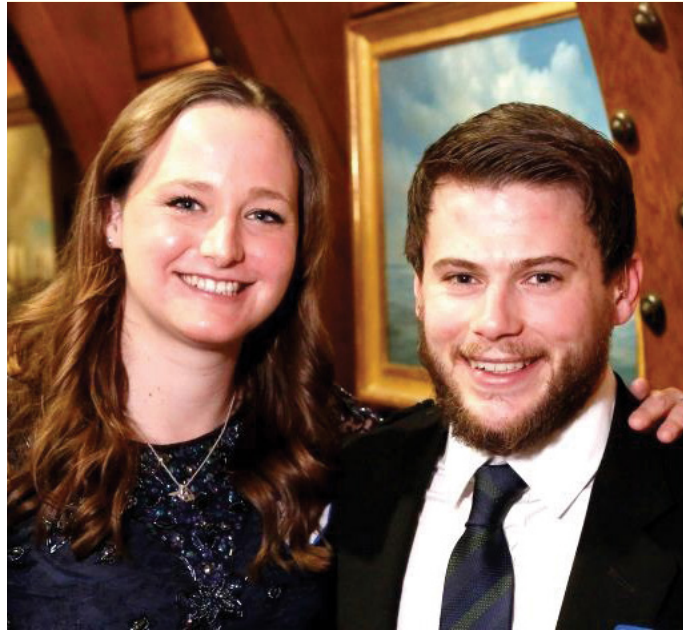


Bob Morris, David Brown and Vice Commodore Brad Willauer

PHOTO AWARDS DINNER PHOTOS BY DAN NERNEY



Nancy Jameson, Ernie Godshalk and Steve McInnis



Katrina Law and Gavin Reid



Peter and Harriet Pallette



Steve McInnis, Hiro Nakashima, Dennis Powers and Charles Westropp



AJ Evans, Peter Kelly and Tish Fontanella



Diana Russell with Harry and Sue Morgan

PHOTO AWARDS DINNER PHOTOS BY DAN NERNEY



Larry Somers, Lisa Laing with Muir and Bill Palmer



Dan & Mimi Dyer and Doug Cole



The Lyman Gang



Kristin and Jim Murphy



Michael Moradzadeh, Henry DiPietro and Janet Garnier



Patty Young and Dianne Embree



Teddy and Anne Clucas with Sheila McCurdy and Bob Morris



Lillian Spost and Patti Bauerschmidt

WELCOME NEW MEMBERS

DOUGLAS R. ABBOTT

St. Michael's, MD
Yacht: Cal 40' *Flyer*
Station: CHE
Proposer: T. C. DuPont



Doug has been around boats all his life, and began sailing as a teenager on a Dickerson 36, cruising on the Chesapeake Bay, often in the role of skipper. In 1992, he purchased a Cal 27' Free-style, which he cruised and raced on the Chesapeake, while at the same time crewing for friends in local and distance races and on deliveries. These included the Annapolis to Newport race on Henry Gibbons-Neff's *Prim* in 2009, the Newport-Bermuda race in 2008 on *Prim*, and on Tad duPont's *Nicole* in the 2012 Newport-Bermuda race. Doug is regarded as a great shipmate on any passage, bringing with him a vast knowledge of sailing and seamanship, which he imparts in teaching others to sail, both locally and offshore. In 2010, Doug acquired *Flyer*, and spent the next two years rebuilding her, much of it alone, but often helped out by his loyal crew. He skippered *Flyer* in the 2014 and 2016 Newport-Bermuda races, earning a 2nd in class and 2nd overall in 2014, and a 1st in Class and 2nd overall in 2016. These results exemplify Doug's commitment to the preparedness and safety level he demands of his crew and his yacht. Doug also enjoys cruising as he did in August 2016

aboard Jim Thompson's Swan 47 *Ariel* in the Aegean Islands.

Affiliations: Tred Avon Yacht Club (currently on the Board of Governors); Miles River Yacht Club (currently on the Sail Committee).

ROBERT L. ALEXANDER

Rye, NY
Spouse: Libby
Yacht: Gunboat 60 *Fault Tolerant*
Station: NYS
Proposer: Peter Becker



Rob's formative sailing years were spent learning the craft on an Ensign, as well as summer cruising with his family on a Morgan 34 between Long Island Sound and Maine. In high school, Rob got into racing, and enjoyed crewing on many Long Island Sound and Block Island races. In his college years he transitioned to dinghies, becoming an All-American in his senior year at Boston University. As an adult Rob has graduated to ever-larger boats, and now has a Melges 24, as well as his Gunboat 60, on which he has racked up significant blue water mileage. This includes passages from Rye to St Thomas, and return from the Bahamas to Rye. Rob and Libby are past co-chairs of the American Yacht Club Junior sailing program. In 2012, Rob and Peter Becker were instrumental in forming a syndicate at AYC to purchase the J-105 *Young American*, then donating the boat to the AYC Junior Big Boat Program. Their model is being copied by other organizations, as it exposes between 30 and 35 juniors each year to a type of big boat

sailing which they would likely not have had the opportunity to experience. In 2016, Rob and Peter co-skippered the team's youth entry on a chartered Tripp 41' *High Noon*, which finished second in the race (after *Comanche*), winning a raft of awards. This included the inaugural Stephens Brothers award for best performance by a young crew, since 7 of the 10 aboard were teenagers. Besides sail training itself, Rob is showing by example the benefits to be obtained by volunteerism and commitment.

Affiliations: American Yacht Club; New York Yacht Club; Storm Triesail Club

CHRISTOPHER ALLEN

Larchmont, NY/Newport, RI
Spouse: Valerie
Yacht: Valiant 39 *Chanticleer*
Station: NYS
Proposer: Peter Bauer



Chris has been around boats since his earliest years when he biked to the local boatyard. In his teens he completed the original course format at Hurricane Island Outward Bound School, and spent many years racing in the Shields class. By his early 20's Chris was a welcome crew member on larger yachts, notably Paul Hoffman's *Thunderhead* on the 1976 Newport-Bermuda race, and Bev Koppel's *Congere* in the 1978 race, as well as 4 years on the SORC circuit on *Congere*. Chris's business career was always in publishing, initially with the Yachting and Cruising World magazines, during which time he met

WELCOME NEW MEMBERS

CHRISTOPHER ALLEN CONTINUED

many prominent sailors. As a keen aficionado of cruising, in 2003 he acquired a Sweden 37 *Nauset Blue*, on which he and his family cruised until 2007 between Long Island Sound and Maine. In 2008 Chris acquired *Chanticleer*, which he brought to Larchmont from Casco Bay, ME. He then sailed her to the BVI's and Martinique, where he spent two winters making numerous inter-island passages in the eastern Caribbean. Chris is very focused on safety aboard, always making sure of clear communications between himself and his crew, and making full day practice runs to assess boat and crew issues prior to a voyage. In the summer of 2016, Chris and his son Kyle joined Peter Bauer and his son Matt in delivering *Carina* back from Bermuda to Westbrook, CT. The return weather was similar to the pre-race forecast in reverse, with south west winds at 20–30 knots. They made use of the spinnaker pole to wing out the #4 jib, which drove them along at 10+ knots for 3 days on a 4 day delivery. They all had a great time!

Affiliation: Larchmont Yacht Club; Ida Lewis Yacht Club

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

AMANDA BALASUBRAMANIAN

Toronto, Ontario

Spouse: *Peter*

Yacht: *Hanse 400 Unknown Island*

Station: *GLS*

Proposer: *Andrew McTavish*



Amanda's sailing experience began on Canada's inland lakes—Lake Ontario, Lake of the Woods and Lake Winnipeg, initially on a variety of vessels. In 2001, she acquired a CS 30, on which she and her husband and (eventually) two children cruised. They then spent two years cruising on a Hanse 350, before acquiring *Unknown Island* in 2011. For 3 years, until June 2013, they participated in the Lake Ontario 300 Challenge, circumnavigating the Lake. Then, Amanda, who is a partner with a prominent Toronto legal firm, took a 14 month sailing sabbatical, taking her husband and young family from Toronto to the Caribbean. In July 2013 they set off from Toronto to Delaware via Lake Champlain and the Hudson River, taking around 4 weeks to do so. Amanda was skipper, with full responsibility for the boat and crew, making all decisions regarding boat preparation, routing, weather interpretation, navigation and safety on board, as well as taking the helm.

They spent 2 ½ months exploring the Chesapeake Bay before taking the offshore passage down to Virgin Gorda, BVI in November. They spent the next 7 months covering over 3,500 miles cruising the Caribbean. In May they voyaged to Puerto Rico and the Turks and Caicos, before spending 6 weeks exploring the Out Islands of the Bahamas. Their boat was then shipped back to Toronto from Florida to avoid the hurricane season. Amanda and her family completed the sabbatical on a chartered Beneteau exploring the Strait of Georgia and Desolation Sound in British Columbia. Amanda has since made presentations on 'passage making with a family' at the 2015 and 2016 Toronto International Boat Show, on 'cruising offshore with children' at the RCYC, and is a member of the Safety Committee for Lake Ontario Offshore Racing. She has taken courses in, among others, diesel maintenance, sail repair, meteorology and celestial navigation. Since returning from the sabbatical, Amanda and her family have been cruising around Lake Ontario on *Unknown Island*, participating in long distance racing on the Lake and chartering in Belize, Abaco and the Leeward islands. They are now planning their next offshore adventure.

Affiliations: Royal Canadian Yacht Club; Island Yacht Club (past Vice Commodore and Fleet Captain)

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WELCOME NEW MEMBERS



BRUCE C. BARLOW

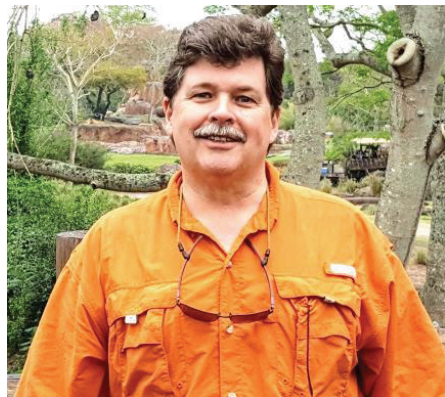
Richboro, PA

Spouse: *Bette*

Yacht: *True North 38 Blue Heron*

Station: *CHE*

Proposer: *John A. Wills*



Sailing is certainly in Bruce's family, given that his great-grandfather Lewis Barlow was a whaling captain out of New Bedford, MA, his grandfather Herbert was a member of the Boston station, and his father Skip Barlow is past Rear Commodore of the Florida station, making Bruce a 3rd generation CCA member. Bruce began sailing at Barrington YC, RI, accompanying his family on cruises. His off-shore experience began in his early 20s when his grandfather no longer wished to do offshore passages, and asked Bruce's father to deliver his ketch to Antigua. Bruce was drafted into service with a group of his friends, and on the voyage to Antigua, by way of Bermuda, soon learned celestial navigation, required at that time as electronic navigation was not effective beyond Bermuda. These skills later allowed him to replace a captain on his grandfather's boat on its voyage from Norfolk, VA to Newport, RI via the East River, NY. At the same time, he was a popular crew choice on Block Island races and Edgartown regattas. After college, as his engineering career permitted, Bruce took advantage of his family's yachts, both power and sail, to cruise between Florida and the Caribbean, as well

as in New England waters. He has aided other CCA members in delivering their boats over the past few years, and in June 2015 he brought *Blue Heron* single-handed from Stuart, FL to Annapolis, with one fuel stop. For personal pleasure Bruce sails his 19' Flying Scot Nutmeg from his home on the Chester River, and has instilled in his daughter the joys of sailing.

MURRAY M. BEACH

Westwood, MA

Spouse: *Patricia "Pat" Palocz*

Yacht: *Tartan 4600 Meridian*

Station: *BOS*

Proposer: *Tristan Mouligne*



Murray came to big boat sailing late in life, having first tended to his investment banking career, and to bringing up 5 children. From 2004 to date he has taken Pat and their children cruising in New England waters from their home port of Mattapoisett, MA to various ports in Maine. In so doing, Murray has taught them all to sail and enjoy the life as much as he does. Initially they voyaged aboard a Pearson 10m named *Return*, until 2010 when he acquired his Tartan 4600 *Meridian*. Murray has since single-handed *Meridian* from Boston to Southwest Harbor, ME, and brought her non-stop with two of his sons from Fort Lauderdale to Boston. Then in June 2011, Murray skippered

Meridian with a crew of five (including four of his children) on the Marion to Bermuda race. They won the family trophy, and Murray's love of blue-water racing was launched, with an especial liking for short-handed racing. His next long distance race was the Bermuda 1-2 in June 2015, in which he finished first overall in class. This despite winds of 45+ knots, and having his gooseneck fail on the singlehanded leg. The return leg faced the remnants of Tropical Storm Bill with 50-60 knots of (fortunately) southerly breeze. Murray skippered *Meridian* through the storm to Newport unscathed, which was not the case for all of the fleet. In June 2016, Murray skippered *Meridian* with five crew in the Newport-Bermuda race, this time finishing third in class. After skippering the return, in July 2016 he entered the Offshore Solo 160 Race from Newport-Montauk-Martha's Vineyard-Newport, finishing in second place. Murray has made several offshore deliveries, which he enjoys, as this provides him the opportunity to assist other sailors.

CHRISTINA BEEBE (NINA)

London, England

Station: *GLS*

Proposer: *Tom Post*



Nina grew up sailing on the Great Lakes with her father Rob Beebe (GLS) and family. During her college



WELCOME NEW MEMBERS



CHRISTINA BEEBE CONTINUED

years, she took part in two Marion to Bermuda races on *Acorn*, a Hinckley Bermuda 40, also delivering the boat between Michigan and Massachusetts. She followed that with a stint as a professional yacht crew in France. Nina raced extensively on the Chesapeake while living in the DC area. She was Watch Captain on the delivery of a Hinckley 52 on a 1,000 mile non-stop leg from St. Barth's to Bermuda, then on to Newport, and did several other deliveries along the east coast. Nina's profession in international government relations in the field of telecommunications and technology includes a significant focus on satellite and safety communications. She works frequently with the International Maritime Organization (IMO) in London and the International Telecommunication Union (ITU) in Geneva on GMDSS and other network approvals. As a member of the RORC, and most recently one of its Board members, for the past 10 years Nina has taken part in the RORC's race program of cross-Channel races, and has raced twice in the club's bi-annual Fastnet race and three times in its Caribbean 600 race. Offshore as well as inshore she has crewed on *La Reponse*, a First 40 owned by RORC's Admiral, as well as on other yachts, and achieved podium finishes at Cowes week, IRC Nationals, Voiles de St Tropez and other events. The Admiral describes Nina as an enormous asset to any boat, praising her preparation, organization and attention to younger crew members. As her work schedule permits, Nina can be found delivering boats and cruising around England, Scandinavia and the Mediterranean, and has logged over 10,000 offshore miles. The CCA looks forward to benefitting from Nina's expertise in the development of new marine safety concepts.

Affiliations: Royal Ocean Racing Club (Past Board Member, presently House Committee member)

PETER M. BROWN

Port Ludlow, WA

Spouse: Janet McKinnon

Yacht: Custom Catamaran 48 *Taj*/

NW 45 Trawler *Emerald City*

Station: PNW

Proposer: Dan Newland



Peter started sailing on San Francisco Bay in the late 1970's and then purchased an Olsen 30, *Gold Rush*, for the 1982 San Francisco-Hawaii single-handed Transpac, his first blue water passage. Contestants were limited to celestial navigation. Peter finished mid-fleet against several other current CCA members. In 1983 he bought a Wauquiez 35 Pretorien, *Emerald City*, in France, commencing a 12 year circumnavigation which took him 1 ½ times around, west about. About 70% of the passages were done single-handed. First east to Greece, then west through Panama to Tahiti, where he spent a year. He taught English in a French high school in New Caledonia for 9 months, and then headed up to Thailand and across to Cape Town, spending 4 months on the uninhabited atolls in the Chagos archipelago. Peter spent three years in Africa, teaching computer skills to executives of the Swaziland railway, and project managing the build of his semi-custom 40' catamaran *Nepenthe* in Capetown. In 1993 he left Africa for St. Barths, taking paying passengers to Brazil, and continued on single-handed. Peter operated *Nepenthe* for charters around St. Maarten/St.

Barths until category 4 Hurricane Luis decimated these islands and rendered *Nepenthe* a total loss in 1995. He then headed to Port Townsend to the NW School of Wooden Boat-building, and took further training in advanced composites. From 1996 on he was hands-on building his custom 46 composite cat *Taj*, while helping friends deliver their power boats to Alaska or cats to California. *Taj* was launched in 2006, after which Peter and Janet cruised BC, then sailed *Taj* to Mexico, where she stays for winter sailing. They subsequently cruised BC and the inside passage in a Nordic Tug, *Hummingbird*, which is now for sale since they have just acquired the green hulled NW 45 Trawler, *Emerald City*.

DALE K. BRUCE

Camden, ME

Spouse: Douglas A. Bruce (BOS/GMP)

Station: BOS/GMP

Proposer: Ross Santy



Dale's early sailing experiences were cruising with her parents and brother on the New England coast. Dale's father was Commodore of American Yacht Club in Rye, N.Y. in the early 1970s. As an adult she and her husband Doug made similar sailing passages with their 3 children from Long Island Sound to the coast of Maine. When Doug retired in 1995,



WELCOME NEW MEMBERS



they cruised full-time for 5 years on *Bluewater*, their Tayana 55. They explored the entire East Coast, the BVI's, Windward and Leeward Islands, Trinidad, Jamaica, Haiti and Belize. In 2000 they turned their attention to the Canadian Maritimes in the summers and moved ashore in Camden, Maine for the winters. Since then they have made six cruises to Nova Scotia and Newfoundland, including one circumnavigation of Newfoundland. As members of the OCC, they organized a cruise to Newfoundland, with 25 participating boats. Dale and Doug made use of their Canadian Maritime sailing experiences when they edited the 2009/10 version of the CCA *Cruising Guide to Newfoundland*. In addition to these voyages aboard their own boat, Dale and Doug have taken part in European and CCA Club cruise events, including the Clyde Cruising Club/CCA cruises in 2000 and 2010 in the western islands of Scotland, and the 2015 Ionian Cruise. In 2011, they put their editorial skills to excellent use when they became co-editors of the CCA *Voyages* magazine, which exemplifies the goals of the Club and is admired around the world. Having recently sold *Bluewater*, Dale and Doug are considering "what's next", and are planning a Scandinavian cruise later this year. They now have seven grandchildren, all of whom enjoy being on, and in, the water.

Affiliations: Ocean Cruising Club, Camden Yacht Club

MATTHEW J. COUDERT

New York, New York

Spouse: *Hobby*

Yacht: *Finnngulf 46 Mischief*

Station: *ESS*

Proposer: *Pieter de Zwart*



Matt has had a lifelong passion for sailing. He first learned to sail and race as a junior at the Indian Harbor Yacht Club, CT. During high school and college he enjoyed spending summers 'working' on various big boats racing out of IHYC, American Yacht Club and the Stamford Yacht Club. Various distance races in the early years include a Miami-Nassau race on a NY36, a Mikimoto Cup in Japan on an X ¾ Tonner, the Chicago to Mackinac Race on a One Tonner and his first Bermuda race on a Swan 48 out of Indian Harbor. The Bermuda Race was in lieu of attending high school graduation which gives a sense of his priorities. His prowess on such races, as well as the Around Vineyard Race, led to Matt being invited to crew on *Mischievous*, a Jonmeri 48, on an Annapolis to Newport Race. That led to Matt taking part in 9 Bermuda races on *Mischievous*, which later was the name given to a custom 65, often as Watch Captain. Matt has also enjoyed racing in the Pineapple Club from Miami to Montego Bay and the San Francisco to Catalina race. In 2005, Matt purchased a North American 40 from his uncle Rene Coudert and enjoyed many cruises on her up and down the east coast with his wife and children. In 2016, Matt sold that boat and acquired his Finnngulf 46. He

has already taken extended cruising voyages on her with his family and friends, including the 2016 NYYC Annual Cruise which included a fun race in his true hometown: New York City. In keeping with his uncle's tradition, both cruising boats have been called *Mischief*.

Affiliations: New York Yacht Club, Storm Trysail Club, Fishers Island Yacht Club, Wadawanuck Club.

JOHN DEVLIN

Oxford, MD

Spouse: *Susan*

Yacht: *Valiant 42 Gratitude*

Station: *CHE*

Proposer: *Andrew Parish*



In his teenage years John sailed in a variety of dinghies whenever he had the opportunity. He also sailed various production and experimental Snark vessels on Barnegat Bay to provide user feedback to the boat builders. John eventually acquired a Catalina 27 on which he made regular cruises on the Chesapeake Bay, and for 3 years was a regular crew member on *Frequent Flyer*, a J35 sailing program out of Annapolis. From 1998 to 2004, John raced *Freestyle*, his J-22, in club events and was crew and Navigator on *Aspire*, a Farr 3420 which competed in a full calendar of Chesapeake events, as well as Block Island race week. Since 2004, John has been crew, Navigator, Watch Captain and delivery Captain aboard *Amadeus*, an IMX-40 which participated in the annual schedule of CBYRA PHRF A

SAFETY AT SEA RESOURCES:

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

WELCOME NEW MEMBERS

JOHN DEVLIN CONTINUED

events, as well as several Annapolis-Newport, Newport-Bermuda and Marblehead-Halifax races. In 2012, John acquired his Comet, *Tipsy*, to support preservation of this traditional class. He and his family have participated in several local regattas since then. To pursue more cruising, John acquired *Gratitude* in 2013 and has spent summers with his family cruising in the Chesapeake, and sailing down to Florida and the Bahamas for winters. They have an extended Bahamas cruise planned for 2017. In the past few years John has also skippered charters in the Caribbean, Croatia, and the Tyrrhenian and Adriatic Seas. John is a Past Commodore of the Tred Avon YC, and continues to serve the Club on race and other committees. He and Susan also have leadership roles in a number of local and regional non-profit entities.

Affiliations: Tred Avon Yacht Club (Past Commodore), Chesapeake Bay Yacht Club

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

KRISTEN DONELAN (KRISSE)

Ramsey, NJ
Spouse: William (NYS)
Station: NYS
Proposer: Mark Ellman



Kristen grew up racing and cruising with her family on Lake Champlain, VT, and she and her two brothers have all grown up to be ocean sailors. Their parents organized family weekends racing, vacations cruising, and birthday parties were held aboard their variety of vessels. All family members had to learn to cover positions on foredeck, main and helm. Krissi worked on the docks of a family friend during high school, and by college age she was in command when taking the family boat out with friends. She is also a very adept splicer and rigger. Krissi's first 100 mile distance race was on the foredeck of a Pearson 36 at age 16. Moving to work in NYC in the mid-70s, Krissi raced for the next 15 years out of City Island Yacht Club, which is where she and Will met. He was immediately impressed when she asked if he wanted to see her splicing kit! In the years since then, Krissi has delivered and cruised on many vessels from Newfoundland to the BVIs, and participated in 5 Marion-Bermuda races, 2 Newport-Bermuda, 13 Block Island Races, taken part in 4 Block Island Race weeks, and 3 Eggemoggin Races, the latest being in 2015. The fact that she and Will have kept up this

racing schedule while having and raising 3 children speaks volumes about their dedication to life on the water. Krissi remains a formidable foredeck person, but her feel for the helm is what stands her apart. She was invaluable on returning *Westray* from Bermuda in 2014, obtaining maximum speed from the *Concordia* and enabling her to outrun a hurricane. She and Will plan to cruise the south coast of Newfoundland in the summer of 2017 aboard Mark Ellman's *Next Boat*.

GARY P. FORSTER

Newport, RI
Bayside, New York
Partner: Lily Louis
Yacht: *Nonsuch 30 Aloki*
Station: NYS
Proposer: Juan E. Corradi



Gary's first encounters with the sea began as a commercial diver in the 1970's, working both nationally and internationally. One day he reluctantly accepted an invitation by a friend to sail on his Canadian Sailcraft 22, and from the first moment aboard he knew he wanted to pursue sailing as a pastime. He eventually purchased the CS 22 from the now retired friend, re-named her *Aloki* and began learning about the sport, graduating up to his *Nonsuch 30 Aloki* in 1986. Gary delivered yachts along the east coast to help widen his experience, and eventually transitioned to offshore racing.



WELCOME NEW MEMBERS



His first offshore race was the 1989 Marion to Bermuda Race, and over the next two decades Gary would sail the 1991 Marion Race, four Halifax Races and ten Newport-Bermuda Races, eight as Navigator. Gary also cruised with Juan Corradi and their respective partners aboard Juan's Swan 38 *Pirate*, along the coast of Scotland in 2005, and the Norwegian coast in 2007. Gary was also aboard Juan's Concordia 41 *Westray* when they captured the Cook's Trophy in the 2014 Newport-Bermuda Race. While ashore, Gary has been a long-time member of the NYYC Seaman-ship Committee and served as its Chairman in 2013 and 2014. Safe practice at sea is a strong focus for Gary. He has worked with the Storm Trysail Club on Safety at Sea events at Fort Schuyler for the past few years, and has co-written safety scenarios which have been presented at The New York Yacht Club. In 2016, Gary delivered a Hinckley 76 from St Bart's to Bermuda, sailed Mark Ellman's Morris 45 *Next Boat* from Bermuda to New Rochelle and participated in the CCA *Safety for Cruising Couples* seminar by offering his boat for practice drills. He and his partner Lily also sailed *Aloki* in New York Yacht Club's 2016 summer cruise. In the winter, Gary enjoys building small sailing dinghies and prams, one of which can often be seen behind *Aloki*.

Affiliations: New York 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; or call
Bettina (the sailbag lady
herself) at 203-245-8238.

WILLIAM J. GUILFOYLE

Santa Barbara, CA

Spouse: *Shari*

Yacht: *Santa Cruz 52 Prevail*

Station: SOC

Proposer: *Ed Brady*



Bill's first sailing experience was at the age of 6 in San Francisco Bay where he grew up sailing with his Dad and family aboard their Cal 20, *Amiguita*. Only a year later he had his first extended cruise spending a full week aboard the boat making the passage from San Francisco Bay through the Sacramento delta to Stockton and back. The die was cast. While Bill spent years racing in San Francisco both with his J-24, *Illusion*, and crewing for others, offshore sailing was always in the plan. In 1994, Bill and Shari commissioned their new Hylas 45.5, *Carpe Diem* with offshore sailing in mind. In 1999, Bill and three friends made the first passage to Hawaii. Since then Bill has made the crossing 4 more times. Three of those racing in the biennial Transpac (including one delivery home) as Skipper/Navigator on the Santa Cruz 52, *Prevail*. His most recent crossing as Navigator aboard the BBY custom 60 *Marjorie* was completed in the 2015 Transpac. In non-transpac years *Prevail* maintains an active offshore racing schedule that covers 1,000 miles or more each year. Bill has also been active in the sailing community, currently serving as SBYC Commodore and TPYC Board

member. His support of offshore racing includes recently organizing Safety at Sea Seminars, serving on the local PHRF board, and helping to develop the California Offshore Race Week (CORW). Introduced in 2016, CORW is a joint effort among 5 yacht clubs covering 600 miles from San Francisco to San Diego with stops in Monterey and Santa Barbara. Over 60 boats participated in the inaugural year. Bill plans to sail *Prevail* in the Transpac again this July.

Affiliations: Santa Barbara Yacht Club (Commodore); Transpac Yacht Club (Board Member)

PHILIP H. GUTIN, M.D.

New York, New York

Spouse: *JoAnn*

Yacht: *J44 Beagle*

Station: NYS

Proposer: *Jim Murphy*



Phil grew up in the Midwest with no access to sailing, getting on his first boat at 19 when he arrived at Tulane. He joined the Tulane Sailing Club and raced as crew in collegiate races. Medical school and training intervened, so it was not until 1992 (at age 47) that his interest was rekindled during a BVI bareboat trip with family. This incited Phil to buy and race boats on San Francisco Bay where he had settled, including a Frers 41, *Hot Lips* which he skippered in races on the Bay and the ocean with some success, garnering a first in class in the St Francis YC Big Boat Series in 1995. Phil was smitten hard by the sailing bug after crewing on a Santa

WELCOME NEW MEMBERS

PHILIP H. GUTIN CONTINUED

Cruz 50 on the Pacific Cup from San Francisco to Hawaii in 1995, as well as two Fort Lauderdale to Key West races in 1994 and 1998. Having relocated to New York City, he brought *Hot Lips* to the east coast in 1997, cruising and racing her in local and distance races. In 1999, he acquired an IMX 38, *Brainstorm* which he skippered in regattas up and down the east coast, gaining a second in her division at the Key West Race Week in 2000. Phil crewed for friends on the 2004 Newport-Bermuda race, and the Marblehead-Halifax race in 2007, and helped others deliver their boats from the Caribbean to Florida and Bermuda to Maine. In 2009, Phil acquired his J44, *Beagle*, which he has raced and cruised, with JoAnn, on Long Island Sound and east coast waters. On *Beagle* he has recorded

many great results, including a Vineyard Race division first in 2009, Block Island Race division wins in 2010, 2012 and 2014, and a first in division in the 2012 Newport-Bermuda race. When not enjoying life on the water, Phil is Chairman of the Department of Neurosurgery at Memorial Sloan Kettering Cancer Center in New York. JoAnn, who is a science writer at the American Museum of Natural History, named *Beagle* after Charles Darwin's famed 19th century ship of exploration and scientific discovery.

Affiliations: American Yacht Club; New York Yacht Club

ANDREW HUGHES

Annapolis, MD

Spouse: *Caroline Morton*

Station: *CHE*

Proposer: *Mark Myers*

Andy grew up in a family that raced and cruised together on their family boat on the Chesapeake. In addition, Andy sailed Optis and 420s, and went on to become an outstanding member of the St Mary's College sailing team. Since then, Andy has remained active in racing and cruising, both on the Bay and offshore, in boats ranging from a Log Canoe to J22s, Farr 395s, Swan 45s and Swan 51s. At age 40 Andy was appointed Maryland State Chairman of the Coastal Conservation Association, an environmental organization dedicated to preserving and


SAFETY FOR CRUISING COUPLES, INCLUDING "SUDDENLY ALONE"



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

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

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

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



WELCOME NEW MEMBERS



ANDREW HUGHES CONTINUED

protecting natural resources along the Atlantic Coast. He was a tireless champion of the group's causes, and a persuasive fund-raiser. 'Tireless' is the word most used by Andy's sailing companions, as he is always ready to take on whatever task is required, fighting light air or storms, with experienced crew or first-timers. Andy has been Navigator and/or Watch Captain on two Newport-Bermuda races, and would have made that three in 2016, had the weather gods not intervened. He and Mark Myers double-handed Mark's *Tonic* from Annapolis to Newport in 2007, and he repeated that passage with Peter Gibbons-Neff in 2009. A Marblehead to Halifax race and a Fort Lauderdale to Key West race round out Andy's east coast passages, as well as bareboat chartering in the BVIs for many years. Andy is presently on the lookout for a boat which will answer his needs, and serve as a great vessel on which to instruct his young son on the joys of sailing.

Affiliations: Annapolis Yacht Club

THOMAS C. H. JACKSON & VICTORIA D'E. JACKSON

Nelson, NZ

Yacht: *S&S 39.7 Sunstone*

Station: *GLS*

Proposer: *Rob Lansing*



Tom and Vicky are already well-known to the CCA, as they were the 2015 recipients of the Blue Water Medal, which was presented to them at the Awards dinner in New York in 2016. On *Sunstone*, which is now 50 years old, they have covered close to 200,000 miles, including a

circumnavigation. Their racing and cruising life together began when they met while crewing on the Fastnet Race 46 years ago. After their marriage in 1972 they continued to cruise and race, then purchased and moved aboard *Thrasher* (1978), then *Sunstone* (1981) in England. From then until 1997 they raced *Sunstone* in many British offshore racing events, collecting a series of class and overall victories. Out of eight Fastnets entered, *Sunstone* won her class in four and was a member of the 1996 winning English team in the RORC Commodores' Cup. In 1997, they both retired and began their worldwide cruising. The Ocean Cruising Club awarded the pair the Barton Cup in 2007 for completion of a 10-year 80,000 mile circuitous circumnavigation, which included the rounding of the five great capes. During their US east coast leg, *Sunstone* won a first in class in the NYYC Regatta, and took part in the Newport-Bermuda race. Having circumnavigated New Zealand they took a first in class in the Sydney to Hobart race, came back eastwards to British Columbia, down the US west coast to Chile, the Falklands, to South Africa, and finally to South Australia and Tasmania where they crossed their outbound track. In 2007, they set off again to cruise the more remote islands of the Pacific, then on to Guam, Japan, Alaska, Vancouver, Hawaii and Western Samoa, before returning to New Zealand in 2011 for the 2012 Round New Zealand Two-Handed Race (they had won the two-handed Round North Island race in 2008). The RCC awarded the pair its Challenge Cup in 2012. They have somewhat settled in New Zealand, with *only* a cruise to the Marshall Islands, Alaska and the PNW since 2014. In 2016, Tom and Vicky took on the role of Co-Editors of *Roving Commissions* for the Royal Cruising Club. They are two wonderful ambassadors of our sport around the world, and the CCA is proud to include them in our membership.

Check out the Website:

www.cruisingclub.org

The CCA website is remarkable for its clarity, ease of navigation and the wealth of information it contains. 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

STEVEN KURLANSKY

Old Lyme, CT

Spouse: *Patty*

Station: *ESS*

Proposer: *Joseph C. Hoopes*



Steve's first sail was out of Nantucket as a college kid on a S&S 65' wooden yawl. He followed that impressive start by sailing on Long Island Sound in a variety of one-designs, principally Lightnings and Atlantics. He crewed on many Block Island and Vineyard Races, making his first Newport-Bermuda race in 1978. Steve carried on cruising for pleasure, and racing for the challenge, on a variety of boats over the next 20 years, until a chance meeting with Joe Hoopes in 1997. Joe had just purchased *Palawan*, his custom Little Harbor 75, and invited Steve to join him in bringing her from the Canary Islands to Newport. Their sailing partnership began at that time, and has not waned since. Almost every year since 1997 Steve has been aboard *Palawan* as Watch Captain on several Newport-Bermuda races and return deliveries, Caribbean cruising, Bermuda to Ireland in 2000, and the transatlantic challenge in 2005. Steve was Watch Captain on *Palawan* from the Abacos to Newport in 2008, on

a Newfoundland cruise in 2014, a Greenland cruise in 2015 and from Newfoundland to Newport in 2016. Nearer to home Steve sails his lovingly restored Atlantic #1 out of Niantic Bay, or on his restored Dyer 29. Besides their love of life on the water, Steve

and Patty raise and train black labs for field trials where their dogs compete at the highest levels.

Affiliations: Niantic Bay Yacht Club; New York Yacht Club



CCA CLUB STORE: NEW SUPPLIER

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

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

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

If you have any questions, please contact the Fleet Captain, Paul Hamilton, pjhamilton6@gmail.com

WELCOME NEW MEMBERS

JOSEPH L. MCGETTIGAN

Newport, RI

Station: BOS

Proposer: John R. Gowell



After a childhood spent in various sailing vessels on the East Coast, Joe entered the US Naval Academy in 1999. Over the next 4 years, during which he obtained a BS in Computer Science, Joe sailed on the Varsity Offshore Sailing Team, starting off as crew in 2000 on a voyage from Portsmouth, ME to Annapolis, MD on *American Promise*, and then crewing on *Mariette* for the 2001 America's Cup Jubilee in Cowes. His first major offshore racing experience took place as Assistant Navigator on *Swift*, the Academy 44 in the 2002 Newport-Bermuda race. From 2007 to 2010 Joe was assigned to run VOST, a role placing him in command as Officer in Charge of *Defiance*, a Navy 44 MKII, in the 2008 Newport-Bermuda race. During those years he also held that post on the Navy's Farr 53 *Tomcat* during transits between Annapolis and Newport, and in various coastal and distance regattas. Joe crewed for Sheila McCurdy on *Selkie* in the 2014 Newport-Bermuda race, and was aboard Jay Gowell's *Temptress* in 2015 for coastal races, and in 2016 for the Newport-Bermuda race, on

which he was also medical officer. As an all-round trained and experienced sailor, Joe is a delight to have on board. His Naval Academy experience leads Joe to take on the role of 'chief trainer' to help new members of crew to learn about the boat, master various jobs, and improve crew dynamics. Joe is currently a Lieutenant Commander and Instructor at the Surface Warfare Officers School in Newport. He is a regular face at the Shields races on Wednesday nights, and in addition to his official duties in 2016, he found time for a Block Island race, as well as the CCA cruise in Bermuda.

Affiliations: New York Yacht Club

CHRISTOPHER J. MUSELER

Portsmouth, RI

Spouse: Kara

Yacht: 40' custom cold
molded schooner *Magic*

Station: BOS

Proposer: Jeffrey Gonsalves



Chris grew up cruising on Long Island Sound with his parents on their West Indies 36, becoming an accomplished dinghy sailor throughout high school, college and early years post college. He then became a professional bowman on Grand Prix yachts in the late 1990s. Chris expanded his horizons beyond coastal racing when he took on as Watch Captain aboard the classic 84' yawl *Nordwind* in the 2005 Transatlantic Race, in which they placed 2nd. He made time during the race to coach the crew in heavy weather sailing, as well as repairing

sails. Chris is a freelance journalist and New York Times sailing correspondent, who is happiest when sharing his enthusiasm for boats and sailing. Chris started writing stories and reports on the Newport-Bermuda race under John Rousmaniere's tutelage, and is able to capture both the joy and the challenges that face race participants in every division. He made passage on the 2010 race as trimmer on *Titan XV*, and in the 2012 race he co-skippered the Class 40 *Dragon* in the double-handed division. In that same year, he double-handed *Dragon* from NYC to Newport, and from Mystic, CT to Charleston, SC. Chris was onboard reporter on *Hugo Boss* on her 2014 race from NY to Barcelona, and in 2015 sailed on the schooner *Charlotte* from Haiti to Cuba. The weather forecasts for the 2016 Newport-Bermuda race had Chris boat-hopping for a bit, but he eventually got a berth on the venerable Swan 44 *Aura*. Many of us will have read the wry reports Chris wrote from *Aura*, which he described as a 'speed-limit boat.' Chris and Kara have hosted annual winter dinner parties with speakers who present their sailing adventures with emphasis on lessons learned. They recently acquired their 40' schooner *Magic* which they have moored near their home in RI, and on which they plan to go cruising offshore with their children in comfort and safety.

WELCOME NEW MEMBERS

CAPTAIN ROBERT W. PAYNE

Balboa Island, CA

Spouse: *Kathryn*

Station: *SOC*

Proposer: *Rick Williams*



Bob grew up in and around boats, and at the age of 13 he was first mate on a 100-mile voyage with his father, Ham Payne, on their 26' Fellows & Stewart from La Paz to San Felipe, Baja California. At age 19, Bob travelled from San Francisco to the Galapagos on the California Maritime Academy Training Ship *Golden Bear* as an Officer in Training on an international geophysical Expedition, collecting animal and plant specimens for San Diego Zoo. Having graduated from the Academy, in 1964 Bob began his career in the merchant marine service and covered thousands of miles around the world as a licensed deck officer. During these passages he pursued his love of cruising, until one fateful day in 1966. Sailing into Cartagena harbor as second mate on a Grace Line freighter Bob saw a sight which changed his life—a turtle schooner turned cargo ship named *Goldfield*. She had been built in Grand Cayman in 1930 and was still going strong. After a year of international correspondence and negotiation Bob and his best friend and schoolmate found themselves the proud owners of this 87' engineless 100 ton gaff rigged schooner, which was used to haul coconuts and general cargo between Isla San Andres and the Colombian mainland. For the next 10 years Bob

and friends had as much fun and experience as can be had in seaman-ship training keeping their unique yacht afloat, whether at sea or in port. In 1975, Bob added deliveries to his repertoire, and over the next 23 years he skippered brand new Hatteras yachts from North Carolina to Seattle, via the Panama Canal. In 1988, he was Captain aboard the American President Lines 902' containership *President Polk* on her maiden voyage from Germany. Bob spent 10 years on this vessel, making 46 Trans-Pacific passages between Hong Kong, Alaska and the west coast. In recent years Bob has enjoyed cruising as Watch Captain on Rick Williams' Fleming 55 *Festival* on voyages between Alaska, British Columbia and Mexico.

DEAN RAU

Bayfield, WI

Spouse: *Sara Lund*

Yacht: *Crealock 40' Raven*

Station: *GLS*

Proposer: *Robert P. Knight*



Dean's early water borne adventures were in canoes in the Boundary Waters Canoe Area Wilderness in north-eastern Minnesota. Over the years as he proceeded with his medical degree and training, Dean sailed on the Great Lakes, first in small boats, gradually progressing to larger ones by the early 1990's. Then in 2000, Dean acceded to a wish of his mother that he sail his boat, then a Pacific Seacraft

31' with the family name of *Rongevaer*, to her ancestral home near Bergen, Norway. So in May 2000, Dean and two friends, none with ocean sailing experience, set off from Bayfield, WI through the Great Lakes to the Erie Canal, thence to Nantucket via NYC. They weighed anchor from Nantucket in June 2000, and 400 miles out they encountered raging north-easterlies which they battled for a week before turning back, seeking shelter in Nova Scotia. Having regrouped, they set out again, this time for Newfoundland, and from there they had a fine fourteen day crossing to Dingle, Ireland. A further nine days cruising took them round western Ireland, through the Caledonian Canal in Scotland, and across the North Sea to Bergen. There they were greeted by Sarah and Dean's Norwegian family, including one old fisherman named Ole Rongevaer who clearly thought they had been crazy to make such a crossing in such a small boat. After a span of 10 years, Dean and two friends set off again in 2010, this time in his 40' *Crealock Raven*, with Dean as the only experienced ocean seaman. For this crossing they headed directly out the St Lawrence to St. Johns, Newfoundland. However the crossing to Ireland was not the benign weather of 10 years before, as they encountered 3 gales in the first eight days. This pushed them south of their intended course and landed them in Crosshaven, Ireland, with much of their easting below 48 degrees north latitude. The return trip in June 2014 was relatively calm, and took them to the Shetlands, Faroes, Iceland and Greenland, making landfall in the latter just before a gale. They arrived in Bayfield on September 2, 2014, having noted en route that having crossed the Atlantic and made landfall in Labrador they were only half way home.

WELCOME NEW MEMBERS

SETH F. SASLO

State College, PA

Station: ESS

Proposer: Sean Saslo (ESS)



Seth began sailing as a boy with his father Sean (ESS) and family in the local waters of Long Island Sound and Block Island. Seth enjoyed being on the water from his first day out at age 6 on a Tartan 30 *Seabird*, and by his teens he was an active volunteer with programs seeking to inspire disadvantaged young people to experience the joys of seamanship. Seth was with his family as cruises went further afield to Martha's Vineyard, Nantucket and Nova Scotia. In 2005 at age 15, Seth was on the return cruise on *Intrepid*, the family's Endeavour 51, after the Marblehead to Halifax race, and the Annapolis to Newport race. On both voyages Seth was meteorologist, as well as taking bow and helm duties. While continuing to sail at college, where Seth helped the Cornell Varsity sailing team advance to the Kennedy Cup, he has been mastering the science of meteorology. He received his B.S. in the subject at Cornell, continued with his M.S. at U.C.L.A., and is now in the final phase of obtaining his Ph.D. from Penn State. His strength of knowledge in the subject has led him to being invited to teach at U.C.L.A. and Penn, where he is about to co-publish a paper on Lake Effect storm models. Over time Seth

has participated in additional return cruises either on *Intrepid* or *Brigand*, his parent's Nelson/Marek 49, graduating to the position of Watch Captain (as well as meteorologist) on the 2011 Marblehead-Halifax race and the 2012 Newport-Bermuda race. He was Watch Captain on a portion of the 2015 Transatlantic race before *Brigand* had to retire because of mechanical issues. Seth's weather forecasting skills have earned much respect, and indeed he predicted that the weather on the 2016 Newport-Bermuda race would not be as serious as advertised, thus enabling *Brigand* to enjoy a great sail to the finish line in 4th place. Also in 2016, Seth participated as bow coach in the Storm Trysail Foundation's Safety at Sea seminar. CCA members who have sailed with Seth appreciate his quiet confidence and sense of humor in all weathers, and look forward to his weather forecast advisories.

RICHARD L. SCHAPER

Mill Valley, CA

Spouse: Anita Ostrom

Yacht: Catalina 36 *Ebenezer III*

Station: SAF

Proposer: Douglas Thorne

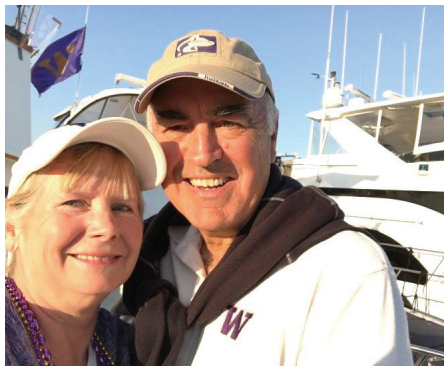


Richard started sailing at a very young age with his 2 brothers and their father in an 8' pram which their father had built, and thereafter in the family Beetle Cat. One of his brothers is Ron

Schaper (FLA). The boys got their sea legs early in the family fishing business, where they worked summer jobs, operated small boats in the ocean in all weathers, and learned marlinspike seamanship and boat handling from their father, uncles and assorted old salts who worked for the business. Richard's boat, *Ebenezer III*, is named in remembrance of his Dutch grandfather who fished out of Nantucket on his schooner *Ebenezer*. For several years Richard piloted and navigated a 48' commercial fishing vessel. Richard has enjoyed sailing with his brother in New York waters, as well as in Florida, and has in return invited him on board *Ebenezer III* in California. Since 2002, Richard and Doug Thorne have crewed for each other on numerous coastal passages between Oakland and Los Cabos, Mexico. In 2011, Richard was Watch Captain on Doug's *Celestial 48* on their crossing from San Francisco to Hawaii. For the next few years he skippered *Ebenezer III* on voyages between Sausalito and La Paz, then in 2015, Richard was effectively co-skipper on a J-120 on its passage from Puerto Vallarta to the Marquesas. Richard is an active volunteer in his community, and can often be found at the building project of the 138' brigantine *Mathew Turner*. As an Episcopal priest, assisting at Grace Cathedral, Richard has presided at yacht christenings, weddings and funerals at sea.

WELCOME NEW MEMBERS

J. WALTER SMITH, M.D.
Bellevue, WA
Spouse: Kathryn Crossland, M.D.
Yacht: *Hylas 54 Southern Star*
Station: PNW
Proposer: Edwin A. Sweo



Walter grew up on a dairy farm in New Zealand and didn't learn to sail until he moved to Boston for medical residency training. There he got hooked on sailing, taking classes on the Charles River, then continued sailing in Puget Sound after moving to the Seattle area. Walter and his wife Kathryn shared an oncology practice in Bellevue, WA for 25 years, which did not afford them too much time for sailing. However, they raced locally in dinghies, eventually moving on to a Sabre 38, which opened the doors to cruising in Puget Sound and British Columbia. As they purchased different yachts over the years from the Sabre to a Santa Cruz 50, a C&C 121 and a J46, Walter has cruised and raced 8 times in the Swiftsure race out Juan de Fuca Straits from Victoria, BC to the Swiftsure buoy, successfully meeting the ocean weather challenges. In 2008, on their J46, Walter and Kathryn double-handed their way to overall first place in the Seattle Yacht Club's regatta in Barkley Sound on the ocean side of Vancouver Island. During their years at their oncology practice Walter and Kathryn always dreamed of long distance cruising when they retired – and their dreams became reality. In 2015, after their retirement, they acquired their Hylas

54' for the specific purpose of cruising. In August 2015, Walter and Kathryn set off from Seattle to San Diego, with one other couple for a portion of the voyage. Having arrived in San Diego in October, they set off again in November, again with another couple for a portion of the trip, for Cabo San Lucas, Mexico. Over the next 6 months, the two of them cruised 1,000 miles along the northwestern coast of Mexico, including the Sea of Cortez, Mazatlan, and south to Barra la Navidad, with many stops in between. They returned finally to La Paz, and shipped *Southern Star* back to the PNW. They plan to resume cruising this summer in the San Juans and British Columbia after wintering in New Zealand. Walter and Kathryn are looking forward to joining the 2018 New Zealand cruise which will take place not too far from their home in the Bay of Islands.

JEANNE SOCRATES

Lymington, UK
Yacht: *Najad 380 Nereida*
Station: SAF
Proposer: John Sanforde



Jeanne was awarded the CCA Blue Water Medal in 2013. In 1990, Jeanne, a retired British university lecturer & high-school teacher, together with her husband, took up sailing and wind-surfing and in 1997 they purchased their first *Nereida*, a Najad 361. They cruised Scandinavia and Iberia and entered the Atlantic Rally (ARC) of 1999. Sadly her husband George

became ill in 2001 and passed away in 2003. Jeanne continued to sail on her own and started out on a solo circumnavigation in 2007 from Mexico. This came to an abrupt end when *Nereida* was grounded on a beach in Mexico, only 60 miles short of completion (Jeanne successfully completed that last leg from Acapulco to Zihuatanejo in June 2016). Undaunted, in 2009, Jeanne set off from the Canaries on her first nonstop attempt in her current *Nereida*, but had to pull in to Cape Town for repairs. She then made for New Zealand and the PNW and, in 2010, started out of Victoria, BC on her second nonstop attempt. This time she suffered a knockdown 100 miles west of Cape Horn, but Jeanne herself was not knocked down by this disaster and, after rounding the Cape and making to Argentina for repairs, she later rounded the four remaining Great Capes and made for Victoria, from where she set off yet again in October 2012. She finally completed a non-stop solo unassisted circumnavigation on returning to Victoria in July 2013 — the first woman to do so from N. America and the oldest to do so from any starting point in the world. During her voyages Jeanne has participated in events along her route, such as the 2006 Single-Handed Transpac, and has also cruised from the Caribbean to Nova Scotia and from SE Alaska to the PNW to Mexico. During her first circumnavigation, Jeanne enjoyed island-hopping across the Pacific, Indian and Atlantic Oceans in cruising mode. Jeanne, a grandmother, is dedicated to the sport of offshore sailing and has sailed in support of both the Marie Curie Cancer Fund and the RNLI (Lifeboats) of Great Britain. In 2016, Jeanne sailed the 'clipper route' from Baja California to the PNW, and started another solo circumnavigation in the fall of 2016 out of Victoria, aiming to achieve a World Record as the oldest person to circumnavigate solo nonstop unassisted. Unfortunately, her first passage south (in October) met with damage caused by stormy weather and her

JEANNE SOCRATES CONTINUED

second attempt (in November) was halted by gear problems requiring a stop in San Diego for repairs. She plans to re-start her solo nonstop unassisted circumnavigation in late September 2017 from Victoria. Full details on Jeanne's voyages can be found on her website www.svnereida.com and a résumé is on the CCA website (Blue Water Medal page).

PAUL STEMLER

Newport Beach, CA
Spouse: Polly
Yacht: J44 Patriot
Station: SOC
Proposer: Tad White



Paul has been sailing all his life. He has been an active member of Newport Harbor YC since 1984, prior to which he was a member of Rochester YC. He has competed in various youth classes and events including the Sears Cup, Olympic Trials, E-22 World Championships and North Americans, and offshore events such as Cabo Races and the Trans Pacific Cup. The Stemler family has owned many boats ranging from a classic Luder sloop, to an E-22 to their current boat, a J44 *Patriot*. As a family the Stemlers are strong supporters of youth sailing, both at NHYC and through community sailing programs. Paul's sons went through the NHYC youth sailing program, then competed for

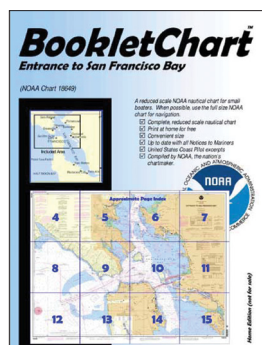
college sailing teams. Now, as adults, they are equally dedicated blue water sailors. Since acquiring *Patriot* in 2001, Paul has campaigned her in local and long distances races, many of them between Newport Beach and Mexican destinations. In July 2015 Paul skippered *Patriot* from LA to Hawaii in the Trans Pacific Cup, leading the race on corrected time for over 8 days, with a final result of 2nd in class and 9th overall. Paul's pre-race preparation is painstaking, with a keen interest in

everything from safety gear to sails to provisioning. The fact that he has a regular enthusiastic crew speaks volumes as regards his leadership and ability to inspire trust and confidence. The impeccable shape in which he keeps *Patriot* is reflected in the NHYC trophy which he recently received for 'Best Maintained' yacht and the 2015 NHYC Yacht of the Year award.

Affiliation: Newport Harbor Yacht Club; Prouts Neck Yacht Club, ME

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

WELCOME NEW MEMBERS

LAWRENCE S. TRIMINGHAM

Devonshire, Bermuda

Yacht: *MacGregor 65 Bermudian Escape*

Station: BDA

Proposer: *Brian Billings*



Lawrence began sailing as a boy when he assisted his father, Eldon Trimingham, with chores and maintenance on his yacht *Privateer*, a 42' custom Morgan sloop. Lawrence sailed Little Bears and Enterprises in junior sailing at the Royal Bermuda Yacht Club, and had the pleasure of observing weekend races on *Privateer* with many CCA crew members aboard. These youthful experiences have led to Lawrence becoming an excellent mechanic and navigator. In 1989 Lawrence sailed on *Bermudian Escape* on her maiden voyage from Fort Lauderdale to Bermuda, with his father as Captain, and the following year crewed on *Bermudian Escape* from Bermuda to Newport. Over the next 10 years Lawrence captained *Privateer* on local voyages, while also sailing with his father on *Bermudian Escape*. Having taken over the Mac65 as Captain in 1998, he skippered *Bermudian Escape* to St Martin in 2007 for the beginning of an 18 month double-handed cruise around the Caribbean, before returning to Bermuda in June 2008.

He sailed again to St Martin and the Virgin Islands in 2012. For six years Lawrence has been chartering *Bermudian Escape* with himself as Captain for voyages in Bermudan waters. This is complemented by the fact that he also has his commercial pilot's license which is good for offshore charter sailing.

Affiliations: Royal Bermuda Yacht Club

CLUNE J. WALSH III

St. Clair Shores, MI

Yacht: *Nelson Marek 32' sloop Intuition*

Station: GLS

Proposer: *Thomas C. Post*



Clune grew up in a sailing family, and was often aboard his father's Frers 45 *Lunatic* or his Tripp 47 *Undaunted*. He made his first distance voyage of three nights at age 10 on a Ford 40 *Bright Star* being delivered from Grosse Pointe, MI to Manistee, MI. At age 13 he took part in his first Port Huron to Mackinaw race on a Hood 52 yawl *Revenir*, and has repeated this race each year since. In the 1983 Chicago Mac, Clune was on board the 12 meter *Heritage* which achieved the first overall prize, and made a clean sweep. In the three following years Clune raced on *Lunatic* in the Mackinaw races, traveled the Erie Barge Canal to the SORC, and there racked up a first to finish in the St. Pete to Fort Lauderdale race in 1988. Through the late 1980s to 2002, Clune was a regular on Fred Detwiler's (FLA) Andrews 70' *Trader*, in positions ranging from primary bowman, to trimmer and alternate driver. During

those years they took part in races from Newport to Bermuda, Transpac, Cabo San Lucas, Montego Bay, Heineken Regatta, and Antigua, as well as the Canada's Cup Challenge. Between 2004 and 2008, Clune could be found on board either *Trader* or on Llwyd Ecclestone's (FLA) 96' Frers *Keturah* or his 66' Frers *Kodiak* on the Newport-Bermuda race, the Pineapple Cup and other east coast races. At the same time, and continuing to date, Clune has continued to compete in the annual Chicago Mac races, and the Trans-Superior Race. In the summer of 2016, Clune and Fred Detwiler raced aboard a BC 58 *Talisman* in the Mackinac race. Clearly Clune is well-respected as a race crew member, but it should be noted that Clune and Tom Post jointly own a NM sloop (#8) *Intuition* which they enjoy cruising on Little Traverse Bay. In addition, Clune has enjoyed winters cruising the Bahamas, including most of the Exumas, the Grenadines, Lesser Antilles, the Florida Keys and the Dry Tortugas. Summers have also included trips to the North Channel in Northern Lake Huron.

Affiliation: Bayview Yacht Club

WELCOME NEW MEMBERS

JAMES A.F. WATLINGTON

Southampton, Bermuda

Spouse: *Pauline*

Station: *BDA*

Proposer: *P. Leslie Crane*



James began junior sailing classes as a boy at the RBYC. Since then he has enjoyed many offshore and class yacht inshore races with the Bermuda Offshore Cruising Association. Since his early twenties he has taken part in Newport-Bermuda and Marion to Bermuda races, as well as delivering a yacht from Bermuda to Virgin Gorda in 1984. From 1986 to 1989 when James' legal work took him to Hong Kong he took part in various coastal races, including the Hong Kong to Manila race and the Hong Kong to San Fernando race, in both of which he was Watch Captain. Back in Bermuda, he has crewed for Les Crane on his Farr 56 *Monterey* on numerous Newport-Bermuda races, he has crewed in Millennium Cup races in New Zealand, was crew on *War Baby* at Cowes Week in 2001, and on the Classic Yacht Regatta in the Mediterranean in 2003. James was on *Monterey* for her Scandinavian cruise in 2005 which took them from Stavanger to Copenhagen to Simrishamn, and the following year joined *Monterey* for a passage from La Rochelle to Bilbao and Oporto. Over the next 5 years

James was on board *Monterey* for a few weeks each year assisting in her passage from Gibraltar through the Med to Greece and Turkey, with stops in many ports and islands in between. In 2014 and 2015 James had a change of climate when he acted as crew/helm on Joe Hoopes' *Palawan* as she cruised Greenland and along the Labrador coast. James helped organize and was Watch Captain on Troy Sears' *America* in the Newport-Bermuda race in 2016, before returning once more to *Monterey* and cruising from Taormina to Malta, Sardinia and Mallorca. Closer to home James and his family enjoy sailing their Sea Hunt 23 *Charlotte*, or their Cape Dory Typhoon.

Affiliation: Royal Bermuda Yacht Club

CHRISTOPHER N. WILLITS

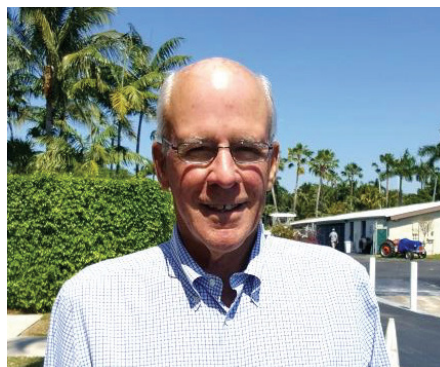
Coconut Grove, FL

Spouse: *Sally*

Yacht: *Grand Banks 46 Sarah*

Station: *FLA*

Proposer: *Thomas O. Otto*



Chris started sailing in 'duck boats' at Little Egg Harbor YC, NJ, graduating through Comets, E Scows and his father's series of cruising sailboats. As he matured, he became Navigator and Skipper as he cruised with his family on east coast and offshore waters, and crewed on three Congressional Cup Matching Racing challenges. Chris resided in Maryland for thirty years, during which time he cruised and raced on Chesapeake Bay, often on a 34' *Chance* which he co-owned with a couple of CCA members—John

Wright (CHE) and Steven Chance (CHE). In addition, he cruised and raced to Florida, Bahamas, Canada and Bermuda. He counts seven Newport-Bermuda races, five Annapolis to Bermuda, four Halifax races and SORC circuits in his resume, mostly on well-known yachts such as *Boomerang* and *Jubilee*. Since moving to Florida, Chris has owned a series of boats, the current one being *Sarah*, on which he and Sally frequently cruise around Florida to the Bahamas, and up the east coast as far as Maine. Chris is also in demand as a Committee Boat Skipper for numerous world class championship regattas, including Key West series, Block Island Race week and Volvo Ocean Race

Affiliation: Biscayne Bay Yacht Club; Storm Triesail Club

PATRICIA YOUNG (PATTI)

Jamestown, RI

Spouse: *Paul Hamilton (ESS)*

Yacht: *Tripp 41' Entropy*

Station: *ESS*

Proposer: *A. Rives Potts*



Patti learned to sail with her father who acquired a boat when she was seventeen. They sailed their Bristol 27 out of Stamford, CT, later acquiring a Pearson 30 named *Youngster*. Patti joined her Dad for portions of his cruises up and down the East coast and on the inland waterway from Manchester, MA to Florida. In 1992, Patti met Paul Hamilton and shortly thereafter they took off for a week of cruising in the BVI. Within a year,



WELCOME NEW MEMBERS



they married and celebrated by chartering a sailboat to cruise Turkey and the Greek islands. In 1994, Patti inherited her Dad's boat which they kept in Shelter Island, but by 1996 they were ready for a larger boat to go farther afield and do some club racing. They purchased a Frers 41, *Sarabande*, which they cruised annually from Shelter Island to Maine and to just about every port in between. From 2002, Patti was Navigator on Rives Potts' *Carina* for five Newport-Bermuda Races and at least the same number of Block Island and Vineyard Races. Notably, this included the 2010 Newport-Bermuda race in which *Carina* excelled, winning the St. David's Lighthouse Trophy, finishing 1st in class, 1st in fleet, and 1st IRC overall. Patti was awarded the George W. Mixter Trophy as winning Navigator. In 2012, Patti and Paul purchased *Entropy*, a custom Tripp 41, and now run an active racing program that includes the Newport-Bermuda Race. As a Trustee of the New York

Yacht Club, Patti chaired the Rolex NYYC Invitational Cup 2015 and will do so again this year. Patti has also been active in recent Transatlantic Races, as Participation Chair in 2011 and Co-Chair in 2015, which position she holds again for the 2019 race. In the 2011 Transatlantic Race Patti was Navigator aboard *Maltese Falcon*, a 289' Perini Navi. In 2015, Paul and Patti joined *Carina* in Cowes to compete in the Royal Yacht Squadron Bicentennial Regatta, winning their class representing NYYC. This winter Patti and Paul are racing in the RORC Caribbean 600. On the cruising front, *Entropy* enjoyed the CCA Maine cruise in 2014, and regularly participates in the NYYC Annual Cruises.

Affiliations: New York Yacht Club (Trustee); Royal Ocean Racing Club; Storm Trysail Club; Conanicut Yacht Club; Jamestown Yacht Club

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 



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

Deadline for Fall 2017 Issue is October 15, 2017

Calendar of Events

- | | |
|------|--|
| 2017 | October 12 – 14 Fall Meeting, San Francisco
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 Newport-Bermuda Race
October 25 – 27 Fall Meeting, Miami, FL |
| 2019 | February – TBD Ski Gam, Park City, Utah
March 1 Annual Meeting & Awards Dinner, NYYC
June 27 – July 13 Swedish Archipelago Cruise
October – TBD Fall Meeting, Boston |
| 2022 | September 18 – 22 100th Anniversary |

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

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

Monthly Station Luncheons (Check Station websites for latest information)

