

51ST NEWPORT BERMUDA RACE DIVISION WINNERS NAMED

Grundoon, Wizard, Orca, Yankee Girl, Kawil, Elvis, and Maverick top the seven divisions in 2018.

Most of the division silverware in the 2018 Newport Bermuda Race was in doubt until the bulk of the fleet finished Tuesday night and Wednesday morning after a slow and relatively uneventful race. Five big boats had finished on Sunday night and Monday morning, starting with George



PHOTO BY DANIEL FORSTER

Class15-GibbsHill-Rambler-et-al

David's maxi, *Rambler 88*, crossing the St. David's Lighthouse finish line just before sunset. One other boat finished late on Monday night and then it was a further 18 hours before the rest of the faster boats reached Bermuda. That's how intensely windless the high-pressure zone was that enveloped the rest of the fleet for more than 24 hours in the middle of the race.

The good news was that nearly all of the 169 boats that started in Newport on June 15th completed the 635-mile race; there were only three retirements. And after making very slow progress in light to non-existent winds in the middle of the racecourse, most finished quickly on Tuesday evening and Wednesday morning.

Cruising Club members fared well in several classes: Ronald Rossetti's *Selamat* and Rick Oricchio's *Rocket Science* won Class 13 and Class 7, respectively. And *Dreamcatcher*, the Swan 48 donated by Stephen Kylander to the Mudratz Sailing program, flew a CCA flag with John Winder sailing aboard as an advisor to a youth crew that earned a Class 5 win and 7th overall in the St. David's Lighthouse Division.

The yacht *Grundoon*, a Columbia 50 skippered by Jim Grundy of Doylestown, Penn., received the St. David's

Lighthouse Trophy, the main prize awarded to the first finisher on handicap corrected time among the 85 entries in the St. David's Lighthouse Division. *Grundoon* completed the course in 112:12:19. Grundy sailed with his daughter and two sons in the crew; his father purchased *Grundoon* as a new boat 50 years ago, in 1968, and first entered it in the Newport Bermuda Race in 1972. "This win," said Grundy, "is for the family!"

Proving that the race is for sailboats and crews of many sizes, speeds and styles, *Orca*, an Island Packet 38 skippered by Harold Guidotti, of Westbrook, Conn., won the Finisterre Division—a 40-boat fleet for amateur entries using cruising sails—and *Wizard*, a Volvo Open 70 owned by brothers, Peter Askew of Riderwood, Md., and David Askew, of Sandy, Utah, won the 22-boat Gibbs Hill Lighthouse Division, for high-performance, professionally crewed boats. *Orca* completed the course in just over five days, finishing in the early hours of Thursday morning with a time of 123:19:13. Making the trip in less than half that time, *Wizard* finished with an elapsed time of 55:37:02, correcting ahead of New Yorker George David's *Rambler 88*, the first boat to cross the finish line, in a time of 50:31:51, just before sunset on Sunday night.

Topping the 15-boat Double-Handed Division was *Yankee Girl*, a Morris Justine 36 sailed by Zachary Lee and Leif Counter, of Vineyard Haven, Mass., and Pelham, N.Y., respectively. *Yankee Girl* sailed the racecourse in 116:30:12 and finished first on corrected time by less than eight minutes ahead of *Corvus*, another Morris 36. This was Lee's second consecutive double-handed win aboard *Yankee Girl*.



PHOTO BY DANIEL FORSTER

Selamat.60589.Class13

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LETTER FROM THE COMMODORE



Dear Fellow CCA Members!

Soon after returning from Pete and Harriet Pallette's fun Cruise in New Zealand's Hauraki Gulf, many of us set about summer sailing plans.

Jonathan Brewin, Chairman of the Bermuda Race Organization Committee (BROC), organized a very successful 51st Newport-Bermuda Race. It's worth noting BROC has 45 members, 40 from CCA who represent another nearly 250 other CCA members who help organize all facets of the race. Ten of thirty-one CCA boats finished on the podium! Congratulations to them all:

Firsts:

Rick Oricchio's *Rocket Science*
Ronald Rossetti's *Sealmate*
John Winder's *Dreamcatcher*

Seconds:

Richard Born's *Windborn*
Jay Gowell's *Temptress*
Tony Parker's *Reindeer*
Mark Stevens' *Corvus*

Thirds:

Douglas Abbott's *Flyer*
Fred Allardyce's *Misty*
Howard Eisenberg's *Isola*

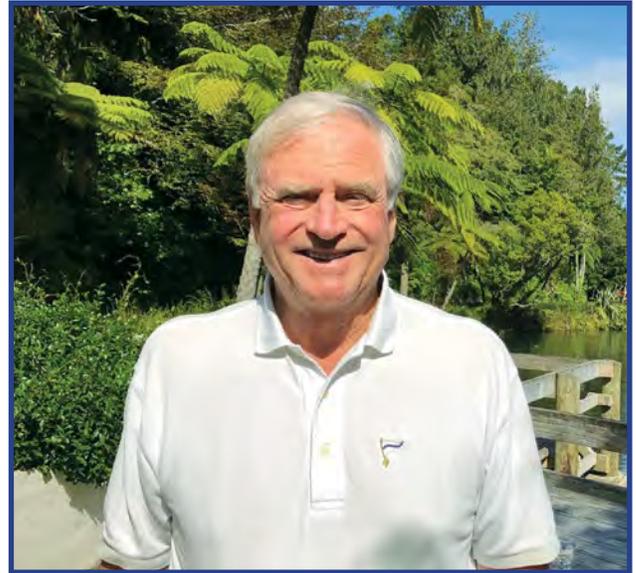
Others won Glenn Family Participation Prizes.

Ron Trossbach has mailed 1000 Safety for Cruising Couples books to interested yacht clubs who have performed this essential seminar in their own settings as far away as Freemantle Australia. He has ordered another 300 to meet demand.

Our own Rich Wilson, the only American to finish the prestigious Vendee Globe twice, is busy organizing and raising funds for Collegiate Offshore Sailing Circuit, and also trying to acquire a fleet of 30 foot French Figaros for collegiate offshore competition.

Vice Commodore Bob Medland's Communication Committee is busy organizing how we present ourselves to the outside world – especially to those who may not know us, reviewing all external communication methods.

I'm pleased to announce Joe Harris BOS has agreed to become Chairman of the Environment of the Sea Committee. We saw his environmental work for BROC, resulting in the Newport Bermuda Race being awarded a Gold Star - an achievement which makes us all proud. We thank Past Chairwoman Jen Haddock and are pleased she wishes to remain on the committee.



Commodore Brad Willauer

And lastly, Mark Lenci organized and conducted the first of his redesigned Safety at Sea Seminars at Roger Williams University in Bristol RI last week. We suspect these will be conducted by CCA members on both coasts.

Our sincere thanks to Rear Commodore Barbara Watson and Miami Fall Meeting Organizers Pam Wall as well as Eric and Elise Thyrrer, for their extraordinary efforts which were enjoyed by all.

Commodore Brad Willauer





The CCA GAM

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COMING UP... CRUISES AND MEETINGS

SKI GAM 2019



Welcome to the 11th annual Ski Gam of 2019, where a group of intrepid sailors will trade their sails for skies to enjoy a week of skiing and friendship. Our week of festivities will begin on February 2 and will include a week of skiing in the world class resorts of Park City, Deer Valley, Solitude and Alta. The group will be sorted according to ability and provided local guides to enhance their enjoyment of the

mountains. In the evenings we will gather in the club room to enjoy libations and Hors d' Oeuvres, accompanied by lively discussions of the day's events. Also scheduled are two dinners at excellent local restaurants and a Super Bowl party.

For those movie buffs, this will be the last weekend of the Sundance Film Festival, <http://sundancefilmfestival.com>, and the beginning of the World Cup, where competitions will be held in Park City as well as other Utah ski resorts, <http://2019worldchamps.com>. In addition to being home to two world class ski resorts, Park City also boasts of a charming historic Main Street, two live theaters, many venues of fine dining, and alternate winter sports which include Nordic skiing, skate skiing, snow shoeing, and snow biking. It is truly a ski town dedicated to the enjoyment of visitors and locals alike.

Johnny Martin, 2019 Ski Gam Co-Chair

2019 STOCKHOLM ARCHIPELAGO CRUISE JUNE 27-JULY 13, 2019

We are now fully subscribed, with over 200 people and more than 45 boats - member-owned, chartered and motherships. All participants desiring to charter boats have been accommodated. Registration is closed, with a wait list, except that a previously-booked (and paid for) double cabin on mothership *Havet* has become available and there are also two single berths in mothership *Loyal's* common room. We have collected non-refundable deposits of \$350 per person, being about 1/2 the expected Cruise Fee, and almost 100% of the non-refundable mothership fees; most of these funds have been converted to local currency in order to minimize foreign exchange risk. We remain optimistic that all who want to join the Cruise will be able to do so. Cruise co-chairs Ernie Godshalk and David Tunick were in the Stockholm Archipelago this past summer fine tuning Cruise arrangements with assistance from members of Royal Swedish YC and The North American Station.

In order to make sure the fleet does not overwhelm smaller anchorages, there will be three Divisions, with the entire Fleet together on five of the 14 nights. The first two days of the Cruise will be land-based in Stockholm, where the Grand Hôtel Stockholm and the entire Vasa Museum, Sweden's largest tourist attraction, will be the sites of the welcoming reception and registration on June 27 and opening-night dinner on June 28. We have negotiated discounted rates on blocks of rooms at four central hotels without obligation by the Cruise. There will also be a tour in Stockholm on the 28th. The Fleet will convene at the island of Sandhamn mid-Cruise for a Fleet dinner and again at the harbor of Saltsjöbaden for the Closing Dinner. There will also be a couple of informal Division lunches or dinners ashore. Most of these events have been contracted. We are very pleased with the prospects for an outstanding cruise!

Ernie Godshalk and David Tunick Co-Chairs

**2019 BOSTON STATION
FALL CRUISE
SEPTEMBER 14 - SEPTEMBER 21, 2019**

BOS is planning a fall cruise which will focus on a historic tour of southeastern Massachusetts' historic whaling sites. The cruise will run from Saturday September 14th to Saturday September 21st, 2019, and will feature stops in Mattapoisett, New Bedford, and Nantucket where we will learn from museum curators, historians, and current researchers about the history of whaling and the current state of various whale species. Some events may be limited in attendance. For further information, contact Chip Johns, Sailing Committee Chair at chipjohns1@gmail.com.

Clint Bush 

**BOSTON FALL MEETING 2019
OCTOBER 10-12, 2019**

The Boston Station is looking forward to hosting the CCA's Fall Meetings from Thursday October 10 to Saturday, October 12, 2019. The meeting headquarters will be at the Battery Wharf Hotel, which is located on the Boston harbor waterfront next to the Coast Guard Station and a water taxi ride away from Logan airport. The organizing committee consists of co-chairs Dev Barker and Ann Noble-Kiley as well as Jilda Barker, Dave Curtin, Liz and Jay Gowell, Nancy McKelvy, Maggie Salter, and Kathleen O' Donnell as treasurer. Activities are being planned in and around Boston to take advantage of a number of historical attractions within a short distance of the hotel. There are a number of Marinas on the harbor which can provide guest dockage.



**FESTIVAL OF SAIL - CORK300
MID-JULY, 2020**



The Royal Cork YC has an invitation to the CCA along with other yacht clubs to come and participate with them in a festival of sail and a cruise in company on the SW coast of Ireland. They will arrange for a variety of events including a number of parties. Organizations are invited to develop groups of special interest under this umbrella. The CCA is planning on contacting the "sister" cruising clubs to explore possibilities for participation with them. Further early information is on the CCA events website and at <https://www.cork300.com/> or by contacting the cruise chair, Dave Curtin (BOS) at dcurtin626@aol.com.

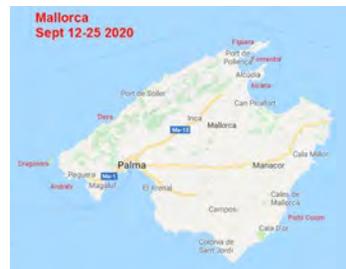


**MALLORCA CRUISE 2020
MALLORCA SEPT 12 - 25 2020**

Plans are coming together for our Cruise around Mallorca in September 2020. The Cruise will start and finish in Palma, go counter clockwise around the island with anticipated events in Porto Colum, Alcana and Soller. Winds are typically light, the water warm and highs in the low '80's. Crowds

have diminished and charter opportunities are excellent. Look for a preliminary sign up on the CCA web site by Thanksgiving.

Les Crane 



CLUB ETIQUETTE REMINDERS

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

Paul Hamilton, Fleet Captain 



The 100th Anniversary Committee has been meeting several times per year. Members of the Committee include Jack Towle, Shawn Otorowski, Peter Stone, Garry Fischer, Kin Howland, Sheila McCurdy, Bob Morris, Steve Taylor, Bjorn Johnson (sadly deceased), Brad Willauer, Steve McInnis. Sheila McCurdy is well underway working with authors and developing plans for two books to commemorate our Centennial in Newport, RI in 2022. The date of Sunday Sept. 18 - Thursday Sept. 22 is our target week which will include a rendezvous, educational component, rum keg get togethers, various tours of sights in Newport, a commemorative video and a concluding dinner at Harbour Court at the NYYC. We are seeking to add some younger members to the Committee. The Committee will also be looking to involve each Station and Post so that there will be appropriate observations around the country of our Centennial.



Your 100th Anniversary Committee 



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 



"A high-pressure area slowed most of the fleet significantly," said Race Chairman Jonathan Brewin, of St. George's, Bermuda, "but it made for a very strategic race. We were delighted to see all the boats arrive in Bermuda safely, maybe not too swiftly, but ultimately all were successful in arriving. Hopefully everybody had maximum fun. On behalf of the Cruising Club of America and the Royal Bermuda Yacht Club, I'd like to congratulate the fastest in the fleet—from our traditional lighthouse trophy champions to the first winners in the Super Yacht and Multihull Divisions."



Dreamcatcher

PHOTO BY DANIEL FORSTER

Multihulls were invited to join the race for the first time in 2018, with three boats competing. New Yorker Jason Carroll on *Elvis*, a Gunboat 62, not only won the division but completed the course as the fifth finisher in a time of 63:25:32.

Two superyachts competed, with the 112-foot *Kawil*, skippered by Harold "Spook" Stream of Lake Charles, La., winning on corrected time by more than five hours. The



Temptress

PHOTO BY DANIEL FORSTER

satisfaction of crossing the line six minutes ahead of *Kawil* on elapsed time went to Daniel Van Starrenburg, of Bedford Hills, N.Y., who sailed his 110-foot *Aurelius* in an elapsed time of 104:27:32.

First of the two boats in the Open Division was *Maverick*, an Infiniti 46R DSS skippered by Quentin Stewart of Guernsey, GBR. The light conditions did not favor the radical 46-footer, which is outfitted with lifting foils that provide extra stability and speed when the wind is up, but the sleek British boat nonetheless completed the course 10th fastest, in 97:03:56.

Story courtesy Newport Bermuda Race Media Team (media@bermudarace.com). 

CCA NEW ZEALAND CRUISE 2018

“Kia Ora” (Maori “welcome”) beckoned Rangitoto, Auckland’s landmark volcanic island one encounters upon departing or entering Waitemata Harbour. So, after our Opening Reception at the Royal New Zealand Yacht Squadron on Friday, 16 March, some 135 of us in 27 boats set sail on Saturday for our next landfall, Kawau Island, about 30 miles north. Many of us watched the start of the New Zealand-to-Brazil leg of the Volvo Round-the-World Race sailed by seven 60’ one design sloops. Very exciting – Sort of like sailing in a blender because most of Auckland jumped into their boats to offer the competitors a suitable send-off, and the associated wake turbulence was prodigious.

Next stop, Bon Accord Harbour for a Rum Barrel based cocktail party at Lidgard House and dinner party at the Kawau Boating Club on Monday evening, followed by a couple of victory-at-sea days sailing 28 miles east to Port Fitzroy at Great Barrier Island, where we enjoyed some hiking, cocktails, and dinner on Wednesday. We then worked south for a couple of days, stopping wherever our wanderlust took us along this 36 mile leg, gathering for lunch at Coromandel Township’s Pepper Tree Restaurant on Saturday before dispersing to one of the many enticing anchorages in the vicinity like Te Kouma Harbour. Sunday saw most of us head west about 12 miles toward Waiheke Island, home to Man O’ War Winery’s beachfront event center, where a remote control model regatta and impromptu beach party preceded our Closing Ceremony Monday evening under a starlit New Zealand sky and light breezes. Tuesday the Cruise disbanded, and most of us had a delightful 20 mile sail back to Auckland to turn in our



chartered boats, passing Rangitoto once more which beckoned “Haere Ra” (“farewell, come again”). So concluded our Hauraki Gulf “circumnavigation.”

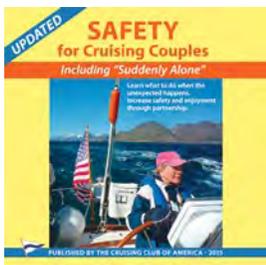
We have had several very positive comments on the Cruise from those who attended. We were fortunate to have good weather, no significant glitches in the plan, and no mishaps of consequence. After traveling 7,000 miles (or more in the case of our east coast colleagues), 24 of us spent a couple

more days in Auckland checking out any “hospitality venues” we might have missed previously, then – being far from home – continued to NZ’s South Island for a land tour arranged by Jim Morgan. Twelve days and a couple thousand miles later, we had spent a night in Christchurch (where a 2010 earthquake destroyed 70% of their commercial buildings and killed 264 people), traversed the NZ Alps by train, bussed our way to Franz Josef Glacier Township, proceeded to Queenstown, spent a night aboard a ship in Doubtful Sound, traveled (via bus and ferry) to Stewart Island (at 47 degrees south latitude) for a couple of nights, bussed our way to Dunedin for a night, jet-boated up the Dart River, headed to Mt. Cook National Park where we landed on glaciers in an airplane and helicopter, then bussed back to Christchurch for our 10 April flights back to Auckland and home, or – in a few cases – points west.

Suffice it to say that covering New Zealand’s North and South Islands as we did, fulfilled any bucket-list notions most of us had. For those who weren’t there, put it on your radar. The country, the people, and the hospitality are the best.

Pete Palette, SOC Rear Commodore 

SAFETY FOR CRUISING COUPLES, INCLUDING “SUDDENLY ALONE”



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

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

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

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

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

CCA NEW ZEALAND CRUISE 2018 PHOTOS

Note from the Editor: Captions not available.



CCA NEW ZEALAND CRUISE 2018 PHOTOS



CCA NEW ZEALAND CRUISE 2018 PHOTOS



CCA FALL MEETING 2018

FLORIDA STATION GAM REPORT FOR FALL MEETING 2018

The 2018 Cruising Club of America Annual Fall Meeting has just ended and I was sad to say goodbye to all 145 wonderful CCA attendees who were at the 2018 Fall Meeting.

The three-day event, hosted by the CCA Florida Station, began on October 25th at the lovely Coral Reef Yacht Club in historic Coconut Grove, Florida. The superb weather, a light easterly wind, the clear blue sky, and temperatures in the low 80's, proved to be a perfect time of year to come to Florida and enjoy the sunshine.

Just inside the doors of the Mediterranean styled yacht club, greeters from various CCA stations directed attendees to the registration desk manned by local members. Right from the start the atmosphere took on the feel of a giant party where old friends were reunited and new ones introduced. Commodore Brad Willauer arrived to find the lobby a sea of hugs, handshakes, and fond embraces.

While awaiting the Thursday night Gala Banquet, members caught up with each others' adventures either outside on the veranda, or inside the Yardarm Bar. The original plan was to start the evening event at 19:30, however the attraction to come together was so great all members were present and accounted for by 18:30! The responsive staff of Coral Reef Yacht Club handled this in stride and simply moved the dinner (a sumptuous feast of key lime salad, conch chowder, Florida grouper and an innovative key lime pie) up 45 minutes.

Upon entering the dining room members were greeted by a slide show depicting various CCA adventures and dinner tables were artfully adorned with floral creations hand made by local members Pat Montgomery and Sally Willits. During dinner the Florida Station's Rear Commodore, Barbara Watson, and Commodore, Brad Willauer, gave short speeches, and the Bell was rung 25 times in remembrance of our fellow CCA members who have 'crossed the bar' since our last Annual Meeting in New York. Assigned table places intentionally mingled members



from the different stations resulting in everyone coming out of dinner with new friends and potential cruising companions.

Friday morning, while the committee members met, Bill Munroe with assistance from his bride, Irene Munroe, along with Sennett Duttonhofer, gave a wonderful tour of Bill's grandfather's home, The Barnacle. Built in 1891, this unique home offers a glimpse of frontier life on the bay complete with replicas of two of Commodore Ralph Middleton Munroe's sailboats: *Egret*, a 28-foot (8.5m) sharpie ketch, designed in 1886, and the *Flying Pro*, designed in 1898. Over 40 CCA members counted themselves fortunate to have experienced this Coconut Grove treasure through Bill's eyes.

After a morning of tours or meetings, the Coral Reef Yacht Club veranda with its cool bay breezes, proved an ideal location for a buffet lunch created in the spirit of South Florida, with conch fritters, fried plantains, mahi mahi and a host of other wonderful local dishes to choose from.

Friday evening found over 140 CCA members and guests enjoying cocktails and hors d'oeuvres at the Biscayne Bay Yacht Club while watching the full moon rise over the bay from the upstairs of this 1932 coral rock clubhouse designed by famed architect Walter C. DeGarmo. During the party Commodore Brad Willauer and his lovely wife Ann were surprised with a 50th wedding anniversary cake followed by a toast given by Vice Commodore Bob

Medland. Just as the membership could not wait to start the festivities on Thursday, they were just as reluctant to end them on Friday. As they say at these meetings, 'A Good Time Was Had By All' and it was a perfect night to enjoy the bounties of South Florida along with all the Cruising Club of America members and friends.

For our final Fall Meeting gathering on Saturday we cruised around Biscayne Bay on the Island Queen departing from Bayside Marina downtown. The narrator pointed out local landmarks including Bicentennial Park where the Volvo Ocean Race stopped and homes of the "rich and famous" from Al Capone to Gloria Estefan. The cruise proved a relaxing finish to a substantial and pleasurable Fall Meeting.

From the many kind words of appreciation the committee received in the following days it is apparent that those who attended the CCA 2018 Fall Meeting came away with a stronger sense of camaraderie coupled with the information and inspiration to continue moving the Cruising Club of America towards a relevant and vital future.

My heartfelt thanks go out to the committee and the many members, particularly the local South Floridians, who assisted in creating the perfect framework for our 2018 Fall Meeting. In the words of Michael Caine, the committee and volunteers were like a duck, "Calm on the surface, but always paddling like the dickens underneath". Thank you Milt Baker!

After a long voyage we've reached the shore and proudly pass the torch to the Boston station. Looking forward to hearing of all your new adventures at the 2019 Fall Meeting.

Pam Wall
Cruising Club of America 2018
Fall Meeting Committee Chair 

FLORIDA STATION GAM REPORT FOR FALL MEETING 2018 PHOTOS

ALL PHOTOS THIS PAGE BY BARBARA WATSON



CCA Members



Tad Lhamon, Jeb Embree, Barbara Ellis, Joyce Lhamon and Dianne Embree



Patti Young and Paul Hamilton



Heather Chalmers



Brooke and Joel Taliaferro, John Robinson and Karin Campia



Heather Lalanne and Brooke Taliaferro



Suzie and Jim Binch



Lisa Laing and Miami waterfront.



Pam Wall telling Dev Barker all about running a Fall Meeting



Mark Ellis, Les Crane and VC Bob Medland



John Robinson



Ann Willauer and Charles Westropp



Eric Thyrrre and Jeff Wisch



Rob Beebe, Mark Ellis, Gerry Douglas



Noelle Leca, Peter Stoops, Kate Wilkinson and Elise Thyrrre

FLORIDA STATION GAM REPORT FOR FALL MEETING 2018 PHOTOS

ALL PHOTOS THIS PAGE BY KARIN CAMPIA



Sandy Victor, Bob Green and Doug Bruce



Marty and Paul Rogers, Karyn James



Elise Thyrrre, Pam Wall and Margy Robfogel



Dianne Embree and Carol McBee



Barbara and Mark Ellis, Gaynelle Templin and Mags Crane



James Phyfe, Tad Lhamon and Peter Darbee



Barbara Watson with the cake for Commodore Brad and Ann Willauer on this their Golden Wedding Day!



Betsy and Bob Baillie



Dianne Embree, Jack Towle, Gaynelle Templin, Gerry and Tina Douglas



Lisa Laing, Bill Munroe, Charles Westropp



Munroe Yacht Design display at the Barnacle



Patti Young at the Barnacle



Paul Hamilton and Patti Young, Mike McBee, Lisa Laing, Pam and Chuck Cook



Ed Henry, Elisabeth and Frank Bohlen



Steve Calhoun, Gerry and Tina Douglas

NEWS FROM STATIONS & POSTS

BERMUDA

An Island Setting.

The Bermuda Station is always thrilled to host the Newport to Bermuda Race, which has been a major addition to the local calendar for over 100 years. I remember the spectacle in Hamilton Harbour when I was a very young boy, long before



Rear Commodore Bermuda Les Crane, Commodore Brad Willauer

the RBYC had a marina to host the event. There would be scores of yachts anchored across Hamilton Harbour, providing a most spectacular scene. Later, I served as a young fire officer when the fire service was required to provide fire coverage for the yachts at anchor. Some of our seasoned members will remember the Police Boat, *Blue Heron*, which had to be fitted out with a portable fire pump



Rear Commodore Bermuda Les Crane, Commodore Brad Willauer and Bermuda Race Chairman Jonathan Brewin

and a fine selection of hoses, nozzles and life-saving equipment. I am not sure that the vessel was ever used in an emergency related to the race but we were certainly well prepared. Things have certainly changed since those days.



CCA members at the home of Alex and Sheelagh Cooper.

One of the highlights for the Bermuda Station is the privilege to host the CCA race reception. We have always had wonderful sea side residences for the reception where we could attend by car or boat, however 2018 was different. This time we were hosted by Alex and Sheelagh Cooper at their beautiful location on Hinson's Island in Hamilton Harbour.

As the RBYC is now without the *Cleopatra*, one of the challenges for us this time was getting 150 people over to the island with no option to travel by land. It was decided to simply use the Government ferry which runs regularly to the island to service the residents there. Each of the guests was handed two ferry tickets for the return trip. Seniors in Bermuda are given a card which allows free bus and ferry passage. Some of us were able to take advantage of the ride free. As there is no land transportation on the island, we all enjoyed a beautiful walk along the scenic grassy path to the lovely Cooper home.



Reception hosts, Alex and Sheelagh Cooper, standing with Commodore Brad.

The weather cooperated and the food and reception were fantastic. We enjoyed the spectacular location as we heard from CCA Commodore Brad Willauer, Race Chairman, Jonathan Brewin and BDA Rear Commodore Les Crane. The highlight of the talks was the success of this year's race, with the 169 vessel fleet and the racing success of several CCA



Ferry with the CCA members aboard.

skippers in the event with 38 CCA vessels participating. Congratulations to Chairman Jonathan and the BROC team for a job well done.

On behalf of all those who attended, I'd like to thank Alex and Sheelagh for their wonderful location and hospitality. It was indeed a pleasant evening with great company.

We all look forward to the continued success of the Bermuda Race and hopefully another opportunity to visit the Coopers.

Bermuda Station CCA,
Ralph Richardson

BOSTON

The Boston Station has over 440 members, many of whom are affiliated with one of its three Posts. These are, from south to north, the Narragansett Bay Post (BOS/NBP) with Post Captain Steve McInnis, the Buzzards Bay Post (BOS/BUZ) with Post Captain Larry Hall and the Gulf of Maine Post (BOS/GMP) with its Post Captain Frank Cassidy. Station Rear Commodore, Tim Surgenor, coordinates Station activities with the Post Captains and the Station Officers. Gams are a significant highlight and reported on below and in the following Post news. Next year's hosting of the Fall meeting in October in Boston and a major Station cruise are large forward events in the planning stages. The Cruise will have a whaling theme and feature the four major historic whaling centers for our anchorages around the Cape and Islands with informative tours and talks.

The Boston Station held an after-work Gam on Monday, April 30, at "The Living Room" restaurant, 101 Atlantic Avenue, Boston from 17:30 - 19:30. This event featured a discussion led by CCA members Ernie Godshalk, Chair of the CCA's Safety & Seamanship Committee and member of US Sailing's Safety at Sea Committee and Mark Lenci, who would soon lead CCA's safety training programs. Mark writes thatsome 45 members braved a cold wet winter evening and were joined by an enthusiastic number of non-CCA members from area yacht



PHOTO BY CHARLOTTE

Onwards to Padanaram with Emaline, Tim and Madeline Surgenor.

clubs. An attendance with broad interests was facilitated by direct outreach to both members and other clubs with a personal invitation, a learning for future special events. The discussion, led by Ernie and Mark, was very well received with a number of great Q&A interactions. The mixed audience had a high interest in how the CCA is approaching new and more stringent requirements for offshore race participants and organizers. Many members also expressed an active interest in being involved as instructors and sponsors of local programs. There was also a strong interest in safety "stories" that communicate practical tips about safety especially from younger members. For example, when Mark discussed his experience of trying to get his chart plotter's MOB function to work.

Our summer season commenced with the Memorial Day Gam to Cuttyhunk and Padanaram / New

Bedford which was set up through BOS Sailing Committee Chair Chip Johns and executed wonderfully by Jeff Gonsalves BOS/BUZ and Andy Herlihy BOS/BUZ. Jeff writes..... Cuttyhunk Island was the first stop of our Gam cruise on the Saturday evening. It is at the western most end of the Elizabethan Island chain which extends from Woods Hole on Cape Cod westward for some ten miles and forms the southwest shore of Buzzards Bay. It has a good anchorage in the prevailing south westerlies and a good protected inner pond mooring field featuring a delightful Raw Bar boat that comes right to your mooring or anchorage. Cuttyhunk population of some 20 people in winter swells to near 500 during the summer. Until recently, it sourced its power from a diesel generator on the island. A recent development was the startup of a 350kw solar field and battery bank for storage placed out of sight on a hillside facing south - photo. This has significantly reduced the islands oil demands and noise level for local residents.

Cuttyhunk is conveniently situated for an easy day sail from all points in Buzzards Bay as well as Narragansett Bay, allowing for members from both the Narragansett and Buzzards Bay Posts to conveniently join in the Gam. Some 35 participants arrived on ten boats. The BOS/BUZ rum keg duly arrived on *Avatar* having been appropriately blended and tested by crew, Geoff and Kristin Marshall and myself, Jeff Gonsalves.

A group hiked the half hour walk out to the west end of the island to tour Seth Garfield's Cuttyhunk Shellfish Oyster farm and all agreed it was a highlight. Seth invited attendees onto his oyster raft in West End pond and described the process of farming, tending and harvesting the oysters and littlenecks. Everyone got a chance to sample the offerings directly from the water. Seth and Dorothy Garfield started farming Oysters in West End Pond on Cuttyhunk in 1981 and since that time have grown the business from the dockside and



Group gathered at Hadley Harbor: Gian Luca Fiori, Joan Dalton, Dotte and Geoff Jenkins, Steve Taylor, Nancy McKelvey, Ellen Watson, Jack Towle, Sally Curtin, Don Watson, Victor Pinheiro.

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floating raw bar boat in the harbor to lobster bakes and beyond to catered events on the mainland. On returning from the shellfish farm, the Garfield's kindly hosted the group on their lawn overlooking Cuttyhunk harbor for some delicious raw bar and chowder washed down with the Buzzards Bay Post rum keg. Geoff and Kristen Marshall's son Dylan who had a summer job with the Oyster Farm helped serve out chowder. The weather and setting were perfect and the oysters were delicious.

The weather turned a bit spicy on Sunday giving everyone who sailed on to Padanaram an exhilarating sail across Buzzards Bay whilst some headed back to Newport. The New Bedford Yacht Club welcomed approximately 70 members on Sunday evening, May 27th. The choice of a land-accessible second night destination is helpful in facilitating members that yet have to launch their boats. Hors d'oeuvres were planned outside under the tent, but with a chilly evening they were moved upstairs to the main dining room and were followed by a family style dinner featuring salmon and steak. An excellent time was had followed by a talk on the Right Whale. The speaker was Dr. Michael Moore the Director of the Marine Mammal Center at the Woods Hole Oceanographic Institute. Michael is an expert in the North Atlantic Right Whale and spoke about whale entanglement and new technologies which could be implemented to prevent whales getting caught in line-based fishing gear. Michael did a similar talk at TEDxProvincetown which you can access at https://youtu.be/vhkY_Ny-sBA.

In June the BOS Station along with the NBP held a Gam at Castle Hill during the start of the Newport Bermuda Race. Post Captain Steve McInnis writes.....the NBP established a club table at the Castle Hill overlooking the start area with its great vista. A generous supply of scratch sheets and race documents

were available for easy viewing. Station Treasurer Kathleen O'Donnell graciously welcomed many members as well as non-members and answered questions about the start of the race. The Gam extended to a cruise to Point Judith and Block Island utilizing the Club moorings off Bonnell Beach in New Harbor. The Keg ensured that a good time was had by all.

August saw activities move to Maine with a joint BOS/GMP Gam at Wooden Boat in Brooklin led by Frank Cassidy, Post Captain. See the writings of GMP for details.

The last of the sailing season on water Gams was the Columbus Weekend Gam and was held in Buzzards Bay with Post Captain Larry Hall and Jeff Gonsalves coordinating events at Hadley Harbor and on the second night at Beverly Yacht Club. Tim O'Keeffe (BOS/Buz) recounts..... With bright sun and temperatures in the low 70's the Boston Station members attending the fall Gam in Hadley Harbor on October 6th could be forgiven for mistaking it for a perfect July day in that delightful anchorage. However, knowing how rare such days will be in the weeks ahead added an upbeat note for the roughly 50 CCA members on about 20 vessels that attended the final on the water event of the BOS 2018 season.

Of particular interest was an invitation to tour the side by side Naushon boat and machine shops. While virtually all of the gang had

visited the harbor multiple times, most had only imagined what lay inside of the deep red sheds at the head of the pier on this very private compound. Thanks go to Jeff Gonsalves for arranging for his good friend Dick Howland to host us and lead the tour. The inside of the shed didn't disappoint. A freshly varnished H12 1/2 sat on the single marine railway that led out the front doors and down the few yards to the water. Around the well worn but orderly shop with its time honed patina and in the rafters overhead were all the spare parts, worn out bits and pieces, and tools and materials needed to maintain the community's active fleet of small traditional boats. It was just the sort of work space in which all of us could dream of happily doing our off-season nautical puttering. Outside on the dock were the other four of the five Herreshoff 12 1/2's. Together, these were in the first delivery of the new "Buzzards Bay Boys Boat" delivered in 1914 from the Herreshoff Manufacturing Co. in Bristol, R.I. and continue in remarkably original condition.

From there we headed over to the moored three boat raft made up of Larry Hall's *Gunsmoke* with Paul Busheuff's *Hussar* to port and Bob Morris's *Apogee* to starboard for chowder, BYO appetizers, and dueling rum kegs. The camaraderie and refreshments were made all the more enjoyable by the ensuing sunset on this soft fall evening.



Cockpit conversations on Paul Bushueff's Aage Nielsen's yawl, HUSSAR, rafted alongside of GUNSMOKE for the Gam: Bill Cook, Harriet Linskey, Nancy McKelvy and Tim O'Keeffe.

The Sunday was again a fine day though a little cooler and with a dying breeze. The Hadley party broke up as the morning wore on and found various routes to Marion for a fine evening with dinner at the always welcoming Beverly Yacht Club. Rear Commodore Tim Surgenor thanked all present for making the weekend such a pleasure and for contributions to the activities of the station. He closed with a safety moment flagging the values and opportunities for training in first aid skills such as first responder, EMT and CPR courses.

In closing, a number of passages are worth flagging briefly for interest.

Andrew Kallfez BOS/NBP made a cruise and delivery trip starting in March in Wisconsin for the inshore passage to Newport via the lakes, canals, Hudson River, New York and Long Island Sound in his newly-purchased Arcona 46, *Safir*. The rig was trucked from near Buffalo to Catskill NY while they worked the canal system. They report a good Spring trip arriving in Newport in mid-June.

Tom Kiley (BOS/GMP) and his wife Ry Hills completed a 50 week Atlantic Circuit on their 37' Aage Nielsen sloop *Snow Star* in June. Their route was from home base Camden to the Azores in time for the CCA 2017 Club cruise and onto the Canaries. Their passages continued via the Caribbean, Bahamas and back to Camden in June. A valued feature was the inclusion of many young people in their crew including their two daughters who stood their own watches on ocean legs.

Steve McInnis completed a successful transatlantic from Newport's Harbor Court to Cowes in 19 days (17 to Lizard) with a crew of five on *Maverick*, a Hanse 505. At the halfway point, they held a brief ceremony in memory of Bjorn Johnson, who had been the first one to sign on for the trip. They scattered some of his ashes and tossed overboard a tribute to him sealed in a bottle. On arrival in Cowes, Steve and crew were joined by Nancy. *Maverick* then spent the summer and early Fall cruising to Stockholm where Steve

and Nancy joined Ernie Godshalk's *Golden Eye* and David Tunick's *North*, poised to take part in the Stockholm Archipelago cruise in 2019.

Dave Curtain, Historian

BRAS D'OR

The 2018 Bras d'Or station sailing season began with the return in early May of Hans Himmelman's *Delawana* to her dock in St. Margaret's Bay after a winter of cruising around Guadeloupe. Making up part of his crew for the voyage home were CCA members Reg Goodday, Sandy MacMillan and Gene Gardner.

On May 12 station members gathered on the Aspotogan Peninsula, east of Chester, for a spring hike to Castle Rock. Everyone participating in the hike commented on the spectacular views of Mahone Bay. After the hike other members joined the group to enjoy the warmth and hospitality of a meal at the home of Rear Commodore Gretchen and Kit McCurdy.

Judy Robertson's *Advance 40, Semper Vivens*, is snuggled away for the winter in Rota, Spain. On May 29, 2018 Judy, her 19-year-old daughter Marine, fellow Bras d'Or Station member Dennis Linton, and Judy's partner David Sawatzky quietly sailed out of the Northwest Arm headed for Horta, Azores. After 17 days (two and a half days being hove to due to quite nasty weather) the crew was greeted on the wharf in Horta by Marine's beau, Nick. *Semper Vivens* stayed in Horta for the next two months

while the crew returned to enjoy the summer in Nova Scotia.

Judy, David and Nick returned to the Azores in early September and sailed/motored to Cascais, near Lisbon, arriving eight days later. The plan had been to go to Vigo but Hurricane Florence was fast approaching so a southern route prevailed. Judy noted, "It was very hard to leave *Semper Vivens* for the winter but another adventure is awaiting the crew. A huge thanks to Dennis and his wisdom and Phil Wash for all his hard work to prep the boat. Bonnie and Rick Salsman also provided guidance and advice along with Hans Himmelman and our ever-faithful weather guru, Sandy MacMillan. As Dennis always says, 'We all need each other!'"

In June Wilson Fitt and his son Jason (who completed a double-handed transatlantic together a few years back) delivered *Christina Grant* from Chester, Nova Scotia to the Wooden Boat Show at Mystic Seaport. Wilson's wife Thelma drove down with another son and two grandkids. The youngsters stayed aboard the boat during the weekend of the show, enjoying the Seaport's atmosphere, the crowds of people and all the wonderful boats, large and small, with their acres of gleaming varnish. Skipper and crew were especially gratified to win a first prize in the privately maintained sailboat category.

After the show ended, Wilson and Thelma spent an enjoyable (although hot and generally windless) two weeks cruising back home to Nova Scotia, seeing places they hadn't visited for fifteen years or more. Cruising in New England was a bit of an eye opener after years in the relatively remote waters of Nova Scotia and points east. With only a few exceptions, the harbors were crowded and lobster pots were like colorful sprinkles on cake icing. Tourists were starting to arrive in droves as the 4th of July approached and small boats buzzed around everywhere. An encounter with a high-speed cat ferry in tide-swept Woods Hole on



PHOTO BY MARY FILBEE

L-R - David Archibald (balancing), Peter Watts, David Stanfield, Rear Commodore Gretchen McCurdy, Kathy Greenwood.

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one of the few windy, rainy days will be seared into Wilson's memory for a long time! But everyone along the way was very friendly and the warm welcomes and meals offered by CCA members Ted and Liz Brainard in Marion, Massachusetts and Peter and Liza Chandler in Small Point Harbour, Maine were memorable.

On June 23 the station rafted up in the protected anchorage of Gifford Island, Mahone Bay. Barbara and Peter Watts' *Katahdin* acted as mother ship for the event with members gathering for dinner and a social aboard the vessel's generously accommodating saloon table.

Kit and Rear Commodore Gretchen McCurdy sailed their *Kehaar IV* to the Bras d'Or Lakes in July. The first week was energized by the presence of three grandchildren under seven years of age, along with their mother. Rear Commodore Gretchen noted, *"It was fun to watch the young ones fall in love with boating and become comfortable with being around the water. It was a particularly rewarding and heart-warming week for the proud grandparents. The Bras d'Or Lakes never lose their charm*



Dinner aboard *Katahdin*, Gifford's Island. L-R - Phyllis Nickel, Beth Apold, Will Apold, Mary Filbee, Kit McCurdy, Hans Himmelman, Dani Himmelman, David Archibald, Barbara Watts, Peter Watts, Rear Commodore Gretchen McCurdy

and provide endless anchorages, both familiar and new. It was a beautiful hot summer in Nova Scotia with light winds making for very easy sailing and lots of motor-sailing."

Bras d'Or Station's Bill Greenwood and crew, including fellow CCA members David Stanfield and Phil Wash, sailed *Airborne IV* in this year's Newport-Bermuda race. Following the

race Bill was called to the podium to receive several awards for *Airborne IV*'s strong showing in her class. *Airborne* then returned to Nova Scotia in time for Bill to prep her as lead ship for our station's 100 Wild Island cruise to the eastern shore of Nova Scotia.

The carefully planned and much anticipated 100 Wild Island Cruise became a highlight for our station this summer. Bill Greenwood (*Airborne IV*) and Judy Robertson (*Semper Vivens*) have been instrumental in the very successful 100 Wild Islands Campaign established by the Nova Scotia Nature Trust to acquire and preserve a long swath of the offshore islands, described as an ecological treasure,



Supper aboard *Philharmonic*, Gifford's Island. L-R - Erwin Wanderer, Charles Westropp, David Archibald, Thelma Costello, Wilson Fitt, Kathy Greenwood, Liza Chandler, Peter Chandler, Jim Evans, Bill Greenwood

largely undisturbed by humans since the last ice age. This stretch of Nova Scotia coastline running from Halifax east to Canso is guarded by intimidating rocks, deeply indented with islands and coves and is very sparsely populated.

Last year Bill proposed a station cruise through these waters but was defeated by weather. This year the gods smiled, the sun shone, and a Bras d'Or station fleet (augmented by Peter and Liza Chandler (BOS/GMP) aboard their *Lord George*) set out in a good south-westerly breeze to a first rendezvous at Owls Head Bay, about 35 miles east of Halifax. From there they spent a very leisurely time working east, creeping through narrow rocky inshore passages, anchoring in sheltered coves, swimming at white sandy beaches and sharing fine foods and wines. In



Woodies leading the way, *Glooscap II* and *Christina Grant*

a week they only progressed about twenty miles along the coast as far as Sheet Harbour and then back to Shelter Cove. They saw only two other yachts not a part of the CCA cruise. When the time came to get back to the west, the gods smiled again and provided a clear day with a moderate north-easterly breeze. As Bill exclaimed, *"It does not get any better than that!"*

Respected high latitude sailors John Harries and Phyllis Nickel, aboard *Morgan's Cloud*, circumnavigated Newfoundland this summer. John writes, *"Over the past 25 years Phyllis and I have visited Newfoundland many times on our McCurdy and Rhodes cutter, Morgan's Cloud, but almost always on the way to or from cruising grounds further to the north. So we decided to make this year's cruise a leisurely three month counterclockwise circumnavigation of "The Rock" visiting some old haunts but most of all spending time in places that were new to us, particularly in Notre Dame Bay. And so it was. Highlights included Little Bay Islands, Fogo Harbour, the ever-friendly town and marina at Lewisporte, and the new bomb proof federal fishing wharves at Fermeuse, where we weathered the remains of Hurricane Chris in perfect shelter."*



East Beach Shelter Cove

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Fall Raft up Scott Cove



Morgan's Cloud alongside Fermeuse

PHOTO BY JOHN HARRIES

On September 8 the Bras d'Or Station fall raft up was held in Scott Cove, located northwest of Prospect and north of Clarke Island. A record turnout of fifteen vessels, including sail and power, mono and multi-hull, rafted together in the quaint sheltered cove. Those in attendance were rewarded, over cocktails, by a spectacular sunset. A potluck supper followed, with seating for all easily accommodated aboard *Delawana* and *Katahdin*.

Winter plans are underway for some station members to head south, including Sandy MacMillan taking *Manana* to the Abacos and Fred Voegeli returning to *Frisco* which is currently hauled in Jolly Harbour, Antigua.

David F. Arenburg, Historian

CHESAPEAKE

The Chesapeake Station said "Hats Off to the Sailing Season" at the kick-off event of our 2018 Spring Cruise on May 18th. Hosted by Doug and Becky Firth in their beautiful home overlooking LaTrappe Creek the sometimes rainy weather did not dampen the spirits of all in attendance. The evening was capped off by a "Hat Contest" featuring a parade of head coverings judged in

PHOTO BY COLIN SPEEDIE



Bill Read tells the story of his N2B hat at the CHE Spring Cruise Hat Party

the categories of "Oldest Hat" – (an 1887 woven hat worn by Sten Rasmussen, a guest of the Firths), "Best Hat with a Story" – (a well worn, frequently repaired, brimmed and rubberized sailing hat sported by Andrew Armstrong) and "Royal Wedding-Ready or Preakness-Prepped" – (Bev Crump's Top Hat bested a colorful assortment of ladies hats.)



Whale off Bonivista



Bev Crump and a bevy of beauties were Royal Wedding Ready!

PHOTO BY JOHN HARRIES

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It was a good thing everyone brought their competitive 'A Game' to the Friday night festivities, as once again this year the Spring Cruise Race for the Goldborough Trophy was called because of weather. Instead, the fleet occupied themselves with naps, the chance to explore historic Cambridge, MD, leisurely, sometimes wet, trips from La Trappe Creek to Slaughter Creek, and the last of the Rum Keg. That evening we gathered at Famous Palm Beach Willies for cocktails and dinner and shared plans for summer on the water.



Bill Hord, Roel Hoekstra, Jeff McCarron, Martha Thomson, and Kate Hoekstra enjoy cocktails on the CHE Spring Cruise

The CHE fleet kept busy racing and cruising this summer...mostly way, way off the Bay. In June, the CHE was well represented in the Newport to Bermuda Race, on the water and in the winner's circle. In July Phil Parish and his crew aboard *Grey Ghost* placed 1st in class, ORC Full Crew, in the Halifax-St.Pierre Race and winning the Trophee Marie de Saint-Pierre! Crew members included Tyler Johnson (CHE) and Austin Parish, Phil's grandson and son of CHE Safety



Margy Robogel, Ellen Crawford, John Devlin and Susan Devlin at Famous Palm Beach Willies, on Slaughter Creek, MD

Officer Ted Parish. In August, Tony Parker placed 2nd in the J24 Nationals in Casco Bay, Maine

Avoiding the typically hot, calm, and, this year, rainy weather on the Chesapeake, many CHE members headed north to cruise in Maine, including Chase and Josie Anderson, aboard *Bonnie Rye* after a winter in the Bahamas; Jon and Dorothy Goldweitz, who sailed with NYS and BOS friends; and Margy and Jim Robfogel who cruised *Ping* to Lake Champlain. Others headed north and east to Scotland, including Ted and Annie Clucas on *Manxman* (Ted along with Bill Read, Jonathan Goldweitz and Doug Rollow delivered *Manxman* to Isle of Mann last summer). Joining Ted and Annie this summer as they cruised from Dublin, Ireland to Northern Ireland and Scotland were CHE Fleet Captain Margy Robfogel, Bill Read and Barbara Ragan, and Jonathan and Dorothy Goldweitz. *Manxman* is now hauled for the winter near Oban, Scotland.

The 2018 Star World Championship came to the Chesapeake Bay Region in early October, specifically Oxford, Maryland, home of several CHE members. The Regatta Chair was Andrew Parish (CHE) and several station members from both sides of the Bay took active volunteer roles to make sure the event was a success

In early May, before we suspended our monthly CHE luncheons for the summer, Rear Commodore Cary Thomson and wife Martha, along with Margy and Jim Robfogel shared photos and stories of their America's Great Loop Adventures. On September 11, 2018 the luncheons resumed with a roundtable recap of summer sailing and cruising, and on October 9 we returned, after nearly 2 years, to the newly renovated, post fire Annapolis Yacht Club, where we will hold our Annual Meeting and Dinner on October 21, 2018.

Cary Thomson, Rear Commodore

ESSEX

On March 16 the opening gathering of the Hauraki Gulf CCA cruise 2018 was held at the Royal New Zealand Yacht Squadron. And what a fantastic time it was. The cruise is covered in detail in a separate article, but our station was well represented by the Bohlens, Connors, Embrees, Fords and McBees. It is a long way to go from the East Coast, (if you go any further you start to return), but we would all like to do it again.

Given that your scribe was in New Zealand, and RC Bob Green was at his son's wedding, Past RC Dick Holliday reported on the March 24 special luncheon held at the Cottrell Brewery in Stonington - Westerly, RI. Our speakers were twin brothers Chuck and Art Paine. We had guests from both NYS and BOS. Steve Taylor's (BOS) yacht *Meridian* was designed by Chuck Paine, as was Tom and Dorothy Wadlow's *Joyant*. The Paine brothers were lots of fun and kept the audience with them the whole time. Art and Chuck brought their paintings with them and may even have sold one or two. Lunch was served after the talk, the room was cold, but there was lots of food, and the hot soup was a hit.

On May 15th a celebration of life was held for former National Commodore Robert E. Drew. It took place at the Dauntless Club in Essex, and was attended by numerous CCA members from many stations. Past Commodores, as well as our present Commodore, Brad Willauer, came great distances to say a few words and pay their respects to this man who gave so much to our Club. Bob's family brought several examples of his fine woodworking for us to admire. The Dauntless Club cannon, a Strong 2-gauge which Bob loved, was fired twice in his honor. He will be missed.

We changed the venue of our May monthly luncheon and spent the 17th in Newport, RI. Dan Biemesderfer did a fine job organizing a great

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day. We met at Fort Adams where we left our cars and took the water taxi across the harbor to IYRS (International Yacht Restoration School) School of Technology and Trades. Here we were given a guided tour of the facilities starting with the shops for boat building and restoration. This included a walk around the *Coronet*, the 131 foot yacht designed by William Townsend and built in 1885 for Rufus T. Bush. It is a massive project which is taking years to complete. Then it was on to the Brooks Building, a new 4-floor facility. One of the floors is dedicated exclusively to fiber technology, and another to 3D printers and the lathes that mill the objects designed. It was absolutely fascinating. What they can do with these totally leading edge machines is almost unbelievable.

IYRS is where the CCA trophies are on display, and although most of the items were on their way to Bermuda, the Clingstone Cannon trophy was there. This award was given to the Museum of Yachting by the Wharton family in memory of those loved ones enriched by the experience of yachting on Narragansett Bay. The trophy is awarded annually to the boat and its owner which, and who, personify the ideals, spirit and sportsmanship of classic Corinthian yachting. When the award was first organized in 1997, our own Chris Wick volunteered to be on the Selection Committee, but was told he could not be a member of the Committee, as he was going to be the first recipient!

After the tour of IYRS, we moved down the street for lunch at the

Midtown Oyster Bar. We had a large room to ourselves where we enjoyed a gourmet meal, after which it was back to Fort Adams and the Volvo Village. There were many interesting exhibits and videos as well as the Volvo open 70's. They are fascinating



Dennis Powers at Peggy's Cove lighthouse

sailing machines. Boy those guys and gals are a hardy lot!

Amelia Louise Green (Aimee), our Cruise Chairperson, made the following report on our spring cruise which she had so nicely organized.

Little Narragansett Bay in Watch Hill, RI, was our destination for the Friday, June 1 Spring Cruise. Six boats – Ceilidh, Cloud Racer, Everbreeze, Felix PDQ, Lilly and Scallywag II – shared two outer moorings in the quiet harbor, with Felix PDQ providing a



Maine GAM Breakfast at Jones Cove, ME

steady platform for the potluck dinner. This took place after our in-house ornithologist, Dorothy Wadlow, led us on an informative bird watch to Napatree Point. With scopes and binoculars wrapped around our necks, we saw Skimmers, Ruddy Turnstones, Willets and the nearly invisible Piping Plovers which magically appeared. Yearning for more sightings, we returned to the mile-long ribbon of sand on Saturday with



Sean Saslo and Janet Reisman CCA ESS at their home in Maine when they hosted a lobster and steak dinner for the ESS Maine Cruise

Dorothy, who is terrific and made each search fun. The day started out very foggy, but cleared in the late morning. In the afternoon when the WH15 races were about to start, it got rather dark and the heavens opened. There was thunder and lightning, and strong wind gusts. Visibility got down to 30 feet. Carol Connor and Dick Holliday were on the race and got drenched, the fleet wound up all over the harbor, and the race was called.



Dianne Embree at Perry Creek, ME

Participation in the cruise increased on Saturday evening as many members arrived by car to enjoy the Pub Menu at the recently 'elevated' Watch Hill Yacht Club. The Club had a major rebuild in 2006, however two years ago it became necessary to lift the Clubhouse 15 additional feet due to rising water concerns. The nine-month project can be viewed in QuickTime at www.sailingscuttlebutt.com. Search 'Raising the Watch Hill Yacht Club' and enjoy this fascinating video.



Chris Wick with the Clingstone cannon trophy

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On June 7th, Louis Meyer left Stonington, CT and single-handed *Strummer*, his 1967 Hinckley Pilot 35 to Horta on the island of Faial in the Azores. The trip took just over 3 weeks, but when he arrived he had to anchor off the harbor for 2 days as the seas were too rough to make a landing. Once on shore he met David Bridges (FLA) on *Blue Yonder*. From the Azores Louis continued on to



Stan White's *Lark*

Madeira, which took another 7 days. There he met Steve and Karyn James (FLA) on *Threshold*. *Strummer* is now on the hard in Madeira, and Louis plans on returning single-handed to the U.S. in January 2019.

On July 13 Stan White participated in the Off-shore 160 single-handed race held in Newport, RI. The race is a qualifier for the Bermuda 1-2 which he plans on doing in 2019. The turning marks of the race are 25 miles beyond Montauk, NY, then off Gay Head on Martha's Vineyard, MA, and back to Newport. The distance is about 142 nm. Sailing his 2017 Xc38, Niels Jeppesen sloop *Lark*, Stan took second place in Class B, behind Murray Beach (BOS).

As Aimee reports, by the end

of July most of the 38 sailors who signed up to participate in the August 6th Maine Cruise were underway to Jones Cove on the Damariscotta River as Cruise Co-Chair Janet Riesman, and her



Spring GAM in Watch Hill with Tom Wadlow, Jeb Embree, Paul Connor and RC Robert Green

PHOTO BY CAROL CONNOR

husband Sean Saslo, prepared and hosted a fabulous lobster/steak cookout under a tent at their home in South Bristol. For those arriving by boat – *Cloud Racer*, *Everbreeze*, *Encore*, *Pastime*, *Dawnpiper* and *Windermere* – secure moorings were made available in Jones Cove near the Saslo's yacht *Intrepid*; transportation was provided from the waterfront to the activities. Not a single detail was overlooked by Janet in her planning of the week's activities, which made everything flow beautifully. Breakfast the next morning was ashore at the Riesman cottage, and after a buffet breakfast which included the promised 'fabulous blueberry muffins,' no-one left the harbor hungry. Two days later, with the rum keg refilled and secure in the hands of Dick Holliday and Mike McBee aboard *Everbreeze*, Janet arranged a history/sustainability tour of Hurricane Island. Our group



Everbreeze

PHOTO BY RICHARD HOLLIDAY

learned about Hurricane Island and its important mission from the staff, who gave us a tour to the top of the Island. This was cut a bit short when our guide stepped on a yellow-jacket nest! Staff members were invited back to *Intrepid* to join in a fenders-over-the-side pasta dinner and liquid refreshments. It would be an understatement to say that the cruise was a success – all participants were extremely well cared for by our welcoming hosts, in a perfect Maine setting.

Also in August, Dennis Powers spent 11 days cruising in Nova Scotia



Tom and Dorothy Wadlow's *Felix* at Mark Ellis's Dumfounder Island in the Thousand Islands

aboard a friend's 1996 Hinckley Southwester 42 *Jacqueline IV*. They left from Northeast Harbor, ME, on August 23 and sailed across to Lunenburg, NS, where by chance they met Ray and Wendy Cullum of BOS/BUZ. Dennis and his friends then traveled down the coast, visiting Peggy's Cove and Mahone Bay. They also enjoyed Lunenburg's many attractions, including the new single batch rum distillery. They sailed back down the coast to Shelburne, and the Cape Cod Canal, where they cleared in, before returning to Bay Shore on the south side of Long Island. As in previous trips, they saw a whale off Fire Island (this time a humpback) but a bit too close, as it nearly hit their centerboard.

The Wadlows spent January through March in Stuart, FL living aboard and working on their new-to-them PDQ 41 power cat named *Felix*. She is 10 years old and was in need of a refit. They started out north from Stuart on the ICW in early April to do

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Whale off Fire Island

the Great Loop, i.e. to circumnavigate the eastern portion of the U.S.

Tom and Dorothy took a two month 'time out' from Looping in May and June to spend some time at home in CT with friends and family. A high point was joining the ESS Spring cruise to Watch Hill in June.

In July they returned to the Loop and headed north on the Hudson from New York. They did half of the Erie Canal, then the Oswego Canal, and crossed Lake Ontario. Another highlight was visiting Mark and Barbara Ellis at their cabin on Dumfounder Island in the 1,000 islands. Next came several weeks transiting the Trent-Severn Waterway from Lake Ontario to Lake Huron doing 44 locks, including some engineering wonders. The fascinating thing about the Loop is the variety of cruising experiences. After beautiful scenery and anchorages in Georgian Bay and the North Channel, they experienced an entirely different scene in Mackinac Island, and traveling south on the east coast of Lake Michigan. The lake had a constant stream of weather challenges to bestow. After exploring Chicago they headed south on the Illinois River. Locks here were primarily for commercial traffic, with PCs (Pleasure craft) being secondary. So they learned towboat and barge lingo and rules.

On arrival in Alton Illinois, Tom was honored as being a distant relative of Robert Wadlow, the tallest man in the world (8'11"), who hailed from Alton. The water level there was very low, resulting in some vessels getting stuck or having their strainers and pumps filled with muck, but *Felix's* 3' draft avoided that problem. Just a few miles further south the water was 17' above normal for that time of year.

When last heard from on September 24, the Wadlows were in Kentucky, where they are seeing more sailboats than previously. They were in time for the Paducah annual BBQ contest, which attracted 40,000 visitors, and Dorothy had her moment of fame when she was interviewed by the local paper and had her photo on the front page! They planned to leave Lake Barkley, KY and head upstream on the Tennessee River.

Jeb Embree, Historian

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FLORIDA

Florida Station members have been busy cruising again this past summer. The GAM didn't hear from all of everyone, but here's a good sampling that shows beyond question the station still has its cruising chops.

Atle Moe and Kristina Thyrrre returned to their Nordhavn 57 in Norway for the summer and sent this report:

The 2018 cruising destination for the two of us aboard Summer Star was western northern Norway, and fjords, family, friends and fun dominated our summer cruising. Our starting point was Oslo and our northernmost stop was in Tromsø. At 69 degrees north, that's a bit north of the Arctic Circle.

The two of us typically live onboard our boat for half the year and at our home in Florida for the other half. For obvious reasons our cruising season has been spring through fall during the last few years while cruising in Northern Europe.



The island of Espevær was one of our first stops on the western coast of Norway. The wharves are all privately owned, but visitors are welcome to tie up in exchange for a small dockage fee.



Many of the coastal ports we visited in Norway are not very large, and the dockage fees are often paid on the honor system. Here, on the island of Espevær, Kristina is seen dropping our dockage fee into a literal "hole in the wall".

NEWS FROM STATIONS & POSTS



PHOTO BY ATLE MOE

Norway's coast has many small fishing harbors. Just 10 people live on this island in northern Norway, and one of the locals came out on his boat to tell us that we were more than welcome to use the old fish processing dock since it was no longer in operation. As fishing boats have gotten larger and larger, the receiving and processing of fish has become more centralized in Norway, and many smaller fish processing operations have closed down.



PHOTO BY GREG ALLARD

Yes, there really is the Midnight Sun. This shot was taken at the stroke of midnight in the town of Henningsvær part, of the Lofoten Island chain. From left: Vivian Johannesen, Atle Moe, Kristina Thyrrre, Barbara and Greg Allard.



PHOTO BY ATLE MOE

Many of the ports we visited in Norway are used mainly by local fishing fleets. Here Summer Star is docked in the town of Sørøyaen amongst a fleet of fishing boats. We found the local fishermen to be super nice, and all were curious about our boat and our cruising plans. We love meeting local people as we travel, and it is a big part of our pleasure to meet and learn from the locals about their lives and traditions.



PHOTO BY STEPHANIE MORRIS

Summer Star's crew, Kristina and Atle, out hiking on the island of Senja. If you look closely you'll see Summer Star docked at the harbor below. Yes, we are still north of 69 degrees north, and the weather was unusually warm so no need for sweaters and jackets on this day.



PHOTO BY ATLE MOE

The water of northern Norway is so clear it reminds us of the Caribbean, but take our word for it: it's a lot colder. Our guest Stephanie Morris is out exploring the surrounding islands by kayak



PHOTO BY KRISTINA THYRRRE

Many people enjoy cruising with their pets, and we are no exception. Our cat MoMo has cruised with us since 2012. Here MoMo is out on the dock inspecting an old fishing boat docked next to us - he decided that Summer Star is more comfortable



PHOTO BY GREG ALLARD

OK, two happy cruisers in their dinghy in Lofoten Islands in northern Norway. Do we need to say more?

Here a report from David Bridges and Marilyn Doughty cruising in the Azores and points east aboard David's Valiant 40 Blue Yonder:

In the Bahamas last winter, my mate, Marilyn Doughty, and I made the decision to cross the Atlantic this summer....and we did it! An OCC friend, Staffan Agnetun, sailed with me in May to Bermuda, while Marilyn enjoyed family events in Norfolk. In Bermuda, we got to spend time with fellow CCA friends Bob and Betsy Baillie (BDA) of Belair, enjoying island life, including the first Fitted Dinghy races of the season.

Staffan headed to Sweden, and Marilyn rejoined Blue Yonder for her first-ever ocean passage longer than a single night.



PHOTO BY DAVID BRIDGES

Bob Baillie and Staffan Agnetun enjoy one of Bermuda's great vistas.



PHOTO BY DAVID BRIDGES

A Bermuda Fitted Dinghy running downwind.



PHOTO BY DAVID BRIDGES

Marilyn Doughty hiking along the aqueduct in the Faial rainforest.

The two of us had a wonderful 13½-day passage from St Georges, Bermuda, to Horta on the Island of Faial in the Azores, arriving mid-June, just in time for an OCC Rally and the celebration of the 100th anniversary of the famous Peter's Cafe Sport, one of the world's top ten sailor bars. There we found 46 OCC boats including CCA member, Mark Scott (NYS) aboard his 38-foot sloop Lone Rival. While we were there another CCA member, Louis Meyer (ESS), sailed in solo from Connecticut in his lovely Hinckley 35 Strummer.

NEWS FROM STATIONS & POSTS



PHOTO BY DAVID BRIDGES

The giant Horta Marina, best-known marina in the Azores, is a great summer cruising crossroads for cruisers.



PHOTO BY DAVID BRIDGES

The island of Pico's 7,713-foot Mount Pico, the tallest mountain in Portugal, as seen from Horta Marina. Mount Pico is more than twice as high as any other mountain in the Azores chain.



PHOTO BY UNKNOWN PASSEBY

David and Marilyn show off their newly-painted sign for Blue Yonder at Horta Marina. Leaving behind a sign is a tradition for cruisers calling at Horta. Tradition has it that if you leave behind a sign, you'll definitely return to Horta to revisit it.



PHOTO BY DAVID BRIDGES

To protect the grapes from the winds, Azorian viticulture uses mostly terraced vineyards like this one on Sao Jorge.



PHOTO BY UNKNOWN SAILOR

David, Marilyn and Mark Scott (NYS) enjoy a meal in Horta.

We spent the next 2½ months exploring six of the Azores' nine beautiful main islands, taking a wonderful quick trip home to Virginia for a week on a fresh water lake with my two daughters, their husbands and the grandkids. We survived that and had a blast!

Early September found us heading to Morocco, but a mechanical issue diverted us to the Madeira Island group with the first stop in Porto Santo for a week. The engine repairs are in process and we hope to be off again soon, continuing our excellent summer of cruising adventures.

Ken Hege and Pat Montgomery sent their report and beautiful images from the Swedish town of Henan on the western island of Orust:

Our summer began at the crossroads of French canals, St. Jean de Losne on the Soane, and took us through the canals of northeastern France and Germany and into the Baltic Sea. After covering 800 nautical miles, 166 locks and 2 tunnels, our Shucker 43 motorsailer Straight On Till Morning arrived at the mouth of the Baltic Sea near Lubeck in northern Germany.



PHOTO BY LAUREN CHODKOWSKI

A typical medieval town on the canals.



PHOTO BY PAT MONTGOMERY

The proverbial light at the end of the tunnel: Ken steers Straight On Till Morning thru the 650-meter Souterrain de Savoyeux tunnel on the canal de Vosges.



PHOTO BY LAUREN CHODKOWSKI

A canal stone marker bearing a Tinker Bell image greeted Straight On Till Morning in Metz.



PHOTO BY LAUREN CHODKOWSKI

Origami boats lined up in neat rows on the canal of Metz. As evening descends, the simple vessels illuminate.



PHOTO BY LAUREN CHODKOWSKI

Temple Neuf as seen from our slip in Metz. When the sun goes down the city turns on its lights.



PHOTO BY LAUREN CHODKOWSKI

Typical of the medieval cities lining the canals, the cathedrals of Metz house art and stained glass by Chagall and Cocteau.



PHOTO BY MAIRE MONTGOMERY

Cochem, Gemany, on the Moselle River.

NEWS FROM STATIONS & POSTS



Steep vineyards line the Moselle River, where every vertical inch is planted.

PHOTO BY MAIRE MONTGOMERY



Canal Life in Copenhagen.

PHOTO BY PAT MONTGOMERY

Our mast (stored in Marseille) was reunited with the boat for the first time in four years, and we set out to sea with the last 364 miles unencumbered by lock queues, rental boat havoc and speed limits...a whole new world of cruising awaited, providing we remembered to look up (bridge clearance), watch the depth, check the weather and dust off our navigation skills!

High points of this summer's journey include:

- Metz. A colorful artsy city northwest of Strasbourg. Our boat was moored in a park-like setting with a perfect view of the old town. Evenings brought choreographed light shows projected on the looming cathedral, while water shows could be enjoyed from our stern. Adding to the enchantment of Metz, was the ancient canal stone at our mooring. Tinkerbelle imprinted on the stone was a welcome greeting for Straight On Till Morning.

- Moselle. Slow going, but vine-studded hills punctuated with castles and, fortified with Reislings, proved rewarding.

- Rhine. Nonstop action. Ken compared this to travelling down Interstate 95 without brakes. The current running at 3-5 knots was challenging. Upstream freighters displayed blue boards (starboard to starboard meeting) and downstream

freighters acknowledged by lowering their own. A parade of vessels zoomed by to port and starboard, winking with their blueboards and we steered clear.

- Copenhagen. Most people are greeted by the iconic mermaid statue, but we were greeted with buff boys (mermen) perched atop the cruise ship pilings—how they arrived there is anyone's guess! We squeezed ourselves down the canal of Christianshaven, narrowed by boats moored 2-3 deep. Once parked we sat for a week and watched the Danes boat and bike by the waterfront, enjoying life, rain or shine.

- Helsingor. Situated at the narrowest point between Denmark and Sweden—only three miles separate the shores—stands a large castle erected to collect tolls for passage north or south. The castle was made famous in Shakespeare's Hamlet and conducts reenactments of the play throughout tours. As we sat beneath the fortified walls the castle began to sing...literally sing! Our stop coincided with the annual Shakespeare festival and we were serenaded nightly.

- Marstrand. After winding through a narrow canal, we emerged with the castle of Marstrand and tall-masted ships in the background. The sun was shining brightly (every town in Sweden improves with sunshine) and a boat show was in full swing.

- Friends. One of our guests named Pat the "ambassador" as she was always meeting, greeting and collecting acquaintances to be recruited for future translation needs. We made many new friends that we hope to call old friends in the future.

The weather was perfect: locals (French, German, Danish, Swedish) all agreed that this was the best summer in 10 years. Cool at the start, increasing temperatures were welcomed as we climbed north. In reflecting, our four years in the canals of Europe allowed us to immerse ourselves in local culture, food and history. Canal travel, by construct, is a slower pace. The open waters of the Baltic, dotted with tiny islands and changing seas are a welcome contrast.

We ended the summer in the

small Swedish town of Henan on the western island of Orust—perfect staging for exploring the open beauty of the Skargaard, crossing the Gota Canal and joining the 2019 Swedish cruise.



Nellie's 2018 Cruise.

From Charlie and Heather LaLanne came this report:

Our Hinckley 49 Nellie spent the summer cruising from Lubeck, Germany, through Denmark to Sweden and Norway. In Lubeck, we met CCA member Evans Hoyt (NYS) and his wife, Rebecca in their 48-foot cutter Wayfarer. They live aboard their boat full time, have great stories about their wide ranging cruising adventures, and were a lot of fun to be with.

In 2017, on the canals of Europe, we met a Norwegian man named Ola and made plans to cruise together in 2018. We joined him in Mou, Denmark, where he was having his boat, a Nauticat, worked on. From there we crossed the Kattegat to Sweden, visiting several places, including the island of Flallbacka, Ingrid Bergman's hometown. From Sweden to Norway we followed Ola, whose only crew on Speranza was his Pomeranian, Romeo. Ola led us through some very tight and interesting inside passages where we were protected from the weather.

We said goodbye to Ola and Romeo at Uvar Island and crossed the Skagerrak back to Denmark, arriving in a gale that forced us into a fishing port named

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PHOTO BY HEATHER LALANNE

Charlie and Norwegian friend Ola arriving in his hometown of Grimstad.



PHOTO BY HEATHER LALANNE

Heather and Romeo, Island of Laeso, Denmark.

should begin after the first of the year. We will chronicle her build and early miles in the 2019 issue of Voyages.



PHOTO BY SCOTT FLANDERS

Scott and Mary's new Adventure in NC with her tubes partially inflated. She has since been covered and put away awaiting her metamorphosis.



PHOTO BY PASSERBY

Charlie and Heather at Egeskov castle, Fyn Island, Denmark.

Hansetholm where we had to wait three days. A one-day passage to the entrance to the Limfjord, which cuts through the Denmark peninsula, was followed by a second gale, apparently not uncommon on the west coast of Denmark. From the Limfjord, we made our way south to Svendborg, where we hauled Nellie at Walsted's boatyard, recommended by David Tunick (NYS) who has kept his boat here for many years.

Scott and Mary Flanders are back at it with the beginnings of a new adventure, this time taking a different approach to multi-month cruising. Here's Scott's report:

A fellow long distance cruiser and I were kicking around ideas about trailerable boats, and each of us settled on a large inflatable because it's the lightest, small-large boat that can be easily trailered with a simple tow rig.

After many twists and turns Mary and I ended up with a Protector 28 Targa, a RIB built in New Zealand to be an all-weather coastal patrol boat. We had seen Protectors in Auckland during Egret's time in NZ, and we've also come across them here and there over the years, most recently in Newport, RI, as chase boats to racing sailboats.

After an Internet search Mary found one in South Florida that met our needs, a 2003 model refurbished in 2015 with new twin 200hp Yamaha four-stroke outboards, new tubes from Protector, fresh Awlgrip, and new teak decks. As I write this our new-to-us Adventure sits in North Carolina at the shop of my former boatbuilding partner, awaiting a deep cleaning and transition from a day boat to a multi-month cruiser. The transition

Gus and Carol Hancock's summer cruising plans were interrupted suddenly when Gus underwent unscheduled open-heart surgery to repair a ruptured mitral heart valve May 25th. This followed a collapse while he was carrying his single racing shell up to the boat racks after his regular morning sculling workout. The surgery was a success, and he spent the summer in cardiac recovery programs at home in Vero Beach. Gus and Carol tell us that everything is progressing well, and Gus expects to soon return to sculling and other normal activities.



Gus and Carol Hancock at home in Vero Beach.

This helped with their decision to end their cruising life on Indigo, after 18 years of owning her, including 15 years of living aboard year-round, 14 of them spent outside the U.S. cruising the Caribbean, South America and the Med.

Gus and Carol donated Indigo to The Maine Maritime Academy. They report that they're looking forward to seeing their many CCA friends at upcoming Florida Station events.



PHOTO BY HEATHER LALANNE

Charlie overlooking Nellie rafted with Ola's Nauticat, Uvar Island, Norway.



PHOTO BY HEATHER LALANNE

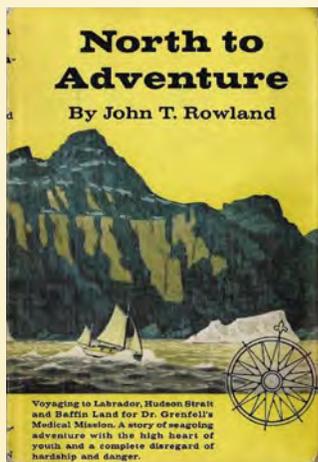
Charlie sailing his Dyer dink at Uvar Island, Norway.

Tracing Our History XIX 1962

The sixties were busy years and good ones as well. Many events were happening within the Club and 1963 was no exception. The following paragraphs of interest preclude some of the Club events of the year:

North to Adventure, by member John T. Rowland, was published in 1963. It detailed Rowland's adventures while working for Dr. Wilfred Grenfell delivering *Pomiuk* from Cohasset, Massachusetts to Battle Harbour, Labrador. This delivery was the first of several that Rowland and a classmate, both freshmen at Yale, would make during summer vacations. The *Pomiuk* was a thirty-five foot high-sided schooner with plumb bow and stern, powered by a "Remington Hot-Bulb kerosene-burning engine that avoided the unreliability of an electric ignition and the weight, compression and cost of diesel. Starting was accomplished by injecting kerosene onto a red-hot spud in the cylinder, the spud required pre-heating with a blow torch for about fifteen minutes before starting."

Rowland's subsequent deliveries included the *Yale* and the *Daryl* that were delivered to Hudson Bay posts along the Hudson Strait and into Hudson Bay. These deliveries were made more remarkable since there were no navigational aids in the uncharted waters. Their source of "local knowledge" and



Cover of *North to Adventure*

the only adult on board, was George Ford, a local who would become totally dismayed when Rowland would forgo

the inside passages and head offshore for a distant point of land and unknown destination. (Copies are still available on several of the internet shopping sites and a good read for anyone who has been bitten by the 'Lure of the Labrador'.)

William Nutting, a founding father of the Cruising Club of America, has been profiled and discussed in past articles. Nutting, his crew, and their ship the *Leif Eriksson*, (several spellings occur in the literature) were lost off the coast of Greenland on their return transatlantic passage from Norway. While little was ever known of the tragedy, additional information was published in the 1962 *Cruising Club News*.

The following account as told by A.C. Rasmussen, Governor of the Royal Danish Colony, Godthab, Greenland, sheds some light on the mystery. Then Lieutenant-Governor of the colony of Julianehaabe, Greenland, Rasmussen was returning home in September of 1924 when he spotted a small sailing vessel in the fjord near his village. Only six small sailing vessels existed within six hundred miles of the village and the governor knew each vessel well. When he spotted the Stars and Stripes flying at the stern he knew immediately that vessel was not local, but, where had she come from? Across the Atlantic Ocean seemed impossible! Since she had arrived from the south, having crossed the ocean was the only answer.

Once the *Leif Eriksson* had set her anchor, Rasmussen went on board to meet the strangers – soon to be nicknamed "the four Vikings" (Nutting, Hildebrandt, Toldahl and Fliescher). They had traveled from Reykjavik, Iceland, enjoying good weather except for a gale of two days during which they lay hove to, eventually arriving at a small settlement on Greenland near Cape Farewell. At that point they borrowed a local map of the coast from Cape Farewell to Julianehaab and continued their voyage. The Governor queried the group regarding the use or help of local pilots in navigating the rock bound coast to which Nutting replied that "... no pilot had ever been on board the *Leif Eriksson* and it was his ambition to be able to sail the vessel

from Norway to the United States without making use of a pilot anywhere".

The four were warmly received. The village turned out with festivities, dancing and tours. Nutting was attempting to retrace the basic track the boat's namesake had made 900 years previously. Altering the original



Leif Eriksson

navigational plans, they began to make preparations for a departure to Labrador. Departure was scheduled for 0900 hours but by the time all of the farewells and gifts were exchanged, it was 1500 hours before Nutting raised anchor. Hearty songs from the ship and the shore were exchanged as the ship cleared the point outside the harbor, destination Battle Harbour, and never to be heard from again.

The *Leif Eriksson* was well founded with ample supplies of food and water. With several rifles and a shotgun on board, fresh seal meat and birds could be taken along the passage. Although of questionable use in that area, the radio was inoperable. The weather was unusually benign at that time of year, but a sudden storm with hurricane-like winds soon developed. The storm's existence was reported by Commander Donald MacMillan onboard *Bowdin* after returning from the Arctic. Speculation abounded concerning the demise of Nutting and his crew ranging from a large sea that overpowered and sank the vessel to high winds from the south forcing the ship northward and on to their fate in Davis Straits. Although the Governor had only known Nutting and his crew for a few days, he felt a deep loss with the disappearance of his new friend ... "a good friend and I shall always remember him as a noble gentleman-sportsman. I feel his death as a personal

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sorrow and I believe that (the) amateur sail sport in him has lost one of its best men. He is dead, but his memory will live. May his memory be honored”.

Continuing on with “Company” business, Entertainment Chairman Walter Flowers began the year with some of the most popular events of the year, a series of talks by P/C Henry duPont, Bill Snaith, Norry Hoyt and Monk Farnham concerning preparations for off-shore cruising and blue water racing. The talks were taped by *Yachting Magazine* and used in future publications.

Norry Hoyt’s was the first to be condensed and reprinted in the *Cruising Club News* where he reported on potential problems with rigging and other boat-related problems. Norry also commented on suitable clothing for off-shore sailing recommending a long list of items to be included in your “kit”. The list ranged from extra gloves, long underwear, sweaters, foul weather gear to the “toque dickey” or “balaclava helmet”. Hoyt had convinced his mother to knit seven of the “helmets” for his previous passage on *Cyane* during which the weather was miserably hot. Hoyt especially liked the new duofold long underwear and stated, “... we now have this magnificent foam stuff which is so porous that whatever collects in the way of moisture will air right out! You can actually blow smoke through this stuff.” The extensive list could be purchased by contacting Mr. Cleary at Abercrombie and Fitch. The entire set of gear could be custom fitted in color of choice for \$115.00, a ten percent saving.

Other talks included a discussion of fiberglass yacht construction chaired by Les Goodwin, a spectacular underwater color film “*Inner Space*” narrated by Dr. Dimitri Rebikoff and Cruising in the West Indies by Bill Richardson, Carleton Mitchell and Harry Kline (author of “*Yachtsman’s Guide to the Bahamas*”).

Cruising Club News announced under the title of, “*Home for Sailors Books*”, that ground would be broken in March at Mystic Seaport for the new Blunt White Library, named in honor of past Commodore Blunt White. This new library was to be the largest and most extensive repository of sailing books and literature in the world with a capacity of 40,000 volumes. Cruising Club member and past Club Historian Jack Parkinson was named Library Committee Chairman.

Jack Parkinson’s name has appeared

many times in these articles as he was CCA Historian from 1960 to 1973 with the Parkinson Trophy Award being created in his honor. It was interesting to see his name mentioned recently in *The Concordian*, a publication of and by Concordia owners. The recent article was from an interview with CCA Commodore Brad Willauer and entitled “Working for Jack Parkinson on ‘*Winnie of Bourne*’”. Willauer was attending The Noble and Greenough School in the early 60’s and fell into the ripe job. The job paid \$300 per month with free room and board plus the use of a Jeep. Said Willauer, “*Parkinson was a great raconteur and I recall his stories ... I remember him saluting the race committee every start with great fanfare as we passed by the stern of the RC boat. We’d sail under the RC stern and he’d doff his captain’s hat and bow, and he’d yell, ‘Thank you. Well done. Carry on.’ And so forth, all done with great pomp and circumstance and humor.*”

Brad raced with Parkinson in the 1962 Newport to Bermuda Race with Parkinson doing the celestial navigation. Parkinson rotated his helmsman every thirty minutes as he felt no one could maintain their concentration for a longer time. In spite of the skillful navigation, one of Willauer’s fondest memories is being thirty to forty miles from Bermuda and looking overboard and shouting, “*Hey Skipper, I can see bottom!*” Parkinson’s navigation had taken him way west of the rhumb line. In spite of the ‘slight’ navigational error, *Winnie*, out of a fleet of 130 boats, placed about 25th on corrected time and 9th in class. The crew encountered a strong northerly front on their return passage and was forced to run under bare poles, streaming anchor rode for about thirty-five hours while



Winnie of Bourne

being blown about fifty miles toward Bermuda. Parkinson was quite a man and Willauer concluded his article with the statement “*I adored Jack Parkinson*”. (Note – a good example of a senior member mentoring a young sailor with positive results! In 1963, Parkinson’s book – *Nowhere Is Too Far* was published, the hardback edition selling for \$12.50.)

An oil painting of P/C White, paid for with donations from CCA members, was displayed in a place of honor at the museum. CCA members have always been involved with the activities of the museum with P/C Henry B. duPont acting as chairman of the museum’s Future Planning Committee in 1963. The article in the *Cruising Club News* made a plea for all CCA members to not only endow money to the museum, but equally important (then as now) their boats, books, articles, photographs and anything that could be historically significant. The Cruising Club has always had a close relationship with the Seaport and with the Cruising Club dock in close proximity, this was an opportunity for members to visit. (Note: The Blunt White Library with recently razed to make room for their new facility.)

The 1963 August sailing of the Jeffrey’s Ledge Race was started in thick weather with twenty-three boats. This race has been mentioned before; but, finally, a little background information was found in the 1963 *Cruising Club News*. The race was one of the oldest continually sponsored races in Massachusetts Bay, dating back fifty years and in 1963 sponsored by the Cruising Club of America. Handicaps were assigned which allowed cruising boats to compete with an engine time allowance and a staggered start based on design handicap theoretically allowing all boats to finish at the same time. The engine allowance was based on the boat’s handicap and as such, each boat was allotted a specified fuel allowance. The engines could be run at any time during the race until the fuel allowance was consumed. Some boats carried an official “Fuel Director” to ration the fuel and decide when the engine would be run. Starting from anchor in Manchester Harbor, rounding Peaked Hill “whistler” off Provincetown, on to an unlighted “whistler” marking Jeffrey’s Ledge, twenty-five miles east by south from Boone Island (location of an infamous act of cannibalism – read

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"Boone Island: A True Story of Mutiny, Shipwreck and Cannibalism") past Cape Ann and finishing 138 miles later off Manchester.

CCA members from Boston considered this a "fun" race. "What a fun race, even the starting gun wounds backwards" commented one of the committee members after the 10 gauge starting gun parted her lashings following an overzealous tug on the lanyard and careened into committee chairman Richard Preston's belly. First aid was applied but there were no serious consequences. Member Ted Banks summed it up pretty well ... "What is the Jeffrey's Ledge Race? An opportunity to renew friendship with the sea, in company with men who love it; a chance to try your vessel and your skill against others when, and to the extent that it seems appropriate and convenient; time off, a turn and a half of the old world, to spend time with congenial friends in that most satisfying of all places, at sea." In that paragraph, Banks seems to sum it up for all of us who go to sea. However, another member once quipped ... "Whoever conceived such a race, the only resemblance this has to a sailing race is that we are using a batten to sound our gas tank."

At the New York Yacht Club Fall Meeting on November 15, 1963, the Cruising Club elected Robert Hall as its new Commodore and Fred Adams as Vice Commodore. Hall was no newcomer to the sailing community having sailed seven Bermuda Races and owned six "Nimrods" since 1937.

Membership Committee Chair Henry Scheel reported that the club



Nimrod

had received thirty-eight applications. According to established practice, the quota for the year would consist of the number of deceased members during

the past year, plus ten. Inasmuch as five of the additional ten were filled in May, there were five vacancies remaining plus seventeen deceased members (*during the year*) or a total of twenty-two. Also, the Board had previously provided for the addition of six new members from the Pacific Northwest, if properly qualified applicants were available. Membership now stood at 725 as opposed to 711 the previous year.



Mistress

Past Commodore George E. Roosevelt sailed his last voyage on September 4, 1963. Roosevelt was a well-known offshore sailor, a beloved member of the Cruising Club and the yachting community in general. Many club rendezvous were held on board his 60-foot schooner, *Mistress*. Roosevelt was a banker, philanthropist, and first cousin of President Theodore Roosevelt. Commodore Roosevelt was one of the most influential railroad financiers of the time. He was involved in no fewer than 14 railroad reorganizations and held directorships in several prominent companies including Morgan Guaranty Trust Company, the Chemical Bank, and the Bank for Savings in New York.

The 1962 Blue Water Medal was presented to a man who had previously made two circumnavigations, Thomas S. Steele of Newport Beach, California. Steele bought the unfinished hull of his thirty-two foot double-ended Tahiti ketch, *Adios*, and completed the final construction himself. *Adios* was rigged with a gaff main, club footed jib, Bermudian mizzen and a removable square yard. The square yard became one of Steele's favorite sails and by sheeting the clews to the tiller Steele created a very efficient self-steering rig.

Steele's first circumnavigation

departed Newport Beach on an east-west course and crossed the Pacific ending in Australia. Near the Cape of Good Hope *Adios* was caught in a severe storm losing her mizzen mast, rudder, all booms and dinghy. Limping into Knysna, South Africa, Steele then went to work utilizing his third-mate's license accumulating enough money to facilitate the repairs and continue on his odyssey. Leaving Capetown and continuing through the Caribbean he returned to Newport Beach via the Panama Canal.

Two years ashore felt like enough while Steele made important improvements, installing refrigeration and electricity and acquiring a new wife, Janet, who accompanied him on his next voyage. In the interim, Steele and his new bride spent their time living aboard *Adios* visiting Balboa, the Panama Canal Zone, where he worked as a "mule" driver bringing ships through the canal.

Steele's second circumnavigation was more tranquil and relaxed, perhaps as a result of having Janet on board. Bad weather struck once off Tonga when they were forced to run with bare poles dragging 300 feet of anchor and rode for three days. In the Torres Straits the crew of two was able to anchor every night and found cruising in the Red Sea to be especially enjoying. Their navigational aids were spartan, using only Bowditch, a sextant and the Nautical Almanac while lacking a depth sounder or radio direction finder. With Janet on board, Steele found having set watches to



Adios

be tiresome and instead relied on the discretion of the person on watch to determine when it was time for a change.

The medal was presented in Panama to Steele on the evening of February 16, 1964 by CCA member J. Carl Baquie.

HISTORY OF THE CCA

The event was taped and, due to the anti-American riots over the sovereignty of the Panama Canal, gunshots could be heard in the distance. In answer to Baquie's wife's question regarding the significance of the medal, Baquie commented, "...Hell woman! Don't you know what that is? That is more important than the Nobel Prize. There have been a lot more Nobel Prizes than Blue Water medals!"

In the 1964 yearbook there was a recapitulation of the Blue Water Medal Awards during the forty-one years of its existence with thirty-three awards being given to that date.

The breakdown of boats, courses and crews included eight singlehanded and eight double handed awardees; ketchs (12) and cutters (10) being the most popular boats; Americans (17) and British (8) sailors dominated the awardees; circumnavigation via the Cape of Good Hope was chosen by 9 sailors, while 2 circumnavigated via Cape Horn. Two of the Blue Water Medals were awarded under the category of heroism - The British Yachtsmen at Dunkirk and the crew of *Jolie Brise* for the rescue of the crew of *Andriana*.

The Rules Committee, under the stewardship of Chairman Arthur Homer, continued its ongoing efforts to improve the rule. All rating certificates were recalculated accompanied by the sounds of owners gritting their teeth and bearing it - the race results in 1963 supported the consensus and the efforts deemed worthwhile. The committee further decided that after January 1965 all competing yachts would be weighed to receive their rating. This new requirement would preclude some of the lengthy calculations required to obtain a portion of their rating. The 1963 Yearbook, under "Special Notices", carried an advertisement that the Measurement Rule was now available from the Secretary's office for \$2.00 per copy and the *Instructions for Inclining Yachts* would be available for \$1.00. Under the same heading, members were advised that while visiting in Great Britain they had the privilege of temporary membership in the Royal Cruising Club and the Royal Thames Yacht Club.

The *Cruising Club News* contained detailed reports from the Boston,

San Francisco, Southern California, Chesapeake, Florida and Essex Stations. The Club welcomed the Pacific Northwest Post as a new addition. The St. Francis Yacht Club was the venue for the dinner on February 7 where Commodore Hall congratulated Post Captain Dr. Phil Smith and the members of the new post. Even though it has never been operated on a formal basis, the Huntington Post once again reminded everyone that they were the oldest Cruising Club Post.

The Florida Station reported on its recent cruise to the Exumas with thirteen boats involved intermittently. The weather forecast predicted severe weather especially in the Gulf Stream and several boats dropped out but those who persevered met for their first rendezvous at Norman Cay. Rear Commodore Jim Becker held a cocktail party on Jim Turner's *Jamel*. The fine Bahamian weather finally prevailed and the cruise continued under sunny skies and the rest of the boats arrived as the fleet moved on to Staniel Cay. The fleet gunk-holed through the usual spots ending in Georgetown with a closing dinner at the Peace and Plenty Resort.

The Florida Station had a busy year including the Miami to Palm Beach Race in December with twenty-eight boats entered. The station's mid-winter meeting was held at the Bahama Room of the Columbus Hotel in Miami where Mr. F.G. Walton-Smith gave a spellbinding dissertation on sea monsters. Wirth M. Munroe was elected Rear Commodore at the December meeting.

Other stations were reporting activities as well with the Southern California Station cruising to Catalina Island in August. Ten yachts attended the gam on the island with five yachts from San Diego and five from Los Angeles-Newport. The Fall Stag Cruise attracted six yachts for the November gathering. The membership of the station had grown to thirty-five.

The Quissett Station again emphasized the existence of its heavy-duty guest mooring and the fact that they had no active committees nor planned events - that surely keeps things simple and allows for more time to enjoy the sport. Proving that there were some organizational abilities at the station, Mety Moore and Art Herrington hosted more than forty Cruising Club members for cocktails on the lawn at Hurricane

Hall, Quissett.

The year was sadly unique with the loss of two members' boats. Carl M. Heinz of California abandoned *Wanderlure* and declared her a total loss after she struck a reef off the coast of Venezuela during the last leg of his east to west circumnavigation. Closer to home, M.B. Littlefield was beating to windward in September off Horton's Point in Long Island Sound when his 52 foot gaff-rigged schooner, *Blackfish*, lost her iron keel. *Blackfish* rolled over onto her beam ends and was abandoned by captain and crew. She drifted ashore and, sadly, broke up in the heavy surf before she could be salvaged. Tragic as these events were, there was no loss of life.



Blackfish

Many of our "Greybeards" remember these years and their stories and experiences would contribute to our narratives. Enough time has elapsed allowing you to embellish your tale at will with no repercussions. Please come forth and help us trace our history.

* * *

The material for this review of 1963 was obtained from: CCA yearbooks, Cruising Club News, Wikipedia, Mystic Seaport Museum, Cruising World, Motor Boating Magazine, 1934, and The Concordian.

Jack Towle, Historian

NEWS FROM STATIONS & POSTS

FLORIDA ... CONTINUED

Karyn and Steve James spent seven weeks in Lagos, Portugal, completing winter's maintenance aboard their Chuck Payne-designed aluminum Kanter 55 sloop. Charles Starke (NYS) and Heather Chalmers assisted and lived at the boat yard for several days.

Threshold set sail for Cadiz, Spain; Rabat, Morocco; and the islands of Madeira, Lanzarote, Grand Canaria, and Tenerife. Florida Station rear



Charles and Heather aboard their Trintella 49 Dawnpiiper sailing Penobscot Bay.

PHOTO BY JONATHAN GOLDWEITZ, (CHE)

commodore Barbara Watson joined them in Rabat, and Katie Christie (CCC P/C) joined them in Madeira, making great company, crew, and tour guides through to Grand Canaria.

Steve and Karyn say their plan is to continue the season by sailing south to Cabo Verde, then cross to South America.

Florida Station R/C Barbara Watson offered more details and pictures with this report:

How lucky I was to have five weeks on board Threshold with Steve and Karyn James this summer!

I joined the crew in Rabat, the capital of Morocco, where Threshold was docked at a splendid modern marina. My hosts had already visited Marrakesh and spent a night in the desert along with a camel ride that was not the most comfortable. We took the train to Casablanca to visit the huge Hassan II mosque that had been built in only seven years, the fifth largest in the world with the world's highest minaret—even the roof retracts! Then lunch at the famous Rick's Cafe, where the movie Casablanca runs continuously. Karyn and I found the Archeological Museum along with some Roman Gold.

We explored the markets in Rabat without being pestered by locals till we showed interest, and what a joy to find so many locally made products, wonderful leather and ceramics. Then came a moonless three-nighter off to Madeira with an afternoon landfall at the attractive designer-built Quinta do Lorde marina. We were joined by Louis Meyer (ESS) aboard Strummer, who had single handed in from Horta and Connecticut. We explored the north coast before Steve helped Louis take Strummer 'round to the "covered" haulout (under the airport runway), where she will await his planned homeward voyage next February. Katie Christie (CCC) and Alex Booth (ICC) then joined. We had a lovely afternoon sail around to Funchal then much exploring. Steep and twisty were the roads, apart from the new ones that simply whizzed straight through mountains and over valleys. Phone GPS oft pointed to cross roads, only to have us find that one was 60 feet higher than the other. Steve's hill starts were exemplary. Alex departed, and we had a two-nighter with wonderful moonlight to Lanzarote in the Canaries. Lanzarote is so desolate and dramatic with huge tumbled areas of black lava and oases of brilliant white buildings and date palms. A local artist, Cesar Manrique, had succeeded in preventing any huge advertising so all one saw was the landscape. His houses were visited and the volcanic Timanfaya National Park. Next came an overnigher to Las Palmas, Gran Canaria, where the harbor was filled with oil drilling vessels.

All along the weather had been remarkably comfortable and only on our final visit to the south of Gran Canaria did we encounter any real heat--how dry that part was! But a warm welcome from



Barbara Watson, Katie Christie, Steve James, and Alex Booth aboard Threshold bound for Funchal.

PHOTO BY KARYN JAMES



Threshold enroute to Funchal.

PHOTO BY BARBARA WATSON



Katie Christie, Sonja Martin, Karyn and Steve James, with Agustin Martin, OCC port captain for Gran Canaria.

PHOTO BY BARBARA WATSON



Louis Meyer (ESS) entertains the Threshold crew aboard his Hinckley Pilot 35 Strummer.

PHOTO BY BARBARA WATSON

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. Michael Moradzadeh 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.

NEWS FROM STATIONS & POSTS

Agustin Martin, the OCC port captain, who was a great source of information and guide to an excellent local restaurant. Much seafood have been enjoyed, especially limpits, that rather like snails, seem so much more appetizing abroad with lashings of garlic butter. Potatoes with special sauces, sardines, and Katie's least favorite, squid and octopus.

We left Steve and Karyn with a hefty to-do list in preparation for the voyages south. Mark Scott, (NYS), and Chris Coulter, John Robinson's son-in-law, were joining in Tenerife to head to the Cape Verdes, where John (PNW), would join for the voyage on to Uruguay or Argentina

Ron Schaper and his wife Andrea Dowling cruised New England aboard their Sabre 40 sloop *Endurance* for the summer and sent this report:

How many times this summer have we heard the rhetorical question put forth by fellow CCA members, "Isn't this the greatest sailing club in the world?"

Flying the CCA burgee, we've found, opens so many doors.

After a storm-tossed passage from Jones Inlet, Long Island, nearly running over a whale, we felt our way into the Block Island channel at 1 am in rain and 30 knots of winds. Andrea and I had been there before, but it was many years ago in perfect daylight conditions. Groping our way in with spotlight and GPS, we finally picked up any mooring we could find at 1:15 am.

In the morning, we dinghied over to the lovely Eastbay 43 motor yacht *Lily* laying on one of the two CCA moorings. Paul and Carol Connor (ESS) welcomed us to raft up alongside, which we soon did. What a relief to have experienced professional sailors take our lines as we pulled alongside...we have had way too many "dock boys" at marinas vigorously haul on the bow line on approach to a dock, throwing the planned docking askew! Paul and Carol and their active family were busy taking advantage of all Block Island had to offer and shared their local knowledge with us.

On the other Block CCA mooring was the Ohlson 38 *Tattler*, owned by Frank and Elisabeth Bohlen (ESS), of Newport

Bermuda Race meteorology fame.

After a few pleasant days in Block, we were off to Cuttyhunk, catching a huge bluefish en route. On to Edgartown, Martha's Vineyard, which we enjoyed for five days. The local bus system is a great way to get around to see the island.



Ron Schaper shows off a big bluefish he hooked enroute to Cuttyhunk.

With Labor Day weekend approaching, and a NE blow in the forecast, we left Edgartown for the anchorage in the lagoon at Vineyard Haven. We found a great spot close to town near a fish market to secure the dinghy for our Vineyard Haven



Tiny picturesque Cuttyhunk's crowded harbor.



The entrance to Cuttyhunk's little grocery store is framed with whalebones.



Edgartown is a real sailors' harbor.

jaunts. The weather blew through and we were off again to Block Island. We found Mark Lenci (BOS) with his Beneteau 52 *Sunflower* on one CCA mooring. He invited us to raft, but warned he was having a boisterous bachelor party aboard and it may be noisy! Soon Jack and Glory Wills returned to their *Wauquiez 45 Jetstream* on the other CCA mooring and invited us alongside. We all loved the idea of two south Florida station members being rafted up in Block Island! Jack, of course, commented "Isn't this greatest club?" We agreed that by sharing a mooring, you got to really get to know other cruisers, sharing stories and information

We left Block Island reluctantly, but it was time to start our journey back south so we headed over to Shelter Island. Referring to the Blue Book, 2018 CCA Yearbook, we found that my old shipmate from the Stad Amsterdam, Charlie Weiner (NYS), was steward of a mooring at the Shelter Island Yacht Club. Though I hadn't talked to him in years, a short phone call and email had us set up on a guest mooring.

With an early start into a foul tide at Plum Gut, we fetched the anchorage in Port Jefferson, guided by my brother-in-law, SeaTow Captain Gary Nilsen.

The CCA book referenced Bob DeNatale (NYS) as mooring steward at Oyster Bay's prestigious *Seawanhaka Corinthian Yacht Club*. A phone call and confirming text to Bob had us set up with



Shelter Island Yacht Club.

NEWS FROM STATIONS & POSTS

a mooring and a warm welcome.

Watching the tropics, we are slowly making our way home to Florida, with a little help from our friends.

CCA...Is this a great club or what?



Seawanhaka Corinthian Yacht Club in Oyster Bay is steeped in old school tradition.

Pieter De Zwart and Joanna Miller-DeZwart sent us this report from Maine:

We started our second season on Pastime by sailing her in delivery mode with two friends from Brooklin, ME, to Noank, CT, to spend seven weeks there catching up with our old Mystic and Noank friends. As many can attest, your new boat, whether newly built or 2nd or 3rd hand, needs about a two-year period before she is truly all yours when it comes to understanding and outfitting, sailing, equipment and tools.

Our first trip this season was one of adjusting for the new autopilot compass, calibrating and adjusting parameters. So, we had some unexpected hand steering that actually made us appreciate the boat's good handling even as the wind started to blow a bit during the night and took Pastime from a gentle trot to a full gallop in the northwesterly winds. In Noank we changed out our charger/inverter--a success after trying to fit two different brands into the tight space.

We left our comfortable floating dock at the end of July and headed out for Maine in cruise mode, seeing for the umpteenth time no sign of any whales east of the Cape Cod Canal. We then cruised in Casco Bay to meet up with the Essex Station cruise gathering in Jones Cove, just one river east of Boothbay, at Sean and Janet Saslo's (ESS) wonderful place.

Why is it that engines always quit on Friday afternoon after the mechanics have departed the premises for the weekend? After taking part in the New York Yacht

Club's Maine cruise, we were stranded in Belfast for 10 days thanks to what seemed like a simple coolant leak but proved more complex. That caused us to use up the safety days for our planned trip to Nova Scotia's Mahone Bay. Instead, we decided to retrace the Passamaquoddy cruise organized by the Boston Station two years ago.

On our way, we stopped at Roque Island Harbor – a must in our opinion – and found there already snugly anchored two other CCA boats. One was Dog Star with Bob and Mary Rubadeau (BOS) and the other one was Wanderer with John and Wendy Richards (ESS). Cocktails on board Pastime revealed the true identity of Bob Rubadeau which earned us a copy of his most wonderful book Bound for Roque, which we both promptly read. The reason Bob and Mary were there with his old, old friend Bob Tannery (aboard a good-looking Paine designed GPR Able 52/Threshold look alike) was to celebrate his 70th birthday.

We had a great Passamaquoddy time and ended up in the St George's Algonquin hotel for a wonderful dinner. Service was a tad slow, but it paid back in spades because when we walked out we ran into Larry and Anne Glenn (BOS) stepping into the elevator. Timing is everything! On our leisurely way back to our Brooklin winter storage destination, we again stopped in Roque and found Hound (BOS) and Steve Dashew's Cochise (NYS) also anchored there. Our last stop was Northeast Harbor to do some nice hiking after a forced lay day due to heavy rains and to have dinner with Milt and Judy Baker who were aboard their Bluewater in SW Harbor.

As we write this we're just now finishing the season with a thorough cleanup of Pastime before she is hauled and put away for the winter in Brooklin. A very good season, with overall nice weather, good sailing and motoring destinations and seeing a lot of old friends and making new friends.

After spending most of the winter in the Bahamas aboard their Grand Banks trawler Tothill, Glenn "Tut" and Eddie Tuttle, with their trusty water dog, Peppino, returned home to Punta Gorda, and loaded up their

"land yacht," a large SUV for a trip out west. They report spending five weeks traveling the coast from Florida to Oregon, covering over 10,000 miles before returning home. Along the way they visited many cruiser friends and took in songwriter-performer Larry Jo Taylor ("coastal & western") in concert at the infamous, Back Porch Bar in Port Aransas, TX. For their taste, they found Morro Bay and the Reagan Library to be among the most interesting places in California. The Oregon coast drive, along with the Grand Canyon and Yellowstone, offered the most dramatic scenery. The most fun for meeting local people, families and dogs were local breweries that seemed to be everywhere.

After returning to Punta Gorda, the Tuttles headed to St. Petersburg aboard Tothill. That was during the peak of the red tide and algae outbreak that hit Florida's SW coast hard this year. Although Ft. Myers and Sarasota seemed to have the largest problems due to this outbreak, Charlotte Harbor and other areas north were spared. The Tuttles found themselves the only boat anchored in beautiful Pelican Bay and at times



Eddie, Pamela Jean Arnold, Glenn and Peppino at the Back Porch Bar, Port Aransas Texas.



Morro Bay is an artificial harbor built by the Army Corps of Engineers, the only all-weather small craft commercial and recreational harbor between Santa Barbara and Monterey.

NEWS FROM STATIONS & POSTS

the only boat on the water. After returning home in late August, Tut spent much time helping with Ham radio service during the hurricanes. Tut is the manager and net controller for the Seven Seas Cruising High Frequency Service, KPK, which broadcasts every day, among other duties with the Hurricane Watch Net, Homeland Security and the U.S. Coast Guard Auxiliary.

For Glenn and Eddie it was an interesting summer, and they look forward to seeing CCA members out on the water this winter when *Tothill* returns to the Bahamas.

For the fourth year Milt and Judy Baker led a cruise to the Canadian Maritimes. This summer's had 16 boats, 11 of them Nordhavn motor yachts from 47 to 78 feet. As Milt told participants up front, "This is not an organized cruise but, rather, a group of boats cruising in the same area at the same time. There's no fixed schedule, no fleet admiral, no must-do events, just a group of like-minded cruisers looking forward to leisurely cruising in one of North America's finest cruising grounds." The cruise recipe worked well.

Bluewater and four other Nordhavns headed out from Southwest Harbor to Nova Scotia with fair winds for the overnight passage. After a few days enjoying picturesque Lunenburg and its World Heritage Site offerings, they moved 50-miles on to downtown Halifax for a terrific week on the wharf, then another overnight to St. Peters and the lock into the lovely Bras d'Or Lakes. Some of the cruise's boats passed right on through the lakes and out the Great Bras d'Or Channel, bound for the south coast of Newfoundland and on to St. Pierre and Miquelon or over to the Gulf of St. Lawrence. Most, including *Bluewater*, spent the next month just hanging out on the lakes. Milt says it was a wonderful, laid-back but very social summer—great camaraderie with many new friendships made and cemented.

This summer was the warmest Milt

and Judy had experienced on the Bras d'Or Lakes, with water temperatures reaching 75 deg. F—plenty warm for swimming. But warm waters also brought more jellyfish. In one small harbor Milt counted more than two-dozen jellyfish along the port side of his boat. Milt and Judy beat a hasty retreat to a larger, deeper, cooler harbor!

For the first time since acquiring a drone close to a year ago, Milt says this summer he had time to learn to fly the tiny aircraft with confidence and that he also learned to shoot better pictures with it. For now he's concentrating on still shots, and he brought home what he feels are some nice ones. "I'm feeling more comfortable and more confident flying the drone," he



A slice of the Lunenburg waterfront, shot from Milt & Judy's *Bluewater* at Zwicker Wharf.



Kids outing aboard the Nordhavn 64 *Gratitude* on the waterfront.

said. "And I've learned that the basics of photography still apply: get the sun over your shoulder, composition counts, consider the background, and shoot a lot of pictures then pick and choose the best." He said he's also learned that post-processing can turn a poorly exposed image into a winner. Practice, practice, practice!

Bluewater's buddy-boat again this summer was the Nordhavn 47 *Happy*,

owned and operated by Wytie and Sally Cable (SOC). Wytie's drone is almost identical to Milt's DJI Mavic Pro, so the two fledgling pilot-photographers had a great time comparing notes over the summer.

Most boats bound for the Canadian Maritimes have the prevailing sou'westerly winds on the quarter heading farther east, but heading back



Bluewater at "dress ship" in honor of the first day of Baddeck Regatta Week on the Bras d'Or Lakes.



Milt and Judy Baker (foreground) and Wytie and Sally Cable (SOC) enjoy a night out at the lobster pound.

to Maine it's usually a different story: fighting against those same winds to get home. This year returning to Maine, Milt and Judy say they had a wonderful downwind trip back thanks of a little-known weather phenomenon pointed out by highly-regarded cruising guide author, Capt. Cheryl Barr. Here's what Cheryl said:

(One) secret is the 'August 15th' front. Within a day or two of August 15th (each year), a weather system usually moves through the region followed by northerly winds. These winds may or may not be strong depending on the severity of the front. The August 15 norther signifies

DRONE PHOTO BY MILT BAKER

PHOTO BY MILT BAKER

DRONE PHOTO BY MILT BAKER

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a change from the prevailing summer pattern to the start of the fall weather pattern. With this change there is a further reduction in the amount of fog along the coast, from approximately sixteen days in July to only seven days in September. Local and transient boaters alike are always delighted with the wonderful late summer conditions that bring warm to hot daytime temperatures, cool evenings and very little fog or rain.

Bluewater and Happy had NE winds on the quarter all the way from St. Peters to Southwest Harbor, 396 miles and 53 hours, and Cheryl's August 15th front lesson provided a great learning experience. Milt says he hopes to use the Aug. 15 norther again next summer for another "free ride" back to Maine. But he says he's always mindful of the wisdom about there being no free lunch!

One reminder for CCA members from all stations: the Florida Station offers a full round of luncheons, at least one a month, from November through April, and all CCA members and significant others are invited. You'll find the schedule for our luncheons and other events on the CCA website. We have luncheons in Stuart, Fort Lauderdale, Miami, and St. Petersburg. Please come and join us over the winter!

Milt Baker, Historian 

GREAT LAKES

It has been a busy summer for many members of the Great Lakes Station. We enjoyed a great summer season that has challenged us with extreme gales to non-existent winds. A lot of us have skipped the Great Lakes and have gone to the oceans.

Mike and Donna Hill, after 45 years of sailing, including a 50,000 nm circumnavigation on *Baccalieu IV* (Oyster 56), thought they had 'swallowed the hook' in 2011 and took a seven-year break from yacht ownership. They have missed it. "The beauty of the North Channel, along with family memories of star-filled nights spent

in tranquil coves, beckons us back. To fill this void, we purchased a Down East weekender, a *Back Cove 32*." Their first adventure was bringing her back to Toronto from Sandy Hook NJ on her own bottom. They cruised the Hudson River and Erie Canal system, spent a few nights anchored in the Thousand Islands, and explored the Rideau Canal. Then on to Toronto. Next spring, they will do the Trent Severn Waterway to Collingwood on Georgian Bay.

In March, Bob and Sally Medland sailed aboard *Escape Artist* with Ann and Brad Willauer, Tad and Joyce Lhamon, and Jeb and Dianne Embree for the CCA Cruise in New Zealand. During the cruise they journeyed to Medland Beach on Great Barrier Island that was a delight to visit. Following this wonderful sailing adventure in the southern hemisphere Bob and Sally enjoyed the summer close to home with many outings aboard their own *Aphrodite*.

Bob and Sally attended many events and festivities for the Start and Finish of the bi-annual classic Newport-Bermuda Race sponsored by the Cruising Club of America and the Royal Bermuda Yacht Club. Bob Reports that the highlight of his summer was to observe the dedication and commitment of so many CCA members to the success of the Race.

The Royal Canadian Yacht Club was represented in the Race by old time RCYC member Jim Binch (NYS) and his crew, Andrew McTavish (GLS) and Rob Emery (GLS) along with Michael Millard (NYS).

Dean Rau and Sarah Lund, from Bayfield Wisconsin, trucked their Crealock 40 *Raven* to Olympia Washington. Their first stop was Gig Harbor where they met fellow CCA member, Dan McDonough and wife Pat aboard his beautiful wooden yawl, *Weatherly*. The San Juan and Gulf Islands were crowded in early July so the *Raven* moved on. From Campbell River half way up the east side of Vancouver Island there were fewer boats and the countryside increasingly wild. They learned quickly that tides in

the Pacific Northwest are much bigger, and the currents in the various passes demanded attention. Presently, *Raven* is tucked in for winter at Port Edward just south of Prince Rupert, BC. Next May



Bob Medland on Medland Beach New Zealand

they plan to return and keep heading north, spending time in southeastern Alaska. Sarah famously once said, "When you are in Alaska, you may as well keep going through the Northwest Passage, follow the west Greenland coast, turn east and we'll have *Raven* back in Norway."

Rob Emery has purchased a new boat, *Flamingo*, a Beneteau Oceanis 45 that the family had christened and boarded in Yarmouth, Nova Scotia. Along with their daughter Tory (4), Lisa and Rob set off on a cruise across the Bay of Fundy for Coastal Maine and Bar Harbor. Amongst other sea life,



L to R: Rob Emery (GLS), Michael Millard (NYS), PC Jim Binch (NYS), and Andrew McTavish (GLS)

they were lucky enough to come up close and personal with a Great White Shark, which was tagged shortly after their encounter. It was quite a once-in-a-lifetime experience. While cruising west from Bar Harbor, they were lucky enough to meet up with Rob Beebe and family, and to use Stafford Keegan's CCA mooring ball in one of the prettiest mooring fields overlooking Southwest Harbor. During their cruising they experienced the beauty

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Rob Emery and family on Flamingo



Baccalieu V docked at Jones Falls. The Hotel Kenny, a 138 year old Inn, is in the background.

of Maine, the extreme FOG of Maine, and took down considerable weight in Lobster and Oysters. They loved Maine so much that they returned at the end of September for a week in Casco Bay. Rob and Lisa will continue their cruising next summer with planned visits to Marblehead, Nantucket, Martha's Vineyard and ping-ponging up Long Island Sound with stops planned at Old Lyme, Seawanaka, and American Yacht Club, before making their way up the Hudson and The Erie Barge Canal and home to Lake Ontario. They hope to see CCA Members along the way, and are definitely open to suggestions of stops along the way.

For the month of July, Jock Macrae with Les Crane (BDA), along with our wives Val and Mags, met up in Terceira, Azores, and sailed to Sao Miguel where we met Judy Robertson (BDO) aboard her Advance 40 *Semper Vivens*, which she had sailed over from Halifax. James Watlington (BDA) and two great sailing friends joined us (less our wives) to deliver a Little Harbour 53 to Cowes, England. We had light winds to Falmouth, but absolutely the best sailing ever along the south coast of England. It was perfect picture sailing with blue skies and strong westerlies.

Jock Macrae 

GULF OF MAINE

In March, the days were beginning to lengthen and those of us in the north were starting to think about our boats and looking forward to a great sailing season. What could be a better way to get excited about the upcoming summer than to enjoy a good boat show? The 31st annual Maine Boatbuilders Show was held March 23rd through the 25th, the second year at its new venue at the Portland Sports Complex in Portland, Maine. Not your ordinary boat show and one that people return to year after year to see friends with a common bond and to talk with exhibitors that you won't find at most other boat shows. This year did not disappoint with exhibitors displaying everything from finely crafted wooden boats to solar panels and Lithium batteries. A major attraction of the show is a series of nearly continuous one-hour seminars, and this year the range of topics was wide and varied – electric propulsion, connecting kids to the Maine coast, celestial navigation, *Harvey Gamage* in Cuba, marine trades education, building a 38-foot Aktins Ingrid, the fundamentals of sea keeping in hull design – the list is long.



Attendees at the 2018 Maine Boatbuilders Show

Phin and Joanna Sprague, who organize and run the show, expanded their hospitality this year with the traditional after-hours CCA Gam by inviting members of the Ocean Cruising Club and the Storm Trysail Club to attend, all with the idea of creating as wide a community as possible of like-minded people. In all more than 55 people signed up and more

joined in as the evening progressed.

Phin commented on the need to get young people involved in all aspects of the sport and the marine trades business and proudly introduced two grandchildren as a step in that direction. That set the tone and was followed by Bob Scott describing the Storm Trysail Club's program to introduce sailing to new and younger people and Alex Agnew of Tall Ships Portland described the CCA/GMP youth sailing pilot program for this summer in conjunction with Tori Willauer and The Apprenticeshop in Rockland. This pilot project would offer 13 to 18 year old future offshore sailors a chance for a five-day training program aboard volunteer CCA-member boats along with a trained instructor. In August, this pilot program came to fruition. The CCA and The Apprenticeshop teamed up to test a new 5-night program aimed at giving teenagers the chance to go cruising under sail. Matching a volunteer CCA skipper and boat with a sailing instructor and tuition-paying teenagers, the program seeks to provide a sustainable way for local sailing organizations to provide enthusiastic teen sailors with exposure to cruising on larger boats.

Our endlessly generous Commodore Brad Willauer departed August 6th, aboard *Breezing Up*, for the first of these cruises. Below is a description from Tori Willauer, Sailing Director at The Apprenticeshop, about the departure of Voyage 1 of the CCA Teen Cruising program.

"Four students (ages 12-16), two instructors and one captain/boat owner

NEWS FROM STATIONS & POSTS

set sail onboard Breezing Up (J46) out of Rockland harbor, headed East. This hearty group of boys will focus on seamanship, sailing and the skills of cruising while exploring their local waters off the coast of Maine. They will also delve into what it is to be a leader both onboard and in a community heeding to the phrase 'take care of ship, shipmates, self' in that order. They started the day with a 'duffle shuffle' (making sure they packed only the gear they needed and nothing extra), they set in on their first task of provisioning. As a group they created a menu with a shopping list and made their way to the local super market. They also created a team charter – a list of behaviors they want to bring with them on their voyage -which they have written on a burgee that they will fly on the starboard spreader. They stowed their gear, got oriented and set sail." Much was learned by all.

At the end of May, 62 GMP members and friends gathered at the Frontier Theater and Café in Brunswick for a showing of "Following



Commodore Brad Willauer and crew

Seas" released in 2016, it is a film telling the story of Blue Water Medal winners Robert, Nancy and Reid Griffith's many years of remarkable cruising adventures which covered over 170,000 miles. Our evening began with a social hour in the theater's café with drinks and hors d'oeuvres, followed by the film showing. We were honored to have Robert and Nancy's son Teno with us and he added a great deal, both before and after the film, through storytelling and recollections about their family life. CCA members Chris Knight and Peter Passano were also in attendance. Chris had shot some of the footage used in the film during a passage

to Hawaii, and Peter had met the Griffiths during his cruising in the Pacific. Also in attendance was Marina Passano's father, Bob Dale, who had been stationed in the Antarctic during



Following Seas Film Showing. L-R: Brad Willauer, Bob Dale, Chris Knight, Teno Griffith, Peter Passano

the Griffiths circumnavigation of that continent. All three added to the event with memories of their own. The film itself was beautifully edited and made for a fascinating and impressive showing. Most of the attendees opted to stay for a meal at the Frontier Café in a lovely setting overlooking the Androscoggin River.

The GMP holds a license for the public showing of this film and will be happy to share it with other groups for additional showings. Please contact Frank Cassidy if interested in arranging this.

A Safety for Cruising Couples (SCC) seminar was held at Camden Yacht Club on May 27th. This was organized by Doug Bruce and Galen Todd, a new GMP member also from Camden. This particular SCC event set out to be a little different from typical seminars. Galen and Doug worked hard to recruit younger cruisers to attend, in line with the club's long-term goal of attracting a younger generation of qualified cruisers. In addition, they wanted to involve a significant number of GMP members as instructors and attendees, some of whom might be motivated to organize additional seminars in the future. They wanted to enhance the instructional process to have attendees feel a greater sense of personal involvement and commitment to learning the essentials needed for their specific sailing ambitions. Happily, the organizers

felt the seminar succeeded in these objectives while reaching a capacity crowd of 50 attendees. The follow-up survey showed that seminar attendees gave the sessions high marks in virtually every category. In addition, numerous letters from attendees were received saying how enjoyable and effective the seminar was in meeting their individual needs.

In August, 90 of us gathered at the WoodenBoat School in Brooklin for a joint BOS/GMP event. It is a gorgeous setting right on Eggemoggin Reach. Many came by boat, a few by car, and a good time was had by all. Garry and Leslie Schneider offered launch service to boaters. Many enjoyed a tour of the campus led by WoodenBoat's own Rich Hilsinger. All



JP Smith in Lifesling at Safety for Cruising Couples



Galen Todd teaching medical topics at Safety for Cruising Couples - Gust Stringos (GMP) on left

were impressed by the schools courses and quality workmanship. A few discovered fun offerings in their store. With thanks to all who contributed to the event, the GMP was able to make a \$1,000 donation to WoodenBoat School's scholarship fund.

The highlight of the gathering was a presentation made to the club which had been thoughtfully masterminded by Stocky Smith. I quote Stocky:

"I have asked my first cousin, Henry B.

NEWS FROM STATIONS & POSTS

du Pont, IV to join this Gam in his boat, N'oreaster. When our Grandfather, Hank du Pont, was commodore in 1957-1958, he commissioned a jeweler to fabricate a lady's brooch in the shape of a CCA burgee with the white part made up of diamonds and the blue stripe as sapphires. When he died in 1970, the brooch was handed down to my mother, Peggy. And when she died in 2009 it was then handed down to Scilla. As there is no logical lady to pass the brooch on to, either as a member or the wife of a member, Scilla has decided to gift the brooch to the Club to be worn at official events by the wife of the incumbent Commodore, or by a lady Commodore herself."

This brooch is stunningly beautiful and is an enormously thoughtful and generous gift to the club. Sadly, Stocky passed away four days after



Brad & Ann Willauer - brooch presentation



CCA Burgee Brooch

the gam but was able to enjoy seeing a video of the presentation that was taken by his dear friend Sandy Andrews.

Congratulations were given to Frank Blair on his circumnavigation award presentation. Ed Van Keuren (BOS /BUZ) also joined us at the Gam and had been awarded his pennant in the spring.

A large grill was on hand, two rum kegs were present, and everyone enjoyed cooking out, and sharing a meal together.



Circumnavigation pennant
Brad Willauer, Ed Van Keuren, Tim Surgenor, Frank Blair

Garry and Leslie Schneider had a good "safety moment" dockside at evenings end, testing the power and effectiveness of a traditional flare vs the new Coast Guard approved 'flashlight' version. The old-style flare won hands-down.

Garry and Leslie have for several years been administering CCA's Safety at Sea seminars. Offered to Newport Bermuda racers and the general sailing public. On June 14th Garry and Leslie were honored prior to the start of the Newport Bermuda Race by CCA Commodore Brad Willauer for their work.

Garry and Leslie are handing the responsibility for these courses over to Mark Lenci, and they expect to put their teachings into practice as they cruise aboard their Mason 43, *Rising Wind*.

Our October event will be held at Rockland's Sail, Power & Steam Museum where we will be hosted by the museum's founders Captain Jim Sharp and his wife Meg. The evening event will include hors d'oeuvres and beverages in the museum where we will wander about and have the opportunity to hear the history of Rockland and its shipbuilding.

Captain Sharp is a local legend and has been part of the schooner world since the 1950s. He was one of the early members of the Maine Windjammer Association. After a lifetime of rebuilding more than 30 vessels and showcasing the coast of Maine as a schooner captain, Jim Sharp enjoyed a 20-year retirement that allowed him to focus on writing, cruising and donating his beloved schooner *Adventure* to the city of Gloucester. In 2009, Jim and his

wife Meg came out of retirement to renovate the old Snow Shipyard property in Rockland to create the Sail, Power & Steam Museum and Children's Museum.

The museum is a treasure trove of nautical and mechanical gear, working boats in running condition, and operating steam and diesel engines. And an entire area is devoted to the Bowdoin - a schooner many CCA members are familiar with.

By the time this issue comes out, our boats will be tucked in for the winter... or traveling south... and we hope to see you all at a variety of upcoming events - including our ever popular lunch at the Damariscotta River Grill. Our presenter will be Mark Lenci, USN "A Day in the Life of a Nuclear Attack Submarine" accompanied by his son, Lt. Nicholas Lenci presenting "An Update and Comparison to Today's Surface Navy" Please join us if you can - it's always a fun event.

Frank Cassidy, Secretary

NEW YORK

The NYS has had an active 6 months since our last update.

In May Peter Becker and Rob Alexander spoke about their future plans for the Young American Sailing Academy and their preparations for this year's Newport Bermuda Race.



NEWS FROM STATIONS & POSTS

They have great plans for YASA, which we were excited to hear about. Following on the success of *High Noon*, for this year's Bermuda Race, YASA entered a 63-foot race boat named *Gambler*. Of significance is how this team was made up of sixteen young sailors male and female – all under the age of 23. Visit www.yasailing.org to learn more about their activities.

In June we had a terrific Clambake at David Tunick's house with a large contingent of CCA and NAS members. Luckily the forecasted rain seemed to split right over David's house and the weather turned out to be almost perfect.

Due to forecasted thunderstorms, the Oyster Bay rendezvous was postponed 24 hours to August 5th. Under the able leadership of Ian Gumprecht, there was a good turnout of 7 boats that rafted up. To paraphrase Ian, 'it was a wee bit hot...and plenty of swimming and huddling up in the shade of those boats which had awnings'. I believe it was much more than a wee bit hot! In fact, when I asked if there were photos to put in the GAM, Bob Darbee's comment was....'IT WAS A REALLY HOT DAY! Maybe someone has a pic of wilted guys hiding under that awning . . . ' No one could supply such a photo. Next year we are thinking of moving the Oyster Bay Rendezvous to either June or September to hope for more moderate temperatures.

In October, Rich DuMoulin discussed the 'Evolution of Safety at Sea over the past 50 years'. Rich's vast experience including 25 Newport Bermuda Races gives him an unique perspective of safety at sea which made for an informative and entertaining evening to kick off our winter events.

During dinner, Rich was regaling his table about his and wife, Ann's summer cruising activities around the Great Lakes. In November, our entertainment will be the film, "NY40 MARILEE: Restoration of a Herreshoff Classic" and followed up by our Annual meeting at our December meeting.

For events after the New Year,

we are working to see if we can begin to vary our monthly meetings and change the routine in order to reinvigorate our events and increase participation. Ideas include a lunch meeting, more rendezvous, visits to various maritime museums, etc.

Sandy Vietor 

PACIFIC NORTHWEST

The PNW Station enjoyed an unusually warm and dry sailing season...dry, that is, until our Fall Cruise, carefully scheduled for the most reliably sunny week of the year... but more about our cruises later.

The Station held our normal monthly luncheons on the shoulders of the summer. Speakers included Phil DiNuovo and Leslie Linkkila who recounted their cruising and humanitarian adventures in the Pacific and New Guinea aboard their 33' Mason cutter *Carina*. Peter and Ginger Niemann delivered a remarkable account of their transit of the Northwest passage aboard their Herreshoff ketch



Dianne Embree, Bob Medland, Brad Willauer, Tad Lhamon and John Robinson intently racing radio controlled yachts in the Hauraki Gulf

Irene during the summer window of 2017. Bob Brunkow, founder and past president of ICOM America discussed trends in communication technology. Our own guru of photography, Chuck Guildner, provided a wonderful update of techniques and composition in the making of digital images. We are blessed with really great speakers.

Stations members enjoyed participating in the New Zealand Cruise in March and brought back wonderful stories and vivid memories. The

Hauraki Gulf welcomed PNW members John and K Robinson, Dave and Mary Utley, Tad and Joyce Lhamon, Doug and Susan Adkins, and Walter Smith and Kathryn Crossland.

Other far-flung cruisers included Don and Sharry Stabbert on Starr in their loop from Honolulu to Seattle via the Kenai Peninsula. They might



The Haka at Weihiki Island

have crossed wakes with Mark Roye on his adventures in Prince William Sound aboard *Tamara*. Kaspar and Trisha Schibli ranged further east in the Mediterranean this summer aboard *Starfire*. Bob Cadranell, who is really an SAF member but who we like to claim, brought his new 85' *Adjutor* north from San Diego for a quick visit and then scooted right back down the coast for the St. Francis YC Stag Cruise. The Niemanns continued across the pond from the east coast to Androssen, Scotland in *Irene*. Howard and Stephanie Conant found their way home to the Pacific Northwest on *Holy Grail* after many years away and Bill and Cathy Cuffel reported in from Sardinia aboard *Jarana*. Finally, at this writing, John Robinson was aboard *Threshold* with Steve and James on their way from Cabo Verde to Buenas Aires. As an important final note, new member Haley Lhamon competed notably with an all- women crew in this summer's Race to Alaska, the R2AK. We await her report later this fall.

This year our Cruise Director John McCartney, along with Gail of course, worked very hard while keeping us relatively close to home. The Spring Cruise titled "Island Time" began on May 13th in Anacortes and meandered through the San Juan Islands with a stop at Hunter Bay, a terrific dinner in

Photo by Doug Adkins

PHOTO BY DOUG ADKINS

NEWS FROM STATIONS & POSTS

Friday Harbor and a final-final with chowder, song fest and rum barrel on Mike Brown's iconic and grand *Double Island* in West Sound on May 19th. A good many cruisers took a wonderful side-trip to Dan and Kathy Schwartz's beautiful home at Cattle Pass for a deck-side lunch followed by a lookout for native foxes. In the fall our cruise took us north to Howe Sound and the Sunshine Coast just to the north of Vancouver from September 9th through 13th. "Howe Sound Sojourn" was planned to coincide with the best weather of the summer and linked to the week after school begins in order to maximize our enjoyment of quiet cruising. However, the Gods had other plans and the rain began in the days before the cruise started and pelted us



Gray skies, bright trousers! Baird Tewksbury and Dan Schwartz

rustic and welcoming ambience had never allowed another group to use their facilities. We could not have felt luckier to be the first. The rain continued but it never dampened our spirits or diluted our rum barrel. The fleet of 13 boats continued around Gambier Island for a Guest Night aboard the Conant's *Holy Grail*, the



Lhamons and Stabberts aboard Lyric

for the early part of our time together. But, no worries really. We are the PNW Station after all!

We began at Gibson's Landing for a far better than usual Pub Dinner and then headed north through the rain and abundant drift to the marvelous and snug Thunderbird Yacht Club on Gambier Island. This tiny club with



The Snug Harbor Crab Boil



Appetizer Runners-Up Charlie Stillman and Joe Golberg with the Rum Barrel

Stabbert's *Starr*, the Middleton's *Far Out*, and Rondy and Dorothy Dike's *Moxie*. Our cruise finished up with two nights at Rondy's terrific Union Steamship Company at Snug Cove on Bowen Island. The first night was a unique Crab Boil with the whole crew eating fresh seafood with our hands at a very long table followed by a seated dessert.

The following night was the men's appetizer contest and rum barrel to close out a wonderful and memorable time together.



The PNW Station is represented by many Transoceanic and Circumnavigation veterans. The photo above shows a group of 'round-the-world' sailors who were awarded their pennant during a recent Station luncheon. They are Paul Baker, Suzette Connolly, Mary Alice and Brian O'Neill, Pat Mondloch, Neil Sirman, Kurt Mondloch, Garth Wilcox, and Sue and Jim Corenman.

In the "Intra-Station Cross Cultural Department", Doug and Susan Adkins were privileged to call on Ross and Kathleen Sherbrooke in Cohasset, MA and be given a tour of their fantastic and historic beach-bound boathouse. What a treat!



The Sherbrookes in their element

The PNW Station meets at the Seattle Yacht Club on the second Monday of each month except July, August, and September when we are out cruising. We are always very happy to have members from other posts and stations join us, whether for luncheons or our fabulous cruises.

Douglas Adkins, Historian

SAN FRANCISCO

It's not news, but summer's over (at least in the Northern Hemisphere), so it's time to report on the doings at the San Francisco Station. As is often the case, this past summer our members shot out of the Gate for places near and far. Well, actually not so near.

Although she hasn't reported in, we know that Sylvia Seaberg and partner, Tom Condy, were out in French Polynesia somewhere having a grand time. And how, you might ask, do we know that? Bill and Sandy Edinger bumped into them (not exactly, but wicked close) as the photo from Sylvia attests. They coincidentally were anchored near each other in Fare, Huahine.



That's Bill's Defiance, in the distance, and Sylvia's Cinnabar

Bill and Sandy had left for the Marquesas in mid-April to pursue much the same loop as they did four years ago. By May 1, they were nearly in Hiva Oa, 17 days out. And who should they see but Station member Marc Gounard, with Doreen, aboard their cat, *Imani*? Marc and Doreen had arrived from Sausalito in December and had been cruising the islands since then.

From Hiva Oa, Bill and Sandy went on to Fakarava, an atoll in the west of the Tuamotu group in French Polynesia. Fakarava had it all: beautiful tropical scenery with vibrant sea and bird life ... fantastic clear water ... abundant rich and healthy coral. But they pushed on – to Rangiroa, then to Moorea, Tahiti. And on they went (at one point Sandy and daughter, Annie, flew back to San Francisco and Bill took on fresh crew).

And then, just as happened four years ago – another all-hands-on-deck scenario – on the way back to San Francisco

from Hawaii, Bill was just coming onto his midnight watch when he heard a huge BANG. Arriving topside, he saw the mast tilting aft at about 45 degrees. Never mind his first reaction – his second reaction, only seconds later, was to see if he could salvage the situation. Earlier he had attached a halyard to the forward pulpit, which was still attached and keeping the mast from coming all the way down. *"We then, in a frenzy, rigged more halyards forward and started to slowly crank the mast back into place. We were able to get it back upright and secure. We dodged a big bullet, as once the mast falls all the way down it is almost impossible to raise at sea."* The mast had crushed the hard top for the dodger and Bimini top as well as tweaking the new boom. They were able to continue – on the port tack and making okay time although with uncomfortable seas. After a couple of days, Bill noticed that *"Wavy Gravy,"* the hydrogenerator, wasn't keeping up with the loads. The boat felt ponderous and the autopilot was working harder than it should sucking up the juice. At around this time, he also noticed that the starboard ama seemed to be riding lower in the water. *"I went down and opened the hatch and looked forward and found that the forward section was totally flooded! The forward section of the ama (about 25% of the total) has a lexan cover that is removable so that you can store a few things in there and also see in. It wasn't leaking a drop even though the compartment was full to the top."* Bill normally carries a big 12-volt pump and was able to rig it to drain the 700 or 800 gallons of water in there. *"They say the best bilge pump is a scared man with a bucket, but we would still be bailing without that pump!"* In due course, they found that the leak had been from a fitting he'd used to attach one of the halyards to raise the mast, which operation had put a horrendous load on the fitting, damaging its caulking seal. Once fully caulked, however, *Defiance* was able to make it safely back into the Bay. And to think that exactly all of this had previously happened to Bill four years ago!

On less heart-pounding, but still noteworthy voyages, Jim Quanci took his Cal 40, *Green Buffalo*, across to Hawaii

in the Pac Cup. The course is 2070 miles, more or less, from San Francisco to Kaneohe Bay, Oahu. He went fast, finishing first in his class. Also going along, but at a much more relaxed pace, was John Swain aboard his Mason 44 ketch, *Lyric*, which was well suited for the Fun Race to Hawaii. John also took along some garbage-tracking gear in case he might be able to put it to use. John said it was slow going, but he had a great time, which is what he'd wanted. And, over on the other coast, Peter Noonan took his *Defiance*, a Swan 56, out to Bermuda with the other Newport Bermuda Race participants.

Todd Hedin and Liz Baylis had an unexpected meetup with Commodore Brad Willauer in Rockland, Maine. The Commodore had noticed that *Acquaviva* was in a state of improper dress – specifically, that the burgee was not flying from the masthead position as required in the Blue Book, page 488. He did acknowledge Todd and Liz's fears about the well-being of their gear up there, so, off he (the Commodore) went, soon to return with a pig stick to solve the problem. With their concerns allayed, all retired to the Commodore's *Breezing Up* for a pleasant evening. Here's the Commodore's solution at work:



Sue and Mike Proudfoot put some miles on. Hoping to repeat their voyage of 18 years ago, they departed the Bay in May and made Cape Flattery in five

PHOTO BY SYLVIA SEABERG

PHOTO BY LIZ BAYLIS

NEWS FROM STATIONS & POSTS

or six stops. Then on to Puget Sound and north along the inland passages of British Columbia and Alaska, and around Revillagigedo Island, Alaska, where Ketchikan is located. They then returned to Bellingham where they left *Farida*, their 38-foot Colin Archer ketch, to be picked up next summer.

Stan and Sally Honey had previously arranged to have their *Illusion* moved south by friends and family, but the time had come for them to take charge, so they did. After departing from Costa Rica, they took advantage of the opportunity to explore Panama's Pacific islands, which they found absolutely magnificent. From there, they transited the Canal, and left *Illusion* on the east (north?) side, as Stan would be off preparing for the Sydney Hobart Race aboard *Comanche*. Next year, they plan to move along through the Caribbean and up the East Coast to Newport.

Moe Roddy was fortunate enough to sail along the Irish Coast, Scotland and the Scottish Islands and canals aboard *Nora* and Bruce Slayden's 66-foot Gunboat, *Moondoggie*, and Dick Enersen was back in his usual stomping grounds, Vancouver Island, with his daughter, aboard *Brass Ring*.

In early October, Station member Jeanne Socrates departed on an effort to complete a solo, non-stop, unassisted circumnavigation. She completed such a voyage in 2013, becoming the oldest woman to do so. Her exploits can be followed at www.svnerida.com.

At the end of every summer, the Station has a cruise up the coast to

Tomales Bay, which is a long narrow bay created by the San Andreas fault, the mouth of which is about 50 miles to the north of the Gate. The cruise, to which many members come by car, starts off on a Saturday morning with a beach cleanup effort. Here are the early risers:

Then there was the picnic organized by Jason and Candice Deal. It was a feast. Did anyone know that Jason had been a chef in a fancy restaurant in London? Well, he was, and the results were on display. And picnic goers also brought certain delights. Here they are (Jason and Candice are on the far left):



PHOTO BY UNKNOWN

Station boats included *Cotesa* (Clark Beek), *Deguello* (Jason Deal), *Ebenezer II* (Richard Schaper), *Nautigal* (Robby Robinson) and *Nozomi* (Roweena Carlson). Bill Edinger showed up aboard Bill Mittendorf's powerboat.

As it turns out, Tomales Bay is a little like a lobster trap: somewhat easy to get into, somewhat harder to get out of: Here are some folks thinking the trip out would be a breeze:

The trick is to get over a bar at the mouth of the Bay at the top of the tide, or

not at all. And here's Robby's account of their departure from Tomales Bay aboard his 80-year-old Spaulding 38, *Nautigal*: "Saturday evening we moved the boat with two others to White Gulch anchorage with plans to leave at the morning tide 0615. Got up at 0400 – yuck, cold, very dark, etc., and off we went around 0500, 4 ½ miles later, onto a mud bank (I draw 6 feet). Did that three times. Another boat, Rowena Carlson's *Cal 40*, *Nozomi*, tried with same effect. One boat, Richard Schaper's *Ebenezer II*, with two feet less draft, did make it through. Back to White Gulch with plans to try again on the evening tide about 1715, which was a foot

higher. White Gulch is a great anchorage, 6 miles from the entrance, with herds of Tule Elk wandering around making whistling noises. They are really, really big. Males have big racks. Anyway we did make it out successfully, *Nozomi* leading, with about 9 inches in one spot, and were headed to Point Reyes, again, motor sailing in light wind (reach) with just the main. Wind stayed light until we passed the Point Reyes Light and had just turned left when it picked up. I swear there is a machine buried in Point Reyes that generates wind, fog and cold air. It is always miserable there." After spending the night in Drake's Bay, Robby and his crew made it back to San Francisco Bay late on Monday afternoon.

We continued to hold our regular monthly luncheons with speakers at various yacht clubs in the Bay Area, except for the months of July and August, when we take a summer break. In June, in place of mid-day lunch meetings, we held the first of two dinner meetings in an effort to see if this scheduling might make it easier for those still working to attend. The first of these dinners was held in the boatyard



PHOTO BY PASSING BEACH-GOER



Libations aboard Nautigal

at Spaulding Marine Center in Sausalito, and turnout was high. Spaulding is a wooden boat yard and has a lot going on, so it was enjoyable being there among its “works in progress.” The second dinner meeting will be held in November 7, also at Spaulding. Our new Station member, Ashley Perrin, will speak on her extensive experiences as an ice pilot in Antarctica.

Reporting on happenings at the San Francisco Station during the summer months would be deficient if mention weren’t made of the progress that our Station member, Alan Olsen, made on his years-long construction project along the shoreline of Sausalito. I’m referring, of course, to the building of the *Matthew Turner* under Alan’s leadership. He’s really close to finishing up, and here’s the proof:



Stafford Keegin, Historian

PHOTO BY ROBBY THOMPSON

SOUTHERN CALIFORNIA

The June luncheon attended by some 35 members, was held at the Balboa Yacht Club on June 21 and featured our own famed yacht designer and member Alan Andrews. He talked about new yacht designs and foiling monohulls for the upcoming AC event. Most of us were left somewhat amazed at the anticipated speeds that were predicted among other aspects of the newer designs.

The annual Spring Cruise to Catalina, hosted by Bob and Corky Winters, began with a kick-off dinner in Newport Beach June 12. Members and boats participating included Bill and Jeri Barsz on *Bel Ami*, Steve and Amanda Calhoun on *Psyche*, Gary and Sandi Hill accompanied by Duffy and Terry Duffield on *Peter B*, John and Vicki Frank on *Melelai*, Carl and Kary Fuller on *Rocket*. Gil Jones and Rick Wempe on *Cat Tracs* Ric and Monika Sanders on *Ambivalence 2*, Larry Somers and Lisa Laing on *Amorita*, further joined by Seymour Beek and Bobbi, John and Adrienne Garrison, and Tod and Linda White along the way.

The group first gathered at Moonstone Landing and the NYHC station for cocktails and Bocce Ball games highlighted by Gary and Sandi Hill inviting the entire group aboard for a dinner cruise to Avalon and a night ashore at the Blue Water Grill.

Further stops included Cherry Cove and winding up at the LAYC facility at Howland’s Landing and a beach barbeque and the famous Larry and Lisa chili and dogs.

The annual Summer Party held at the still to be finished Newport Harbor Yacht Club was held on August 26 was well attended and hosted by Rear Commodore Pete and Harriet Palette. The newly constructed yacht club will hopefully be ready for the annual dinner to be held November 28.

The next luncheon meeting will be at the San Diego Yacht Club, October 18 and will feature Rowena Spencer

PHOTO BY ALAN OLSON

and Stan and Sallie Honey on their voyage to Antarctica aboard Skip Novak’s *Pelagic Australis*.

John L. Cahill, M.D., Historian

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.

CCA MEMBERS HONORED IN THE AC HALL OF FAME

Being in the AC Hall of Fame is a big honor. I found the photo in the Americas Cup news today. Two of the men in this photo are CCA members. Marshall was one of four inductees at the gala; the others in the photo are already members of the Hall of Fame.



Left to right: Bruno Troublé, John Marshall, Patrizio Bertelli, Tom Schnackenburg and Gary Jobson

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 



FINAL VOYAGES

Hugh Caldera

Ron Chevrier

Robert Drew

G. Waddy Garrett

Tom Gochberg

James Gourd

George Hartmann

Jakob Isbrandtson

Bjorn Johnson

John Letcher

Robert McWerthy

Henry Marx

Jack Moffly

Bradley Noyes

Michael O'Flaherty

Humphrey Simson

Stockton Smith

Peter Ward

Daniel Walker

Voyages will continue to carry full remembrances with photos.



WELCOME NEW MEMBERS



WILLIAM C. BALLARD

St Petersburg, FL
Spouse: Marion
Yacht: *Osprey*, Mainship Pilot 34
Station: FLA
Proposer: Donald J. Krippendorf

Prior to attending the US Naval Academy, Bill had extensive one design and offshore racing experience (two St. Petersburg to Havana races, one complete SORC) sailing out of the St. Petersburg Yacht Club. At USNA he was a member of the offshore racing team, qualified as a Luders 44 skipper as a plebe, crewed in the 1957 Annapolis-Newport Race and served as midshipman sailing master in the 1958 Newport to Bermuda Race. Following his commissioning, he served on *BARTON* (DD 722), attended submarine school, served on *HARDER* (SS 568), and qualified for command of submarines. After five years of sea duty, he returned to Florida, and practiced law in St. Petersburg for 38 years. He owned and raced a variety of MORC and PHRF boats, a J24, an MC Scow, and recently, a J70. In 1999 Bill was navigator and a watch captain on a 45 foot sloop for a transatlantic cruise from St. Maarten to Puerto Sherry (Bay of Cadiz), Spain. He served as Navigator on three SORC circuits in the 1980's, and as Navigator on yachts participating in the St. Petersburg-Isla Mujeres Races of 2005, 2013 and 2014, and the 2017 St. Petersburg to Havana Race. Since 2007 he has been active in race management and is presently (2018) a US Sailing certified Race Officer and Club Judge.

Affiliations: St. Petersburg Yacht Club, Past Commodore

Military Service: US Navy 1960-1965

ALEC BRAINERD

Rockport, ME
Spouse: Erin
Yacht: *Nora*, 1961 41'
Sparkman Stevens yawl
Station: BOS
Proposer: Jeffrey Gonsalves



A Maine native, Alec's coastal and sailing skills crewing and captaining various windjammer schooners landed him a position as full time crew aboard the William Fife 94' ketch *Sumurun*, which he was aboard for her first place finish in the 1997 transatlantic cup. From England, Alec carried on as Watch Captain on *Sumurun's* passage to Gibraltar and Sardinia. In April 1999, Alec set off on a 82' cold molded sloop from Antigua to New Zealand, as Mate/Watch Captain, transferring to a 100' 1939 Camper Nicholson as Watch Captain on that vessel's voyage from Auckland to Fiji and return. Alec's love of boats and boatbuilding led him to establish his Artisan Boatworks in 2002, where he and his crew build, restore, maintain and broker an amazing array of classic wooden yachts. He and Erin are active members of Camden YC, where they are frequently to be seen sailing on *Nora* with their two young daughters.

Affiliation: Camden Yacht Club

CARL BUCHAN

Seattle, WA
Spouse: Carol
Yacht: *Madrona*, 40' Custom sloop
Station: PNW
Proposer: Thomas O'Brien



Carl's father Bill was a Star World Champion and Olympic Gold Medalist. Inevitably Carl sailed from childhood, was an All American and Collegiate Sailor of the Year at the University of Washington, and won an Olympic Gold of his own in the Flying Dutchman Class in 1984. Carl has also won multiple world championships, and trimmed the wing on the America's Cup Stars and Stripes catamaran in 1988. Although best known for his one-design championship wins, Carl, along with Carol, has enjoyed coastal and offshore sailing for many years in vessels of all sizes. In recent years they have taken up racing and cruising on *Madrona*. In June 2016 Carl skippered *Madrona* in the Race 2 Alaska, from Victoria, BC to Ketchikan, AK, which is a non-stop race, with no use of power permitted. Once the engine was reinstalled, Carl and Carol sailed *Madrona* back home. Besides innumerable Swiftsure and Southern Straits races, and a 2017 Transpac on *Merlin*, Carl has also enjoyed chartering for many years with Carol and their children in various corners of the world from New Zealand to the Caribbean.



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DAN G. COIT

New York, NY
Spouse: Kate
Yacht: *White Wing II* –
Hinckley Sou'wester 42
Station: BOS
Proposer: Blake Cady



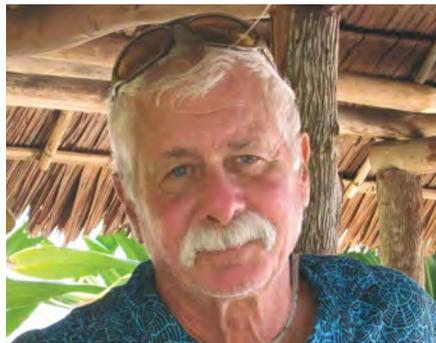
Dan grew up sailing in Maine on his father's 43' Alden schooner, and was the under 18 Maine Sears Cup champion for two years running. During his undergraduate years at Yale, Dan was a member of the Varsity Sailing team, finding time during those college years to deliver boats on the east coast and the Caribbean, and take part in a Newport to Bermuda race. In 1980 he was crew on the transatlantic delivery of a 56' ketch from Florida to Majorca. Dan's highly successful professional career as a surgical oncologist, based in New York City, has taken up much of his time. However, summer vacations in Blue Hill always allowed Dan and his family to spend many pleasurable days on the Maine Coast. Since 2010 when Dan purchased *White Wing*, he has single-handed her in the Bay every day possible, and has taken her round trip from Blue Hill to Bermuda. Dan has also enjoyed heading north to Nova Scotia, New Brunswick and Newfoundland. In 2017 he left Blue Hill to circumnavigate Newfoundland clockwise, taking 60 days to complete the 2,500 mile passage. Dan's crewmates are in agreement as to his calm, positive and encouraging demeanor, even in challenging

situations, such as dragging anchor in the dark on a rocky lee shore on the south coast of Newfoundland, or coping with the sudden loss of a backstay in a blustery nor'easter.

Affiliations: Kollegewidwok Yacht Club, Blue Hill

PHILIP J. DINUOVO

Kingston, WA
Spouse: Leslie Linkkila
Yacht: *Carina*, PAE Mason 33
Station: PNW
Proposer: Frederic T. Lhamon (Tad)



In August 2003 Philip, and his wife, Leslie, set off in *Carina* on a voyage which would ultimately cover over 41,000 miles and take 14 years. They left Neah Bay, WA on their first leg to San Diego, thence to Central and South America, and the Galapagos before reaching the Marquesas in April 2009. Along the way, Philip and Leslie became actively involved in local community work, even organizing other cruisers to help fund and build a kindergarten in El Salvador. They spent two cyclone seasons in Tonga and Fiji before jumping off from Vanuatu on their first trip to Micronesia in 2011. They crossed the equator a total of twelve times, visiting the Solomon Islands, Palau, the Philippines, Indonesia and Papua New Guinea. In 2016 they launched and executed a humanitarian project in support of the isolated Seimat people of the Ninigo Islands who are struggling to survive by retaining their sailing canoe traditions in the

shadow of external threats. In 2017, they departed from Pohnpei and crossed the North Pacific, making US landfall in Sitka, AK, a trip of 46 days and nearly 4,700 nautical miles. They maintained an insightful and interesting website and blog throughout the years <https://sv-carina.org>, and those CCA members who encountered them en route were impressed by their thorough preparation and the extent of the assistance they provided. They have written dozens of articles and offered educational workshops at many cruising venues. Philip is an amateur radio operator, K7PAZ.

Affiliations: Port Madison YC, WA; Seven Seas Cruising Association (Commodores and Cruising Station Hosts, and recipients of the Association's Clean Wake Award)

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. Michael Moradzadeh 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



LESLIE E. LINKKILA
 Kingston, WA
 Spouse: Philip DiNuovo
 Yacht: *Carina*, PAE Mason 33
 Station: PNW
 Proposer: Joyce Lhamon



Leslie grew up in rural northeastern Connecticut, where she was an active equestrian. She has been sailing for pleasure most of her adult life; and besides having a Masters degree in Microbiology, she is also extremely adept at maintaining and running their yacht, including extensive experience in sail repair. She has recently completed exams for a USCG Master's Near-Shore license. As indicated in the bio of her husband, Philip, they became involved with local communities during their 14 year blue water cruise. In Micronesia, for example, Leslie served as adjunct faculty of Math/Science at an accredited college, replacing a faculty member who had taken an extended leave of absence. Leslie was the dedicated navigator aboard *Carina* and sourced weather and routing information via Saildocs with SailMail and Winlink. She has organized and presented seminars on the use of satellite imagery to supplement charts to ensure safe navigation in areas where charts are limited or inaccurate, and is organizing webinars for Seven Seas University. She is currently the co-national Chair of the Seven Seas Cruising Association ham radio

testing initiative and is an amateur Extra, WZ7LL. Leslie has shared tales of their sailing adventures with local philanthropic groups and at events such as the Seattle Boat Show and Wooden Boat Festival. She has expressed an interest in contributing to the Voyages magazine and volunteering for the Safety at Sea course.

GERARD B. DOUGLAS
 St. Petersburg, FL
 Spouse: Margaret (Tina)
 Yacht: *Spartina*, Catalina Morgan 440
 Station: FLA
 Proposer: Barbara Watson



Gerry grew up in a sailing family on Barnegat Bay, NJ, and cruised the east coast as a youngster. At age 12 he bought a sailing duck boat for \$50.00, which he rebuilt and sold for a handsome profit. A spark was ignited. After a brief career in industrial design and architecture, Gerry returned to his passion, studied naval architecture and engineering, and pursued a life as a yacht designer. Over 50,000 boats of his designs have been built by Catalina Yachts over the past 40+ years, winning numerous Boat of the Year awards, as well as domestic and international design competitions. Gerry currently designs from the Largo, Florida Catalina plant where he is the GM. His personal yachts tend to be veritable petri dishes of sailing innovations, as he is dedicated to personally testing every innovation and new piece of

gear to be adopted for production. As young adults Gerry and Tina cruised the east coast aboard their 23' bilge keeler, leaving her in various ports to return to school and work between legs. Gerry and Tina now spend their time either cruising with family and friends on the California/Mexico coast or on their new Catalina/Morgan 440 in St. Petersburg, Florida, when Gerry is not racing with customers and friends aboard their yachts. Gerry and Tina also have a Shamrock 22 which will be kept in Christmas Cove, Maine.

Affiliations: Los Angeles YC; St Petersburg YC, Board Member; Long Beach YC, Honorary Member

NICK EVERETT
 Rye, NY
 Spouse: Nancy
 Yacht: *Resolute*, J100
 Station: NYS
 Proposer: Dod Fraser



Nick grew up in a family of premier Long Island Sound sailors – his grandfather (elected to the CCA in 1947) won many class championships, as did his mother and aunt. Nick and Nancy have been active on the waters of Western Long Island Sound since their teens, when Nick was a JYRA Sailing Instructor. They have also enjoyed many cruises downeast, as well as chartering in the Caribbean and Scandinavia. Nick has been Watch Captain on four Newport to Bermuda races, a couple of Annapolis to Newport races, and many Vineyard



WELCOME NEW MEMBERS



and Block Island races. Nick is a Past Commodore of the American Yacht Club, he has been Presiding Race Officer at many major regattas, and Chair of the American Yacht Club Race Committee. The sailing/racing gene is definitely prevalent in the Everett family – Nick and Nancy’s daughter Clemmie is a winner of the U.S. women’s keelboat championship.

Affiliations: American Yacht Club, Past Commodore

DOROTHY GOLDWEITZ

Oxford, MD

Spouse: Jonathan (CHE)

Station: CHE

Proposer: Edward Clucas



Dorothy and her husband Jonathan have been familiar sights for many years as they made double-handed passages around the east coast from their home base on Long Island Sound. They originally co-skipped *Abaco*, a 40 foot Concordia yawl which they owned from 1988 to 2011 then they acquired *Egret*, a Bristol 45.5 which they owned from 2011 to 2017. In both vessels they voyaged frequently to Maine, Bras D’Or and Nova Scotia, where Dorothy’s skill in sailing and navigating in pea soup fog was a much-admired attribute. Aboard *Egret*, they expanded their sailing horizons northeast to the south coast of Newfoundland and south to the Ragged Islands in the southern Bahamas. Dorothy and Jonathan have been welcome guests aboard CCA boats in the PNW, and have chartered in the Caribbean and French Polynesia.

Besides her sailing and navigation skills, Dorothy’s training as a registered nurse has been invaluable on many occasions, and have made her a sought-after crew member in several return trips from Bermuda to Connecticut and Rhode Island. Dorothy has assisted with the medical aspects at several Safety at Sea seminars prior to Bermuda Races, as well as presenting Safety and Navigation classes at the Stamford Yacht Club. Dorothy and Jonathan are between boats for the moment, pondering their options for future voyages

Affiliations: Tred Avon Yacht Club, Oxford, MD; Ocean Cruising Club - Associate member

JOHN W.M. GOOD

New York, NY

Spouse: Judy

Yacht: *Revelever*, Alden Caravelle 42

Station: BOS

Proposer: Stockton Smith



John began sailing when he was 8 and his Dad came home with an 8-foot plywood pram kit for a Naples Sabot, which was very popular at that time in Southern California where they lived. The family moved on to ever larger boats, until they acquired their first keel boat, a Cal 20, which was their introduction to cruising. The then 16-year old John took 3 of his friends on her for a week-long circumnavigation of Catalina Island, and was hooked on the cruising life. While he raced for the USC at Santa

Cruz sailing team, it was the USC Cruising Club which introduced John to the more distant destinations of the Channel Islands off the Santa Barbara coast. John moved to New York to follow his career, and eventually discovered the joys of cruising the many islands of the Maine coast, which he has been exploring ever since. John has also enjoyed taking winter cruises on charters out of St Martin, and calling on some of the lesser known Caribbean islands, and has enjoyed delivering boats from Bermuda or Tortola to New York, and vice versa. He recently had the pleasure of being aboard a yacht being delivered from Charleston to Acapulco through the Panama Canal. While John continues to enjoy racing, his heart still belongs to the cruising life. In the summers of 2016 and 2017 he crewed for the late Stockton Smith aboard *Weather Gauge*, alongside Schofield (Sandy) Andrews on *Here and Now*, as they made passage for Battle Harbor, Labrador. John credits dodging icebergs in the Straits of Belle Isle as being the most magnificent cruising experience of his life. John only recently found his dream yacht *Revelever*, which he finds beautiful to behold and a joy to sail on – or perhaps she found him?

CCA MISSION

STATEMENT

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



WELCOME NEW MEMBERS



PAUL J. GRIMES

Portsmouth, RI
Spouse: Kim
Yacht: *Breakaway*, J35
Station: BOS
Proposer: John (Jay) R. Gowell



Paul grew up sailing on Narragansett Bay, and continued racing through college. Since then he has worked as a boat builder, engineer and marine surveyor, although he has now shifted out of the marine industry. Currently most of his sailing and racing is being done on *Breakaway* with his children Alden and Megan, and family friends. In those races the kids are now the afterguard and the adults have moved to the rail. Paul also enjoys racing short-handed in events such as the New England Solo-Twin, and the Off-Shore 160. Aside from racing his own boat, Paul has been Watch Captain and crew on Newport to Bermuda and Marion to Bermuda races. In 2017 Paul sailed *Breakaway* (which he restored) to first place in Class 2 in the Bermuda 1-2. This doubled as a great family 'cruise', as Kim and their children joined him on the boat in Bermuda.

Affiliation: Conanicut Yacht Club



ANDREW HERLIHY

South Dartmouth, MA
Spouse: Elizabeth (Liz)
Yacht: *Migirl*, Columbia 9.6 m
Station: BOS
Proposer: David W. Johns



Andy sailed with his parents aboard a series of 'Gut Feelings', was a junior sailor at New Bedford Yacht Club, and later taught sailing during his college years. Along the way Andy has raced all kinds of boats in local and coastal regattas, including 420s, Solings, 505s, Sonars, and diverse big boats. He has been Master and Watch Captain on several voyages on *Kinship*, a Baltic 52 on her passages between Massachusetts, Bermuda and the USVI, and has also been Master and Watch Captain for Peter Bent (BOS) on *Salmagal* (a Sabre 425) between Norfolk and Eleuthera, and West Palm and Green Turtle Cay. Andy and Liz and their two young children took a four month Caribbean sabbatical on *Salmagal* in the winter of 2016, and think the toughest part was coming home! Andy is the Executive Director of the not-for-profit Community Boating Center (CBC) in New Bedford, Mass, which introduces sailing to young children who might not otherwise have the possibility of enjoying our sport. The CBC, with Andy in charge, and Chip Johns and Sam Vineyard (both Buzzards Bay Post) on the Race Committee, organized the 2017 '505' North American Championship, which was regarded as extremely successful.

Affiliations: New Bedford Yacht Club; Seawanhaka Corinthian Yacht Club

STEFAN R. HOLMGREN

Kullavik, Sweden
Spouse: Maria
Yacht: *Penelope*, S&S Nautor
Swan 40 extended to 44
Station: BOS
Proposer: A. Chace Anderson



Stefan sailed into the world of the CCA through his membership and active participation in the North American Station of the Royal Scandinavian Yacht Clubs and Nylandska Jaktlubben (NAS). He and Maria sailed *Penelope* on the NAS Denmark cruise in 2014, and in 2017 Stefan chaired the NAS cruise on the west coast of Sweden, a delightful event in which many CCA members participated. Stefan's energy was unflagging throughout the cruise, for which he had organized many special events. He dealt with adverse weather conditions, which required itinerary and harbor changes, episodes of ill health and pesky rocks which popped up unexpectedly, all the while handling *Penelope* short-handed with no difficulty. Stefan has captained *Penelope* on several occasions from his home port of Gothenburg to Inverness, Scotland, was Watch Captain on a transatlantic crossing from Annapolis to La Roche via the Azores in 2013, and has taken part in many Swedish coastal races during the abbreviated Swedish summers. Stefan's wife Maria and their sons, James and John, are all excellent sailors, as is their beloved seadog Jenny. Having extended *Penelope* a few years ago, Stefan's plan for the winter of 2017-2018 was to modify her rig, adding ten feet to the



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mast, a project he anticipated with his usual infectious enthusiasm.

Affiliations: Gothenburg Royal Yacht Club (Past Commodore, now Senior Commodore); NAS



DR. ANNE KOLKER

New York, NY
Yacht: *Etoile*, 52' S&S Stellar
Station: NYS
Proposer: Virginia Vought

Anne grew up sailing on her family's Rhodes 47, and has never stopped sailing, both racing and cruising. Anne and her late husband acquired *Etoile* in the early 2000s, and after he passed away she committed herself to understanding the boat's systems and to improving her sailing skills. She has since skippered *Etoile* in 4 Marion to Bermuda races, with an all-female crew who have undergone rigorous spring training and 'man overboard' drills in the worst weather. *Etoile* placed 4th in class in the 2015 race, and Anne was elected as a Trustee for the race in 2016. She is an advocate of women sailors, and has been a speaker at the National Women's Sailing Conference. Anne retired from her position as anesthesiologist at Memorial Sloan Kettering in 2016, and was medical officer on *Legacy V*, an Alden 54, in the 2016 Newport to Bermuda race and the 2017 Marblehead to Halifax race. Anne was a Watch Captain on a voyage from Key West to Havana in

February 2017, and enjoyed cruising in Sicily and Grenada this past spring. She is planning a January 2019 crossing from the Canary Islands to Grenada with 2 friends on a Contessa 32.

Affiliations: New York Yacht Club; Stonington Harbour Yacht Club

LAWRENCE D. LAVERS

Bristol, RI
Spouse: Elisabeth
Station: BOS
Proposer: Nicholas Brown



Larry was one of a group of twenty individuals who purchased the New York 40 designed by Doug Peterson in 1977. This became the New York Yacht Club's one design offshore boat, and on his vessel, *Singoalla*, and on a sister ship, Larry participated in many Newport to Bermuda races, as well as the Stamford-Vineyard and Block Island Race week events. Larry and his wife and children also enjoyed cruising on *Singoalla* in the Caribbean, spending the winters of 2007-2008 and 2008-2009, visiting many Caribbean islands before returning to Bristol. After retiring to Bristol in 2010, Larry was asked to help the Herreshoff Museum at a time of crisis, eventually becoming the Museum's Executive Director and restoring its viability. While carrying out this worthwhile task, Larry managed to find time to make

several passages to Maine and the Caribbean, as well as from Halifax to the Bras d'Or Lakes. In 2017 Larry and Elisabeth were aboard Nick Brown's yacht on the NAS cruise on the west coast of Sweden, where Larry's navigational skills were much in evidence.

Affiliations: New York Yacht Club; Bristol Yacht Club

RUSKIN T. LHAMON (RUSTY)

Bainbridge Island, WA
Spouse: Haley
Yacht: *Lyric*, Alden 44 sloop
Station: PNW
Proposer: Brian O'Neill



As a son of Tad and Joyce Lhamon (both PNW), Rusty inevitably grew up sailing, spending a summer sailing, and standing watch, from Seattle to Alaska at the age of 13. At the age of 14 he and a 14-year old friend co-skippered a 26' Galatea for a week around the San Juan Islands. Rusty went on to Captain the Stanford Sailing team in 1993, and has circumnavigated Vancouver Island on two occasions. When his parents were making their circumnavigation during the 1990's, Rusty often flew to join them and stand watch on *Lyric* in the South Pacific, Maldives, Mediterranean, Scotland and the Caribbean. Rusty and Haley lived and sailed in Michigan for a while before returning to Seattle in 2003. They began racing Thistles, coaching young

WELCOME NEW MEMBERS

sailors, and cruising the northwest on *Lyric*. When Tad made his pilgrimage around all the CCA station during his tenure as Commodore, Rusty was on board for the legs to San Francisco and Boston to Nova Scotia, as well as the Port Huron/Mackinac race. Tad and Joyce have now passed ownership of *Lyric* to Rusty and Haley, who have plans for many more cruises on her with their own family. No doubt Tad and Joyce will be welcome aboard to take their turn as Watch Captains.

Affiliation: Port Madison Yacht Club; Corinthian Yacht Club

HALEY K. LHAMON

Bainbridge Island, WA
Spouse: Ruskin T. Lhamon (Rusty)
Yacht: *Lyric*, Alden 44 sloop
Station: PNW
Proposer: Suzette Connolly



Haley has also sailed since early childhood in a variety of vessels, racing in both dinghy and keelboats. Haley was on the winning team at the 1988 Sears Cup, and in 1988 was named Yachtswoman of the Year at both St. Francis and Santa Cruz Yacht Clubs. She went on to Stanford where she was Captain of the Women's Sailing team, and met Rusty. In 2002 while living in Michigan, Haley and Rusty co-skippered their new J35 to victory in the Mackinac race. Since their move to Seattle in 2003, Haley has continued to race competitively, both locally and nationally, and leads

the junior sailing program at Port Madison Yacht Club, where she is Commodore. Haley and Rusty and their two sons have been named Sailing Family of the Year at both the CYC and Port Madison Clubs. Haley joined Rusty and his parents on various legs of their circumnavigation, as well as on Tad's journey to the CCA stations. Haley was most recently in the news after she co-skippered the all-women boat, *Sail Like a Girl* to victory in the Sail to Alaska, without engine power according to the rules of the race, but with bicycle power!

Affiliation: Port Madison Yacht Club (Commodore); Corinthian Yacht Club

ATLE MOE

St. Petersburg, FL
Spouse: Kristine Thyrré
Yacht: *Summer Star*, Nordhavn
Station: FLA
Proposer: Barbara Watson



Atle was born into a Norwegian family of fishermen and seamen, spending his childhood summers sailing and fishing with his grandfather on the west coast of Norway. Atle learned to steer a good compass at an early age under the stern eye of his grandfather. Atle and Kristina met at Florida Atlantic University, and are both ocean engineers, with Atle specializing in acoustics, and Kristina in offshore structures. Kristina's late father, Rolf Thyrré (FLA) was a keen CCA member,

so that from the mid-80's onwards, Atle cruised with the family on their Huckins 64 motor yacht, *Romar*, covering the east coast between Maine and the Bahamas, and getting to know many CCA members en route. In 1995 Atle and Kristina co-founded and managed Stars Signatures, which was selected by the CCA as its exclusive provider of CCA logo merchandise. They sold the business and retired in 2012, since when they have enjoyed cruising on *Summer Star*, often in company with other CCA cruisers, and have put over 20,000 miles on her over the past 6 years. Since 2014 they have been sailing in Northern European waters, between Norway, Denmark, Sweden, Finland, England, Holland and France, with many more cruises planned.

Affiliations: St. Petersburg Yacht Club; North American Station of the Royal Scandinavian Yacht Clubs

JOHN W. MOFFITT

Palm City, FL
Spouse: Priscilla Baldwin
Yacht: *Apria*, Morgan 41
Station: FLA
Proposer: Stephen W. James



John's life as a young adult centered around fishing and scuba diving off the coast of Delaware. He became a dive master and acquired his Coast Guard license, which allowed him to captain charters, all while maintaining a career on shore. John also found time to deliver



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yachts, both sail and power, along the east coast, and to the Bahamas and Caribbean. In 1982 he purchased his first sailing yacht, also a Morgan 41, on which he made coastal passages, before setting off for Bermuda in 1984. He navigated using a sextant and towing a taffrail log for the entire round trip passage. In 1996 John acquired *Apria*, on which he has covered the east coast from Maine to Florida, and to the Caribbean. In 2002, he completed a transatlantic passage from Florida to Ireland, via Bermuda and the Azores. He followed that with voyages to the Arctic Circle, the Lofoten Islands, around the Baltic, thence to Turkey where he and Priscilla joined the Eastern Mediterranean Yacht Rally. They have now twice completed the EMYR from Turkey to Egypt. John has since wintered *Apria* in a variety of European ports, returning each summer to explore further. While they spent several mastless seasons travelling through the canals of Europe, they now have resumed sailing back in Scandinavian waters.

ROBERT NORTON

Newport, RI
 Spouse: Dianne Savastano
 Yacht: *Peace*, Lagoon 450F
 Station: BOS
 Proposer: Steven K. Thurston

Bob has been sailing out of the Barrington Yacht Club for over 40 years, in a number of boats, each one meticulously maintained and handled. Prior to *Peace* (to be delivered in November 2018) Bob owned a Bristol 46.6 *Amour*. Before that, Bob owned a Pearson 36, *Orion*, for many years, finishing first overall in the 1991 Marion to Bermuda race, and third in class in the 1989 race. Bob's son David is also an avid sailor, and is now the happy owner of *Orion*. Bob is now teaching his grandchildren safe sailing and the basics of navigation. Since his retirement as a healthcare CEO, Bob has had more time to go cruising, and

especially enjoyed a passage on *Amour* from Newport to the Abacos, where they spent the winter of 2014-2015.

Affiliation: *New York Yacht Club; Barrington Yacht Club*

PETER NOYES

Falmouth, ME
 Spouse: Lynn
 Yacht: *Passage*, J/46
 Station: BOS/Gulf of Maine Post
 Proposer: Jonathan Knowles (Jon)



Peter has spent most of his life on, or near, the ocean, since his father purchased land on Casco Bay, ME over 50 years ago. They built a cabin on the land, and spent entire summers on the water in skiffs, duck boats, and various center console outboards, exploring Casco Bay throughout high school and college years. These years on the water created Peter's passion for sailing and cruising the coast of Maine, along with some racing. The skills Peter acquired operating these early small boats, be it mechanical, fabrication or old school marlinspike work, have made him an excellent skipper and invaluable shipmate on larger cruising boats. After sailing in the Azores in 2013 with the Knowles family on their J/46, Peter and Lynn acquired *Passage*, which Peter maintains to the highest standards. They have since spent more

time cruising in Maine, as well as voyaging from Maine to Antigua in November 2016, returning in May 2017, via Bermuda. In the summer of 2017, Peter and friends took *Passage* from Maine to Saint John, New Brunswick and return after a 3 week cruise.

ERIC V. PIERCE

Marion, MA
 Spouse: Mary
 Yacht: *Ping*, 44' Cutter
 Station: BOS
 Proposer: Lawrence Hall



Eric has sailed since childhood, and grew up sailing for pleasure, racing and teaching sailing at his local yacht club. On one of his earliest blue water cruises from Kinsale, Ireland and on to Cadiz, Spain in 1992, Eric was a key crew member in very rough weather, unflappable, and able to turn a hand to whatever task was needed. He and Mary have enjoyed seeing their children grow to love sailing at the Beverly Yacht Club. Between 1994 and 1995 they took the children, then aged from 4 to 14, on a one year cruise on *Ping* to the Bahamas from Marion, and a few years later from Marion to New York, up the Hudson around to Chicago, down the Ten Tom Bigbee river system to Mobile, AL (the northern loop), then on to



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the BVI and back to Florida. Eric has taken part in the Caribbean 1500, and was Watch Captain from Marion to Shannon, Ireland on a Kanter 55 in 2000. In 2001 Eric helped deliver a newly-acquired classic Herreshoff power yacht from Norfolk, VA to Padanaram, MA, with one of his principal tasks being to keep her afloat off of Atlantic City around midnight, due to a problem with clogged bilge pumps. In 2014/2015 Eric was Watch Captain on a Westsail 43 on passages between Tonga and New Zealand, and skippered *Ping* from Marion to St Petersburg and return in 2016/2017.

Affiliations: Beverly Yacht Club; Ocean Cruising Club; American Great Loop Cruising Association

VICTOR C. PINHEIRO

New Bedford, MA

Spouse: Maria

Yacht: *Miss Red*, Valiant 50

Station: BOS

Proposer: Peter Holmes

Victor was born into a sailing family, which has deep roots in the New Bedford maritime community, and close family ties to the Azores. He sailed throughout his collegiate years, and has three Marion to Bermuda and one Newport to Bermuda race under his belt, as well as numerous Newport Yacht Club Solo/Twin races with his father, John, winning those races in 2008 and 2011. In 2014/2015, Victor skippered his then vessel *Maravilha* in an 'Atlantic Circle' between New Bedford, the Azores, Madeira, the Canaries, the Caribbean and back to New Bedford. Victor is very active in the New Bedford Whaling Museum, is a founding member and past President of the Azorean Maritime Heritage Society, and has been Chairman of the International Azorean Whaleboat Regatta held in New Bedford every four years. For many years he has also worked as a Board Member of

the Community Boating Center of New Bedford, putting many hours into bringing at risk children to enjoy time on board both power and sailing yachts.

Affiliation: New Bedford Yacht Club

BRAD SMITH

West Bath, ME

Spouse: Christine

Yacht: *Robin Leigh*, Trinitella 49

Station: BOS

Proposer: Edward C. Tarlov

Brad grew up in Nahant, MA, learning to sail from age 7 in Turnabouts at Nahant Dory Club. He spent a Sea Semester while at University, and went on to own a 42' wooden schooner, and a French 44' ketch. Finally in 2011, Brad and Christine acquired the Dutch-built aluminum sloop *Robin Leigh* after a multi-year search, which included sailing aboard other aluminum boats in the Caribbean and French Polynesia. Then after a year refitting and shaking *Robin Leigh* down with extensive cruising up the east coast to Nova Scotia, St Pierre and Miquelon and Newfoundland, and down to the Chesapeake, Brad and Christine set off from Maine to Bermuda in the fall of 2015, visiting Antigua and Grenada. In May 2016 they left Bermuda for the Azores, covering almost 1,900 miles in 12.5 days, before completing their transatlantic with a crossing to Dingle, Northern Ireland. In 2017 they sailed 3,300 nms north up the English Channel and the North Sea to Scotland, continuing into the Norwegian Sea, making landfall at Alesund, Norway before cruising as far north as Tromso and returning through the Lofotens.



Their return offshore to Inverness, Scotland began with a leg from Alesund to Lerwick, Shetland. This year, 2018, they have sailed from the Orkney and Shetland islands to Rorvik, Norway, and back down the Norwegian Coast to Oslo for winter dockage.

CHARLES A. TARBELL

New Castle, NH

Spouse: Dusty

Station: BOS

Proposer: Peter E. Driscoll



Charlie began messing about boats as a lad, and cruising on the family's sloop *Kestrel*, a Herreshoff Fisher's Island 31. By the time he was 16, he was adventuring with his younger brother Mark down the Maine coast on a 16 foot Nova Scotia-built Whitehall Rowboat fitted with a Dyer Dow sailing rig. Once he became useful aboard, Charlie stood Watch or took command of *Kestrel* and other family and friend's boats. Since 1978 he has sailed with his uncle Ed Tarbell(BOS) on many distance voyages and local races. He has also been Watch Captain on Peter Driscoll's *Reindeer* on off-shore races and cruises, and was on board the late Cy Sweet's *Sayonara* on her voyage from Michigan to New Hampshire, and in later years from Florida to New Hampshire. He comfortably handled his watch alone on *Weather Gauge* for the late Stocky Smith in 2017 when they became short-handed in Nova Scotia after a crew member had to be taken off due to illness. All those who have had the pleasure of sailing with Charlie attest



WELCOME NEW MEMBERS



to his willingness to take on any job, his competency, and most of all, the fact that he is fun to have on board. He also has followed in his father's footsteps by serving for 10 years as an EMT-1/Firefighter in New Castle's Volunteer Fire Department.

STUART THOMPSON

Hamilton, Bermuda
 Spouse: Dinah
 Yacht: *Meg*, Herreshoff 12 ½
 Station: BDA
 Proposer: Nicholas Weare



Stuart has been sailing and racing in Bermuda for almost 40 years, initially on Solings and Etchells out of Royal Bermuda Yacht Club. He has sailed extensively between Bermuda, St. Maarten, Antigua and the BVI's, in addition to passages between Bermuda and the eastern seaboard. For many years Stuart also maintained a 50' trawler in the state of Washington, which he used as a platform to explore the west coast as far as British Columbia. Stuart and Dinah have also enjoyed cruising in Scotland and the Mediterranean, and took part in the CCA Ionian cruise. This summer Stuart was Watch Captain on a passage from Bermuda to the Azores as he helped a friend deliver his newly acquired *Little Harbor*, and then he and his wife continued by cruising the south of

England, where they still can be found in August 2018. As those who know Bermuda well can attest, the residents of Hinson's Island, such as Stuart and his family, have their watercraft skills tested on a daily basis as they commute to the mainland.

Affiliation: Royal Bermuda Yacht Club

ERIC THYRRE

Pinecrest, FL
 Spouse: Elise
 Yacht: *Heritage*, 51' Ocean Alexander
 Station: FLA
 Proposer: John Towle

Eric grew up in South Florida sailing and coaching Optis and 420s. While still in his teens and early twenties, Eric crewed in several SORCs and races on Long Island Sound, as well as racing and delivering the 68' ketch *Inverness*, owned by his late uncle Robert McCullough (NYS). Eric spent 25 years in the USAF and Air National Guard flying F-15 and F-16s in command positions, with additional qualifications in survival training. During his USAF and commercial airline flying years, Eric often skippered for his father, the late Rolf Thyrré (FLA), on his 64' Huckins and 75' Burger on numerous cruises and deliveries. After retirement, Eric reconnected with his roots as a member of the Coral Reef and Biscayne Bay Yacht Clubs, where he has shown his commitment to volunteerism at both clubs as flag officer. Since acquiring *Heritage* 6 years ago, Eric and Elise have enjoyed cruising on her in the Bahamas, as well as the Chesapeake and New England waters.

Affiliations: Biscayne Bay Yacht Club (Vice Commodore); Coral Reef Yacht Club (Past Commodore)

GALEN D. TODD

Camden, ME
 Spouse: Susan
 Yacht: *Tango*, J-42
 Station: BOS
 Proposer: Douglas Bruce



Galen started sailing and racing in his early teens. He added to his sailing skills with mechanical and maintenance experience learned during summer stints at a full service boatyard in Ohio. Besides coastal racing and cruising out of Camden Yacht Club, Galen has also been Watch Captain on a variety of sizeable racing yachts between Maine and Bermuda, Massachusetts and Nova Scotia, Connecticut and the BVI's and around the Caribbean. In addition to many Caribbean charters, Galen and Susan have sailed together with Tom Babbit (BOS) and his wife on their J/46 from Camden to Canada, and more notably on a very sporty passage in 2015 from Hampton, VA to Tortola. The foursome have since repeated this voyage in 2017, but from Camden directly, and then cruised together around Antigua and Guadeloupe. Galen has spent 13 years with the local Volunteer Fire Department and is a National Ski Patrol Alpine Ski Patroller and medical instructor. His safety training and rescue expertise led him to be invited to help run the Safety for Cruising Couples seminar in Camden



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in early 2018. Galen is a past President of Hurricane Island Outward Bound School, and past Chair of the Coastal Mountains Land Trust

Affiliations: Camden Yacht Club, Board and flag officer positions

JAMES L. WOODWARD

Boston, MA

Yacht: *Fintry*, 79' Expedition Trawler

Spouse: Deborah (Dee)

Station: BOS

Proposer: Robert L. Rosbe

Jim learned to sail and navigate, racing in the fog, at Seal Harbor, ME. In their late twenties John and Dee owned two wooden boats – a 40' gaff schooner and a 30' Crocker cutter. In his thirties, Jim founded a boatbuilding and restoration company with 10 employees, with himself as principal mechanic and machinist. Jim raced Antigua Sailing Week four times on a C&C 37 named *Sweet Stuff*, as Navigator and pit, scoring a first in class in 1991. John and Dee returned *Sweet Stuff* to Maine in 1993, and were bitten by the offshore bug. They set off on their Swan 57 *Sweetwater* on a circumnavigation via Panama, the Torres Strait and Suez,

which took them almost 3 years. They sailed through 32 countries, leaving Australia via the 580 mile Darwin to Ambon race. *Sweetwater* was the first non-Australian boat to finish in a fleet of 100. Except while circumnavigating, Jim raced regularly on the Jenneau Selection 37 *Goldeneye* as Navigator, tactician and pit, in such races as the Halifax, the US National Offshore and several PHRF New Englands. In 2003, Jim and Dee took on something completely different when they purchased a 79' Royal Navy Fleet Tender named *Fintry*. After initial renovations they brought her back to Boston via the Azores in 2005, and have since converted her to a delightful pleasure yacht, adding a full interior with paneling recycled from *Shamrock V*, a new engine and completely new electrical, plumbing and wheelhouse systems. Cruises on *Fintry* have included Rhode Island, Maine, Bay of Fundy, Cape Breton, and in the summer of 2018, a 5,200 mile 40-lock trip to all five Great Lakes via the Saint Lawrence River.



Where to get CCA Burgees

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

CCA CLUB STORE



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

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



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Deadline for Spring Issue is March 15, 2018

CCA Calendar of Events

2019	January 12	SAS SEMINAR, RWU, Bristol, RI
	February 2 - 9	SKI GAM, Park City, Utah
	March 1	ANNUAL Meeting & AWARDS Dinner, NYYC
	March 16	SAS SEMINAR, RWU, Bristol, RI
	June 27 - July 13	STOCKHOLM ARCHIPELAGO CRUISE
	October 10 - 12	FALL MEETING, BOS, Boston
	October 13	SAS SEMINAR, RWU, Bristol, RI
2020	June 19	NEWPORT - BERMUDA RACE
	July	CORK 300
	September 12 - 25	MALLORCA CRUISE
	October	FALL MEETING TBD
2021	Aug 23 - Sept 2	APOSTLE ISLANDS
	October	FALL MEETING TBD
2022	September 18 - 22	100th ANNIVERSARY

Stations & Posts:

Please email your major events dates so members visiting your area can be aware. (Editor's email: wendy.hinman@gmail.com) For latest info, please check www.cruisingclub.org.

