

2017 AWARD RECIPIENTS

Webb Chiles (Hilton Head, S.C./Evanston, Ill), **Rich Wilson** (Boston, Mass.) and **Jessica Watson** (Buderim, Queensland, Australia) are among our 2017 award recipients selected for outstanding contributions to the sport of sailing and the history of yachting. The awards were presented at our annual Awards Dinner in New York on March 2, 2018.



BLUE WATER MEDAL

Selected for the prestigious **Blue Water Medal** is **Webb Chiles**, for his “meritorious example of seamanship” over five decades. In that time he has circumnavigated the world five times, and he has sailed 24,000 miles counting toward a sixth.

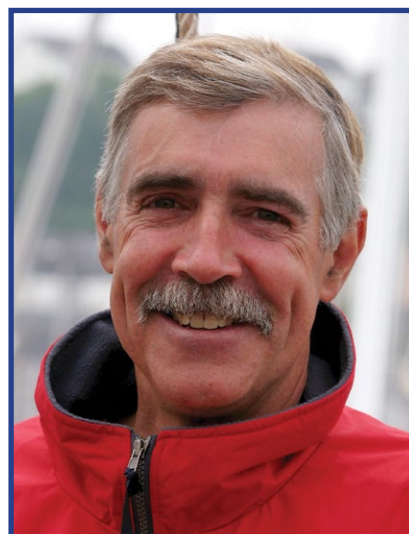
“A sailor is an artist whose medium is the wind,” said Chiles, who grew up far from the ocean in a non-sailing family. Fortunately, he was an avid reader, and the likes of Slocum and Conrad led him to purchase, at age 25, his first boat, an Excaliber 26. Less than ten years later he made his first circumnavigation in an engineless Ericson 37, with only two stops, becoming the first American to sail alone around Cape Horn and setting a then-world record for the fastest solo circumnavigation in a

monohull, breaking Sir Francis Chichester’s time by more than three weeks.

Two years later in 1978, wanting a quantitatively different experience, Chiles set off from San Diego in an 18-foot undecked yawl-rigged Drascombe Lugger and made what was then by far the longest open boat voyage, a passage of more than 20,000 miles. His third circumnavigation and part of this fourth was made in a Sparkman & Stephens-designed She 36; he completed his fourth in a 37-foot Heritage One Ton. Chiles completed his fifth circumnavigation in 2008, going west from New Zealand to Australia, Cape of Good Hope, Panama and back to New Zealand. In 2012, at age 72 and not wanting to rest on past accomplishments, Chiles set off on an ultralight Moore 24 for his sixth circumnavigation, which he says he will complete “time and chance permitting.”

“People who know of me at all probably do so as a sailor,” wrote Chiles, who is now 76 and blogs about his experiences, “but I have always thought of myself as an artist, and I believe that the artist’s defining responsibility is to go to the edge of human experience and send back reports.”

It is noteworthy that Chiles has made all his voyages in stock boats and has never had a sponsor. Chiles is also a survivor. His undecked yawl was pitch-poled and swamped in the South Atlantic, leaving Chiles to survive in a nine-foot inflatable dinghy for 14 days before reaching land, unassisted, 300 miles away. That is in addition to a 26-hour Gulf Stream swim and being falsely accused of spying by the Saudis.



SPECIAL RECOGNITION AWARD

The **Special Recognition Award**, created in 2006, honors the highly meritorious and extraordinary nautical accomplishments of **Rich Wilson** in two Vendee Globe Races. The solo, non-stop race around the world is the toughest sailboat race of all, and Wilson is the only American to have finished two of these. He finished ninth (among 30 starters and 11 finishers) in 2008/2009 and 13th (among 29 starters and 18 finishers) in 2016/2017, becoming the oldest person ever to complete the race.

“The Vendee Globe is the greatest sailing race in the world,” said Wilson, a

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LETTER FROM THE COMMODORE



Dear Fellow CCA Members!

We experienced a busy Annual Meeting at NYYC in March, expertly organized by Barbara Watson and Joe Hoopes. The day before the meeting, John Rousmaniere moderated a discussion in the Model Room on The Art and Practice of Seamanship where Ralph Naranjo and Rich Wilson spoke to a sold out audience of NYYC and CCA members. The idea of this presentation came from Ernie Godshalk, outgoing Chair of Safety and Seamanship - a committee much benefitted from Ernie's good leadership. John Robinson, PNW will take over for Ernie, who is concentrating - with David Tunick - on our Stockholm Cruise next summer.

Perhaps the highlight of the Board of Governors meeting the next day was a special talk by Doug Bruce noting we have work to do to attract membership within the 35-60 group, where we are sorely lacking. This is the next generation which will provide leadership in the decade ahead. We thank the many who are working on ensuring the Club is visible to non-members and is properly respected and recognized for our many extraordinary accomplishments, to include Newport Bermuda Race, Safety and Seamanship and Safety for Cruising Couples, (SCC), to name a few. Incidentally, our SCC video seen on Scuttlebutt now has about 24 yacht clubs enquiring and scheduling seminars in their home clubs around the country using CCA lesson plans.

Thanks to Co-Editors Zdenka and Jack Griswold, 2500 copies of *VOYAGES* have been printed, about 500 more than last year to accommodate distribution to participants at Safety at Sea and the Newport Bermuda Race. In the near future, *VOYAGES* articles will be published on our website, which, when redesigned, hopefully will attract more non-member visitation and will let a larger audience know who we are and what extraordinary things we do.

No sooner had we thanked Past Commodore Binch for his exceptional leadership and welcomed newly elected Vice Commodore Bob Medland, did we, a week later, find ourselves at IYRS Newport for a cocktail reception recognizing our own Bob Darbee and Bjorn Johnson for their extensive efforts enshrining our Newport Bermuda Race Trophies in a special space on the top floor of IYRS's Thames Street headquarters. The next two days, Garry and Leslie Schneider led our Safety at Sea Seminar for their third - and final - time with sold out audiences at the Marriott and in St George's Pool. Many thanks to them and the many CCA members who presented and assisted.

In the second week of March, many of us embarked various aircraft to Auckland, New Zealand where about 120 were treated to a very special cruise in the Hauraki Gulf, ably led by Pete and Harriet Palette and the whole Southern California Station. We had great fun and superb



Commodore Brad Willauer

weather, with three very good long day sails among the islands.

Bermuda Race Organization Committee Chairman Jonathan Brewin reports 195 entries received to date, slightly more than 2016 and including two entries from The Young America Sailing Academy (organized and led by CCA members Peter Becker and Rob Alexander) following on their 2016 success with *High Noon* winning - among other trophies - our Stephens Brothers Youth Award. This year 22 sailors aged 15-22 will have completed 2018 NBR, hopefully with as much success as *High Noon*.

We welcome their emphasis on introducing youth to offshore racing. (Your Commodore began aged 18.) We also welcome inclusion of multi hulls.

As spring begins to take hold and the weather improves we have been reading about cruises and events ramping up throughout our club. We wish everyone fair winds and good fun all around.

Commodore Brad Willauer





The CCA GAM

Published for the members of
The Cruising Club of America
www.cruisingclub.org

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



COMING UP... CRUISES AND MEETINGS

2018 NEW ZEALAND CRUISE



The 2018 CCA National Winter Cruise in Auckland, New Zealand, began on Friday, 16 March. Report in the next issue.

2018 FALL MEETING MIAMI OCTOBER 25-27, 2018

The Florida Station invites you to this year's edition of the Fall Meeting, planned for the waterfront community of Coconut Grove in Miami.

The facilities of the Coral Reef Yacht Club and its next-door neighbor historic Biscayne Bay Yacht Club will host our headquarters, meeting venues, dockage, cocktail reception and banquet. Recreation activities are in the works including sailing on Biscayne Bay on Saturday. Mark your calendars now. Registration begins 1 July.

See you in Miami!

Clint Bush 



Historic Biscayne Bay Yacht Club in Coconut Grove



2019 STOCKHOLM ARCHIPELAGO CRUISE JUNE 27-JULY 13, 2019

The Stockholm Archipelago is one of the most beautiful and idyllic cruising grounds in the world. Estimates of the number of islands vary from 20,000 to 100,000. The archipelago stretches about 75 miles north to south and, at its widest, is approximately 25 miles across. Just off the east coast of Sweden and near the country's capital city of Stockholm, the archipelago extends out into the Baltic Sea, but the island and rock clusters provide mostly sheltered, calm, scenic, and dramatic passages and anchorages with minimal currents, minimal fog, minimal tides, no lobster pots, and minimal salinity to the water. In a warm summer the water heats up enough on the rocks for swimming, especially in the shallows.

We've booked the entire Vasa Museum for the opening night dinner. The



Royal Swedish Yacht Club in Stockholm, Sweden

museum is a spectacular structure on the edge of Stockholm Harbor housing the 18th century royal warship, Vasa, raised from the depths of the harbor in 1961. We will start from Stockholm; destinations will include the island of Sandhamn, where The Royal Swedish YC has a major yachting center, and Saltsjöbaden, on the mainland. The fleet will be together the first, middle, and final weekend. It will be divided into three divisions of about 20 boats each, to visit some of the charming, smaller harbors along the way.

The Cruise is organized by three clubs crossing burgees:



Golden Eye mooring Swedish-style

The Cruising Club of America (CCA), the North American Station of the Royal Scandinavian Yacht Clubs and Nyländska Jaktklubben (NAS), and the Royal Swedish Yacht Club (KSSS).

The number of members and guests who expressed interest increased to almost 350 and potential boats to about 70-80 - more than we can accommodate. We have opened registration with deposits to members participating on their own boats or chartering. We have arranged for one mothership and continue to research more vessels that might serve as motherships - registration for motherships will start shortly. We hope and expect that, in the end, everyone who wishes to go on the cruise will be included.

The co-chairs will be in the Stockholm Archipelago on their own boats starting in May, continuing to lay out the route for the fleet and preparing for ancillary cruise events.

This will be a great cruise!

Ernie Godshalk and David Tunick

Co-Chairs



Contact Ernie Godshalk for information about the Stockholm Cruise



David Tunick at a typical, quiet Swedish party

BOSTON FALL MEETING 2019 OCTOBER 10-12, 2019

The CCA 2019 Fall Meeting will be held on Thursday October 10 through Saturday October 12, 2019. The committee (Dev Barker, Jilda Barker, Jay Gowell, Liz Gowell, Maggie Salter, Dave Curtin), chose these dates given a traditionally very busy October in Boston, with many events held such as the Head of the Charles and college campus family visits, plus tourists of course.

The meeting will be held at the Battery Wharf Hotel. It is attractively located on the water and can be reached by water shuttle from the airport. The meeting rooms meet all of the required space for the committees and board meeting, as well as for a reception or dinner.

It is well located near the North End, Freedom Trail and other waterfront attractions.

Ann Noble-Kiley and Devereux Barker

100TH ANNIVERSARY REPORT

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, 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

longtime CCA member who took 121 and 107 days, respectively, to finish the two races. “For the French, it is a human adventure first, a race second. They have their favorites for sure, but they don’t really care where you finish, just that you sail your best, tell them the story from sea while they are at home on land, and that you come home.”

As an interesting bookend to Wilson’s designation as “oldest” in the 2016/2017 Vendee Globe is his designation in 1980 as the youngest skipper to win the Newport Bermuda Race. He also made three record-breaking ocean passages for which he won CCA’s 2004 Blue Water Medal. They were: San Francisco to Boston in 1993, New York to Melbourne in 2001, and Hong Kong to New York in 2003.

In 1990, Rich formed sitesALIVE to use ocean sailing, as well as other real-world, real-time adventures, expeditions and field research stations, as an exciting and engaging educational tool for teaching children about science, geography, math, and history. For the 2016/2017 Vendee Globe, sitesALIVE had 750,000 students, in 55 countries, with the website updated daily in four languages (English, French, and Chinese traditional and simplified). Live, interactive content with Wilson aboard *Great American IV*, and a team of 15 Experts globally included daily audio, ship’s logs, biometric and ship’s data, formal teaching essays, Q&A, photos and videos, all coordinated by the 64 page Teacher’s Guide with classroom activities correlated to educational standards.



YOUNG VOYAGER AWARD

Given for the first time in 2017, CCA’s **Young Voyager Award**, recognizing “a young sailor who has made one or more exceptional voyages,” goes to **Jessica Watson**. Watson, now 25, completed a southern hemisphere non-stop around the world voyage – solo and unassisted – at the age of 16.

“With the club’s impressive history and award alumni, it’s humbling to receive this award,” said Watson. “If you truly want to live life, you have to get involved, pursue your passions and dream big.”


Watson was born in Queensland, Australia to a sailing family. Sailing lessons at an early age and living aboard a cabin cruiser no doubt set the stage for what was to follow. A bedtime story about the youngest person to sail solo, non-stop and unassisted around the world, read to her at age 11, sparked her desire to do the same.

Five years later, after intense preparation, Watson left Sydney Harbor in her Sparkman & Stephens 34 *Ella’s Pink Lady*. Watson headed northeast and crossed the equator near Jarvis Island, rounded Kiritimati, and then headed southeasterly, rounding Cape Horn on January 13, 2010. East of the Falkland Islands, Watson

suffered her first of four knockdowns. She rounded the Cape of Good Hope on February 24 and continued without incident until she was south of Australia where she experienced at least three more knockdowns. Watson continued sailing south of Tasmania, and then turned north to Sydney, completing in 210 days her southern hemisphere around-the-world voyage three days before her 17th birthday. She had indeed done it solo, non-stop and unassisted.

Watson was named Young Australian of the Year 2011 and led the youngest ever crew to participate in the challenging Sydney to Hobart Race, finishing second in her division. She was awarded the Jane Tate Trophy for being the first female to skipper a boat in the race. Watson has also accepted the Order of Australia; it is the highest award that nation can give.

OTHER AWARDS

Other award winners are **Les Crane** (Bermuda) for the 2017 **Rod Stephens Trophy for Outstanding Seamanship**, which recognizes “an act of seamanship that significantly contributes to the safety of a yacht or one or more individuals at sea”; **Scott and Kitty Kuhner** (Rowayton, Conn.) for the 2017 **Far Horizons Award**, recognizing “a particularly meritorious cruise or series of cruises that exemplify the objectives of the Club”; **Tad and Joyce Lhamon** (Bainbridge, Wash.) for the 2017 **Royal Cruising Club Trophy**, recognizing “a cruise of singular merit and moderate duration”; and **Robert E. Drew** (Guilford, Conn.) for the 2017 **Richard S. Nye Award**, recognizing meritorious service to CCA. **The Vilas Literary Prize** goes to **Amy Jordan** and **Roger Block** for their article “*Why in the World Would You Go to the Solomon Islands?*” 

NYYC ANNUAL MEETING & AWARDS DINNER EVENT PHOTOS

Note from the Editor: Captions not available.



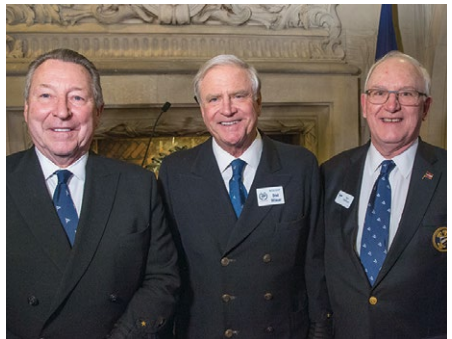
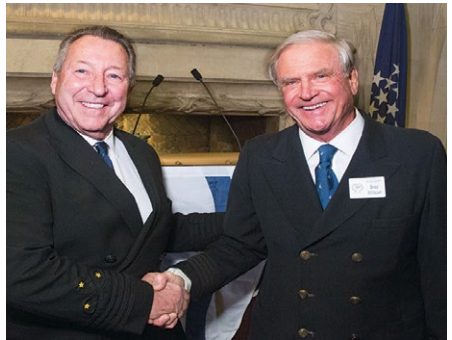
NYYC ANNUAL MEETING & AWARDS DINNER EVENT PHOTOS



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NYYC ANNUAL MEETING & AWARDS DINNER EVENT PHOTOS



SKI GAM 2018


SKI GAM REPORT FOR SPRING CCA GAM

We are pleased to report that the 10th annual CCA Ski Gam was a roaring success. Thirty-six intrepid skiers, and guests, once again converged on Park City Utah for a week of skiing and socializing. CCA stations from coast to coast were represented: CHE(2), SOC(2), PNW(6), FLA(5), BOS(14), with the addition of the Clyde Cruising Club (3) from Scotland. Of this group were Vice Commodore Brad Willauer, former Past Commodores, Ross Sherbrooke and Tad Lhamon, Rear Commodore Barbara Watson, Past Rear Commodore Sue Corenman and Clyde Cruising Club Past Commodore Johnnie Watson. Further, we were privileged to have "founding father" Bill Polleys (BOS) and Alan and Vivian Harquail (CHE) make guest appearances for an evening of

nostalgia. And, finally, a special mention of Bill Polleys, Steve and Karyn James, and John Robinson as those who have attended all 10 Ski Gams.

We skied four mountains starting with Deer Valley and Park City. We traveled to Alta where the gracious Rick and Linda Olney (BOS) hosted us on the mountain with fresh powder, guides and an apres ski party at the famous Rustler Lodge. Our second road trip was to Solitude where Tom and Addie Vander Salm (BOS) generously arranged local guides and hosted us for wine and hors d'oeuvres at their lovely condominium. Back in Park City our evening briefings were accompanied by cocktails

and appetizers at the clubroom, organized by Lucia Santy, Joyce Lhamon, K Robinson and Kathleen Sherbrooke. The Super Bowl Party was catered with barbeque, and attended with much enthusiasm as each team was cheered on to the end. The next evening we were treated to a Scotch tasting hosted by Johnnie Watson and his Scottish crew, Fiona Watson and Susie Dixon. We also enjoyed two group dinners, the first at Adolph's where Ericka Peterson arranged a fabulous Swiss dining experience. Our last day was another glorious blue bird day at Deer Valley followed by a fantastic dinner at Ghidotti's. Next year cannot come soon enough!

Jack Martin, CHE 

SKI GAM EVENT PHOTOS



Alta hosts Rick & Linda Olney



Fiona Watson & Joyce Lhamon



Ernie Godshalk, K & John Robinson



Margarita maker Steve James & Cathy Rae

SKI GAM EVENT PHOTOS



FIN BEVEN

Ross Sherbrooke, Ski Gam Co-chairs Johnnie & Po Martin,
Allan Rae & Susie Dixon



FIN BEVEN

Solitude hosts Addie & Tom Vander Salm



LINDO OLINEY

Alex Booth & Barb Watson



BARBW

Ann Willauer & GamMeister Bill Polley



BARBW

Ernie Godshalk, Steve James, Ann Noble-Kiley, Karyn James, Sue &
Jim Corenman, Ross Santy



BARBW

Alta party. Bobbi Schaus, Wilson Pollock & Erika Peterson

SKI GAM EVENT PHOTOS



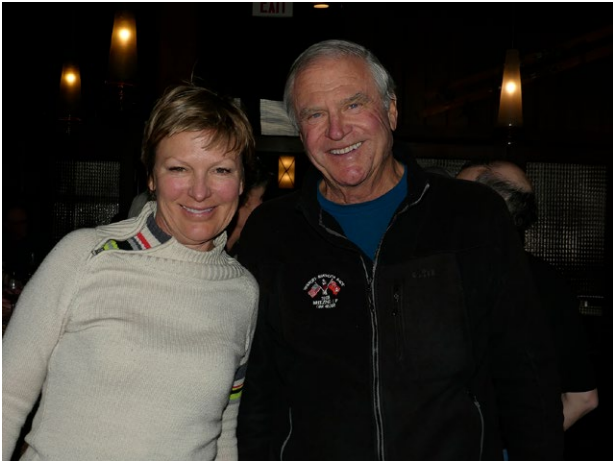
Fin Beven



Ross Sherbrooke & Ski Gam co-chair John Robinson



CCC PC Johnnie Watson at the Whisky tasting with Freda & Mike Forbes



Po Martin & VC Brad Willauer



Jim, Sue, Ross, Dan, Brad, Tad, Karyn, Steve, Rick, Alex, Ann, Linda & Barbara



John Robinson Ernie Godshalk & Brad Willauer



CCA SAFETY AT SEA

In preparation for the Newport-Bermuda Race the CCA hosted its biennial Safety at Sea Seminar in Newport, RI, organized and planned by Garry and Leslie Schneider (BOS/GMP) in March. The Saturday Offshore SAS seminar was moderated for the second time by Bruce Brown, a west coast sailor and safety expert. The strength of the CCA was shown by a star cast of CCA members: Following introductions by CCA Commodore Brad Willauer and RBYC Commodore Jon Corless, the speakers included John Rousmaniere (NYS), Ralph Naranjo (CHE), Chris McNally (BOS/NBP), Frank Bohlen (ESS), Dr. Jeffrey Wisch (BOS/BUZ), and Karen Prioleau (SOC). They were assisted in their efforts by moderator Bruce Brown, USCG helo aviator Lt. Katherine Voth, rescue swimmer AST2 Michael Kelly, Charles Nethersole (who joined Ralph Naranjo in his talk

As hands-on training has moved into the spotlight of safety training, both Saturday and Sunday sessions (which would provide attendees an International Offshore Safety at Sea with hands-on training certificate) were fully subscribed with waitlists in place. The event was centered at St. George's School in Middletown, held in the Field House. Chris McNally (BOS/NBP), and Janet Garnier (BOS/NBP) oversaw the arrangements for the event, with Janet overseeing all the food and set-up/ take-down arrangements for over 200 meals. Saturday's training was overseen by Dan O'Connor and Sheila McCurdy (BOS). Sunday's moderator was Bruce Brown with Dan, Sheila, Chris McNally and Karen Prioleau working to assist in key instructor roles. Here again CCA members stepped up to offer to help with the training, which included groups rotating through the



CCA Safety at Sea St Georges School Pool. All photos by Dan Nearney

on heavy weather), damage control speaker Bill Biewenga, and Landfall's Captain Mark Bologna. Key volunteers well in the background for the weekend were a couple managing all the audio-visual. Brian Deichmann (BOS) and his wife Liz Dean worked to ensure that presentations flowed smoothly. Evaluations were uniformly positive. The registration desk received assistance from Dick and Ardis Holliday (ESS), Kathleen O'Donnell (BOS), Carol Vernon (BOS/NBP), Cindy Wisch (BOS/BUZ), Bev Lenci (BOS), and George Rockwood (BOS/BUZ). A crowd of over 250 were checked as they came in. Jack Madden (BOS/BUZ) ably managed the organization of a large group of exhibitors which support safety at sea. The USCG table display of their rescue equipment was a first for this seminar. Exhibitors provide an educational component through their presence at the seminars. Special thanks go to CCA Secretary Chris and Shawn Otorowski (PNW) for again offering their Newport home to host the seminar speakers and volunteers for a Saturday dinner event that enabled a bit of R&R comradery within a busy weekend.

various stations. A popular station was in the pool with PFDs and working with life rafts, boarding and righting them. Attendees entered the water in full foul weather gear, with PFDs and tethers to work through various exercises to avoid hypothermia and stay safely together. Boarding a life raft has its challenges and they are best discovered prior to the need. Learning included fighting fires at an oil pan and firing flares at Third Beach in Middletown. These key components received assistance from many who had completed similar training in the past: Mark Lenci (BOS) – now working to obtain moderator status, Carter Holliday (ESS), Joe McGettigan (BOS/NBP), Carol Vernon (BOS/NBP), Henry DiPietro, and Kathleen O'Donnell. Another station addressing the "what ifs?" was damage control, ably manned by Michael Keyworth, of "Steering without a rudder" fame (see CCA website) and James Phye (BOS/NBP), the NBR chief inspector. Both worked to fill additional time when the USCG damage control "leak" trailer was out of service. Landfall's Capt. Mark Bologna and Eric Magnuson discussed issues pertaining to personal safety gear and the important

CCA SAFETY AT SEA



CCA Safety at Sea St Georges School Pool.

role of maintenance. Know how your own gear works and what maintenance it will require.

One of the unique features of the March CCA seminar continues to be the Race Preparation Seminar – How to be Safe - Have Fun – Win! Moderated by Kenyon Kellogg, (BOS/BUZ), it showcased some of the stars in the Bermuda Race Organizing Committee, with Bjorn Johnson (NYS) discussing the race structure and prizes and elaborating on the ORR handicapping system; Nick Nicholson (FLA), speaking to race strategy; James Phyfe (BOS/NBP), addressing preparation of the boat and the inspection process; Ralph Naranjo (CHE), filling the role usually held by Frank Bohlen in discussing Gulf Stream Weather, as well as covering sail selection issues for the race.

Those who are heading to Bermuda also focused on a: "What if" at the Medical Seminar developed by Dr. Jeffrey Wisch to address the needs of the medical officer in an offshore situation. Assisting Jeff was Dr. Jon Burstein, a former medical advisor to the race. The discussions in the hall following both seminars made it evident that there was value to attendance, and the efforts of the CCA were appreciated.

Organization for the June 13, 2018 Seminars offered just prior to the Newport Bermuda Race is now in progress. Ralph Naranjo will moderate a traditional Offshore Safety at Sea Seminar, and Dan O'Connor will oversee a second track offering hands-on training for those who have taken a classroom seminar within the prior year or have taken US Sailing's online SAS supplement.



BOOKLET CHARTS - UPDATE & CORRECTION

By WALT PAUL, (NYS)

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

The US Coast Guard relocates navigational buoys for a variety of reasons. Until the introduction of Booklet Charts, the only way to remain current was to buy new paper charts or update old charts via the "Local Notice To Mariners." Chart plotters, current at the time of initial purchase are usually not updated without the customer buying an update service. As a result, they can be out of date in very short order.

NOAA's Office of Coastal Survey has been posting "experimental" nautical charts in booklet form on the Web. They have changed how these charts are now accessed and with that, no longer refer them as "experimental."

Booklet Charts still include the latest Notice To Mariners for areas covered. They were developed with concerns for recreational boater safety, can be printed at home, are free and current when downloaded. These charts contain all the information of the full-scale nautical chart but are reduced in scale somewhat and divided into pages for printing convenience. Bar scales and the like are also reduced proportionately and accurate for measuring distances.

Excerpts from the United States Coast Pilot are included in some cases. Most chart notes are consolidated on a single page for easy reference. Emergency information for the charted area is printed on the back cover. Access to them has now been simplified.

There is one significant difference with full-scale charts and that is, they are current on the day printed and include all the latest changes. These changes may not yet be included on the last printed full-scale charts because they are usually not reprinted until enough changes warrant republishing.

IMPORTANT NOTE: While Booklet Charts are updated as changes are made, the date and edition of the (referenced) chart will be that of the last date the paper chart was published.

The website to obtain the Booklet Chart is slightly different now. To access them, go to their home page at: www.nauticalcharts.noaa.gov.

Click on: "Chart Locator"

Zoom to the area of interest

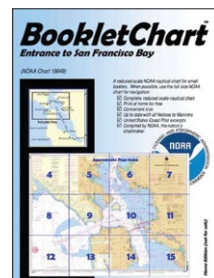
Click on a Chart Outline which then highlights in yellow.

A five-digit chart number appears in the window to the right.

Look for "Available Products"

Left click on "BC" to view the Booklet Chart

Right click on the image and then "Save As" to download.



DON GARDNER CCA, IN USCGR, ATLANTIC COAST & SOUTH PACIFIC IN WWII



Don Gardner at the wheel of Borogove III after the war.

My father Don Gardner, proud member of the CCA and former Rear Commodore of the Boston Station, served during WWII on the Atlantic Coast, and as Captain of the LST 170 in the invasions of Leyte and Linguyan Gulf in the Philippines. A successful advertising man and lifelong sailor, he grew up in Brockton, MA, and sailed in the summer in Buzzards Bay, out of Monument Beach, where he met and courted my mother Kay



Borogove IV with Lt. Gardner and crew who converted the tender into a sailing dinghy. This story was picked up by the American press.

Seward, who was from Forest Hills, NY. At Dartmouth, in the class of 1927, he was a varsity football player, heavyweight boxing champion, and ski jumper, as well as a semi-pro basketball player, and where one of his best friends was another future CCA skipper Charlie Bartlett. Don and Kay were married on the day after the 1929 crash, after which they lived outside of

Philadelphia while he was working for N. W. Ayer. After transferring to the Boston office and moving to Marblehead in 1937, he became the owner of the lovely 38' yawl "Borogove II", named for a character in Lewis Carroll's poem "Jabberwocky." They cruised extensively along the New England coast. By 1940 he had bought a 42' Crocker yawl, the "Borogove III" and was Commodore of the Boston Yacht Club, where he was instrumental in reviving the Marblehead-Halifax Race in which he raced before and after the war.

But, after Pearl Harbor in 1941 he was bound and determined to get into the service. Despite drinking gallons of carrot juice, he could not pass the Navy's eye exam, so he tried the Coast Guard, and he was inducted into the USCGR as a Lieutenant. He first worked in Boston, and helped set up the coastal picket fleet which was the brainchild of the CCA Commodore Alfred Stanford of New York, to enlist sailing and fishing vessels as the first line of defense of the shipping off the East coast. German U-boats had sunk over 160 American and Allied vessels, threatening the lifeline to Great Britain. In the spring of 1942 my father was transferred from Boston to Nantucket Island to take charge of the coastal picket fleet based there. This fleet of converted yachts or commercial boats donated by their owners for the war effort were



Don Gardner's Borogove III in 1964 alongside Sam Batchelder's Serene, another CCA vessel from Manchester, MA, anchored in downeast in Cobscook Bay New Brunswick.

officially called by the Coast Guard as the "Corsair Fleet" but became known as "Hooligan's Navy," but they proved to be effective as they patrolled the sea



Gardner and family in the NYT News 1951.

lanes quietly with their wooden hulls and were not detected by the U-boats, and they could radio to airbases for planes or dirigibles to fly out to bomb the subs. We joined my father on Nantucket where my sister and I went to Academy Hill public school, and the winter of 1942-43 turned out to be the coldest in 60 years. The ocean froze solid as far out to sea as 15 miles, picket boats could not get into or out of Nantucket Harbor, and even the steamer from Woods Hole



Lt. Gardner and his crew on the water.

was unable to break through the ice for three days. The "Nantucket Inquirer and Mirror", the weekly newspaper, featured 4" headlines: "USA CUT OFF FROM NANTUCKET." During this huge storm one coastal picket boat, the 58-foot yawl "Zaida", donated to the war effort by George Ratsey, was lost for three weeks despite an intensive

continued on page 36

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BERMUDA

Members of the CCA Bermuda Station are gearing up for a very busy year with the Bermuda Race, headed by Chairman Jonathan Brewin, well on its way with final planning and preparation. Along with the Bermuda Race comes several other exciting components, such as the finish line, the prize giving and, of course, the CCA after race party being planned for all CCA members.



Bermuda

Three couples of the Bermuda station had planned to participate in the NZ Cruise but one has had to drop out. We will let Bob tell that very short story below. Les and Maggie will be participating but no update for them just yet.

Update from Susan Weare,

"Our opportunity to join the CCA cruise in the Hauraki Gulf has resulted in an epic trip. In essence, we went on the CCA NZ cruise and saw the Taj Mahal too! We purchased a British Airways round the world package beginning in Bermuda, followed by three days in London and then flew 5,500 miles across Europe and Asia Minor for a wonderful two-week trip to India's North West Golden Triangle. From India via Kuala Lumpur we arrived in New Zealand for a restful four-day golfing holiday in the Hawkes Bay Area where the wineries are endless! Our adventure will continue in Auckland when we join our good friends Les & Maggie Crane and an outstandingly kind couple, Keith and Pam Goodall. We have never met Keith or Pam but when they heard we were searching for a boat to rent

for the cruise they offered their own beloved boat 'Savarna', a Hanse 531. That's New Zealand hospitality at its best!"

"We are excited about exploring the Hauraki Gulf area and getting together with so many of our friends in the CCA. The adventure continues!"

Bob and Betsy Baillie

"Our boat was shipped to New Zealand at the beginning of the year and has been sold! Therefore, we will not be participating in the NZ cruise. A bit of a shock as we owned her for 20 years, and participated in the CCA NZ cruise in her in 1999."

We wish all fair winds and following seas and some silverware in 2018.

Ralph Richardson



Royal Bermuda Yacht Club

BOSTON

The Boston Station held our Annual Meeting and New Members dinner again concurrently on the same evening in November at the Dedham



Tim Surgenor, Bob Morris and Brad Willauer

Country Club on November 16, 2017. The evening saw the elections and changing of the guard from Rear Commodore Bob Morris to the newly elected RC, Tim Surgenor. Tim's first act as RC was to recognize and thank Bob Morris for his skilled leadership of the Station over the last two years. Bob passed on to Tim the newly polished Boston Station silver bowl and Tim presented Bob with a glass pitcher inscribed with the CCA logo and a message of thanks from the Station. Vice Commodore Brad Willauer was in attendance to preside over the handoff. The new members part of the evening had the introduction of an excellent slate of nine new members presented by BOS membership chair James Phyfe. The new members included: Murray Beach, Allen Breed, Dale Bruce, Zdenka Griswold, Michael Mariner, Joseph McGettigan, and Onne van der Wal. Christopher Museler, also a new member was not able to attend. Timing was such that we also welcomed one very new member, Steven Foraste, who had been elected just a couple of weeks before the dinner. Each new member was introduced by their host / proposer and interesting and fun stories were told by both. The combination of Annual Meeting and New Members Dinner has been deemed a successful pairing expanding the interest profile for the evening and celebrating both membership and the succession of leadership for the Station.

The Boston Station continues its long-standing tradition of wintertime lunches at the India Wharf Rats



Location of CCA Rat's lunches and memorabilia

NEWS FROM STATIONS & POSTS



The original India Wharf building's name-stone

hideaway in Boston. These sociable gatherings have had many favorable mentions in past GAMS.

A short history of the "Rats" published in 1912, tracked down by Nick Orem (BOS) my predecessor as Station Historian, provides an early account of the Club's beginnings by the hand of one of its founders. Two Boston lawyers, Sigourney Butler (the first Skipper for the Club) and John Wheelwright (the first Chief Cook and author of 1912 History), having taken a stroll to the harborside on business in November of 1886, came across a roof-top room in the India Wharf building with a good view of the harbor and ships. Following some enquiry, they undertook to rent this floor on the southeast corner of the building and quickly established it as a gathering place for 25 gentlemen of like interests including matters maritime. The purpose of the India Wharf Rats as stated in the Club's December 4, 1886 constitution, was to bring 25 likeminded friends together on alternate Saturday afternoons for "the purpose of reviving American commerce, cultivating the culinary arts and promoting the fine arts". The invitation to join was offered on the basis that the person was "an old sea dog of gastronomic taste and culinary accomplishments." Members extended the use of their space from the outset by facilitating their own dining clubs to avail themselves of the location and meet regularly at the "Rats."

Our current location of CCA winter lunches grew out of this tradition. The beginnings of our meeting at the Rats was a morphing over time amongst

members of both organizations from which evolved the separate lunches for the CCA membership to be hosted by a Rats member. For many years Steve Parson (BOS) and Ned Rowland (BOS) acted as our hosts. In recent years our host has been Carter (Bink) Bacon (BOS). The original meeting place on the harbor side in the India Wharf building is no more as that was demolished in the 1960's. Since that time the Rats have met in a variety of harborside locations before settling into a garret at the top of #5 Boylston Street which is also the home of the equally long-established Tavern Club (1884). The attached photos, courtesy of CCA members Dan Nerney and Nick Orem, illustrate the setting. Input and edits courtesy of long standing India Wharf Rats, Messrs. Ned Rowland (BOS), Dan Nerney (BOS) and Carter (Bink) Bacon (BOS). A visit for lunch is recommended to sense and enjoy the atmosphere.

The Sailing Committee under Chip Johns (BOS/BUZ) is actively planning Gams for this year and a more extensive cruise in the area for 2019. Three Gams are being planned



Camaraderie and conversation at the Rat's bar before lunch



CCA Boston winter lunch at the long standing Rat's table

for 2018. It may be useful to enter their likely dates in your calendars: Memorial weekend in Cuttyhunk on Saturday followed by New Bedford YC on Sunday, Mid-August in Eggemoggin Reach jointly with the Gulf of Maine Post where Frank Cassidy (BOS/GOM) is assisting (date to be confirmed) and a Columbus Day weekend yet to be developed.

As I write, some 20 Station members are amongst the 140 or so members in New Zealand being hosted by the Royal New Zealand Yacht Squadron for the start of the Club Cruise there in the Hauraki Gulf. Elsewhere, seven Station members and friends are cruising various parts of the Caribbean this winter. They are Richard Armstrong (*Little Vigilant*), Maggie Salter & Al Hickey (*Sweet Dreams*), Gian Luca Fiore (*Vivaldi*) and past RC Bob Morris and co-owner Bob Dwyer in their newly acquired Caribbean based boat. Harriet & TL Linskey are again on Hands Across the Sea helping out in Domenica.



Kathleen Sherbrooke, Charlie Willauer and Lee Campbell



Speaker Mike Johnson (SAF), Stephanie Pantera and Bill Cook

January had us at the Union Club in Boston for the Station's Winter Dinner organized by Entertainment chair,

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Ann Noble-Kiley. A most excellent dinner and evening talk was had by guests and members. The speaker was CCA Member Michael (Mike) Johnson (SAF), Blue Water Awardee as well as having had the OCC's Barton Cup twice for his many adventures in all of the world's great oceans including high



Charlie Willauer and Max Taylor

latitudes. His wonderfully illustrated talk was on his 2013-2014 transit of the Northwest Passage in his schooner *Gitana*. The passage was made in two parts wintering over in Cambridge Bay. Both years were noted for their extensive ice causing many attempts to be aborted. It was difficult not to be amazed by the many challenges from wedging through partings in the ice with ice poles, navigation and passage making in poorly charted waters, adverse weather conditions and the great uncertainties of waters dominated by ice in its various forms. Those who could not attend might like to examine his writeup in the recent Voyages. The winter's evening on leaving the Union Club was tame by any comparison.

Dave Curtin, Historian

BRAS D'OR

As launching season approaches, Bras d'Or Station members continue to be actively engaged in the sport of sailing, both at home and abroad.

In November, the station's Annual General Meeting and dinner took place at The Ashburn Golf Club in Halifax. The gathering began with a lighthearted discussion centered

around a display of members' pig sticks, with several in the room sharing humorous stories of their "design of a pig stick." In addition to regular business, the AGM served as a great opportunity to welcome and introduce new station members David Stanfield, Mike Archibald, and Ben Garvey.

In the spring of 2017 Jim Evans (BDO) joined British friends for a cruise from Lerwick in the Shetland Islands, to Bergen and the Norwegian and Swedish coast of the North Sea.



Delawana, Bermuda

Jim has detailed his cruise in an article for future publication, which will be very interesting and timely, in light of the upcoming CCA 2019 Stockholm Archipelago Cruise.

The fall of 2017 saw Hans Himmelman and crew drop lines from his home berth in St Margaret's Bay to deliver his Farr 56, *Delawana*, south to Guadeloupe. The passage also included a brief stop in Bermuda for a partial crew change. *Delawana* has enjoyed cruising this winter around the Guadeloupe and Les Saintes area. Hans noted "While at Marina Bas-du-fort, Guadeloupe, we were med-moored alongside noted CCA vessel, Bolero, owned by Ed Kane of the Newport Station. We enjoyed meeting Ed and his crew and



Delawana Crew Picture
L-R - Bruce Gray, Hans Himmelman, Phil Wash,
David Arenburg, Paul Conrod, Bob Brown

were delighted to share stories and a meal aboard such a beautiful and classic vessel." Hans also met up with fellow Bras d'Or station member Fred Voegeli. Fred and Nancy were cruising in the area aboard their Mason 44, *Frisco*. *Frisco* was hauled last winter in Jolly Harbour, Antigua, where Fred intends to haul her again later this spring.

New station Member Steve Stelmazyk and his wife Linda joined the World ARC rally aboard their new Hylas 56, *Alora*. They are graciously hosting



Alora Crew Panama Canal
BR- Dan Hoyt, Diane Wanderer, Linda Stelmazyk
Hoyt, Steve Stelmazyk, Erwin Wanderer

many of their friends throughout their cruise, some who are Bras d'Or station members. Steve and Linda are planning to do the first half of the WARC and then take a year off to cruise New Zealand.

Bras d'Or member Erwin Wanderer and his wife Diane crewed aboard *Alora* and he reports, "Of the 35 or so participating boats in the 2018 World Arc *Alora* appears to be the only CCA sailboat. Diane and I joined *Alora* in St. Lucia, the starting point of World Arc 2018. *Alora* won division A in Leg One as well as Leg Two which was from Santa Marta to the San Blas Islands.

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Diane and I left the boat in Panama City. The highlights of the trip for us were in Santa Marta, Columbia, an unexpectedly delightful destination and of course, the Panama Canal transit. WARC does a very good job at organizing the transits. They organized three transits, roughly 12 boats in each transit, four rows of three boats tied abreast. During mid-day watches when we were mostly all on deck, Linda read us passages from the David McCullough book "Path Between the Seas", in anticipation of the transit. Knowing the history made it all the more delightful and interesting. Alora is now in the Galapagos. Phil Wash



Winter Hike Blomidon
L-R- Peter Watts, Wilson Fitt, Phil Wash,
Thelma Costello, Barbara Watts, Betty-Ann Haliburton, David
Archibald, Kathy Greenwood

(BDO) joined Alora there and will do the Pacific passage to the Marquesas Islands."

January is the month for the Bras d'Or Station annual winter hike, social and dinner at the Blomidon Inn in Wolfville. The event included an afternoon gathering at the home of Peter and Barbara Watts. The incredible view of the Minas Basin from their property, combined with the Watt's warm hospitality, has become a welcome and anticipated reward at the end of the hike.

Several members gathered in Halifax on Friday, February 23 for an end-of-week lunch together to exchange stories and share news. As stated by those in attendance, "It's always great to share a meal in the company of fellow sailors."

With spring fast approaching, Bill Greenwood and his crew of *Airborne IV* are making preparations for this year's Newport Bermuda Race. Bill and crew are looking to add to last

year's success when they won first in class, and their overall division in the Marblehead to Halifax Race.

Planning is underway for the Bras d'Or Station annual summer cruise. Members are greatly anticipating this year's event to Nova Scotia's "100 Wild Islands", located on the eastern shore of the province.

David F. Arenburg, Historian

| | |
|---------------------------------------|----------------------|
| BDO Winter Social @ Blomidon Inn | Saturday, Jan. 27th |
| BDO Lunch in Halifax | Friday, Feb. 23rd |
| CCA - AGM in NYC | Friday, Mar. 2nd |
| BDO Winter Meeting | Wednesday, Mar. 14th |
| BDO Lunch in Halifax | Friday, Apr. 20th |
| BDO Spring Hike & Social | Saturday, May 12th |
| BDO Spring Raft up | Saturday, June 23rd |
| Eastern Shore/100 Wild Islands Cruise | To Be Announced |
| BDO Fall Raft up | Saturday, Sept. 8th |
| BDO Fall Meeting | Wednesday, Oct. 17th |
| CCA Fall Meeting | Oct. 26th |
| BDO AGM | Wednesday, Nov. 21st |

Note: CCA Meetings are attended by Rear Commodore, Membership Chair and any appointed Elected governors

CHESAPEAKE

Nearly a hundred Chesapeake Station members, spouses, and guests, themselves brightly decorated for the occasion, welcomed the Christmas season at the temporary quarters of the Annapolis Yacht Club on Dock Street on December twelfth. Jeffrey and Leslie Gibbons Neff organized this year's event with festive invitations and a splendid buffet feast. As usually happens, this party lasted considerably longer than your average monthly luncheon, with high spirits abounding. Along with the Parade of Lights (when local skippers don cold weather gear to compete for boat-decorating trophies while circling Annapolis harbor), this is one of the events which marks the moment when our members know it is time to either put the boat away or



The 1976 Pride of Baltimore. Lost at sea in May 1986.

head down the ICW.

This year it was also the moment when we greeted five new members - Rich Born (2nd generation member) and his wife Kelley, Doug Campbell and Paula, Jeff McCarron and Kathy, Harry Seemans and Linda, and Stan Sneath and Ann. Dorothy Goldweitz, wife of CHE member Jonathon Goldweitz, is 2018's first new member.

On February 10th, CHE member Ralph Naranjo spoke at a CCA-sponsored Marine Weather and Sea State Analysis and Forecasting symposium at the Maritime Institute of Technology and Graduate Studies



The annual Lights Parade begins the holiday season in Annapolis.

near BWI airport. He appeared again at New York Yacht Club on March 1 in a program on The Art and Practice of Seamanship.

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With many snowbirds headed south, nine doughty Station members huddled together at AYC for the first 2018 monthly luncheon on February 13th. The small group heard Fred Hecklinger eulogize his friend Melbourne Smith, builder of the 1976 90' topsail schooner *Pride of Baltimore*, which was lost in a storm in May, 1986. Fred managed the yard where she was built. Smith died February 2nd at 87. The group raised a glass to his long and colorful life, and another to that of CHE member Bob McWethy (who "passed through the trees" as they say in Bermuda) on Jan. 29th. Bob was a decorated submariner and pioneer in under-ice navigation, who devoted much of his retirement to the Naval Academy sailing program.

At NYYC on March 2nd, the Annual Meeting of the CCA convened with a good-sized delegation from the Station to cheer for Ted Clucas as he received his John Parkinson Memorial Trophy for last July's Transoceanic Passage. His all-CHE crew aboard *Manxman* included Jonathon Goldwietz, Doug Rollow and Bill Read. (Doug was in New Zealand and Bill was in Australia and missed the festivities.) On hand were Annie Clucas, R/C Cary and Martha Thomson, Jonathon and Dorothy Goldwietz, Margy and Jim Robfogel,



A wet walk along Compromise St.
at super-high tide, March 3rd.

Jeff and Leslie Gibbons Neff and Dubie Joslin.

The March monthly luncheon included a briefing on plans for the Station's Spring Cruise beginning on May 18th at Doug and Becky Firth's on La Trappe Creek with



The former Harbor Grill serves as the
temporary quarters of the Annapolis Yacht Club.

visits to Slaughter Creek on the Little Choptank. The Station Historian gave his second War of 1812 talk covering the formation of Joshua Barney's Chesapeake Flotilla and its first battle with the Royal Navy near Cedar Point.

Chace and Josie Anderson aboard *Bonnie Rye* have ranged as far south as Georgetown in the Exumas this winter, and Jim Thompson was there as well, having shipped Ariel across as deck cargo from Italy. (Jim is soon to receive a special honor from Tred Avon Yacht Club for his 12-year cruise in the Med.) CHE Rear Commodore Cary and Martha Thomson are in Charleston aboard *Freedom*. Several Station members joined the CCA New Zealand cruise. We should have a fresh crop of sea stories coming up soon.

The Annapolis skyline along the waterfront is rising faster than the sea level in Ego Alley, although not by much. The reconstruction of the fire-damaged AYC has proceeded from the bleached bones of August, 2016 to being closed up the day before this year's first snowfall. Just last week it sprouted a handsome new copper roof as shiny as a new penny. Although the general silhouette is unchanged, the rebuilt version will have 650 more square feet and a sprinkler system, a welcome addition. All the Chesapeake Station meetings have been in AYC's temporary quarters on Dock Street since the fire in December 2015. Those familiar with the old Fawcett's store on Compromise St. will notice that it has been rebuilt with a second story and is also nearing completion.

Meanwhile, "nuisance flooding"

along the shuttle bus route from the permanent AYC parking lot to the Dock Street facility has become more frequent (often aggravated by strong southerly winds bringing water up the Bay). On March 6th the usual route was completely blocked and all traffic along the shore had to be rerouted up Main St. to Church Circle and down Duke of Gloucester. But all in all, Annapolis is in pretty great shape for a village founded in 1649. And sailors who insist on dry feet can get taller sea boots. I go along with Isak Dinesen who wrote "*The cure for anything is saltwater – sweat, tears, or the sea.*"

Fred Hallett, CAA/CHE Historian

ESSEX

Here in New England March is indeed coming in like a lion. The nor'easters are plentiful so we are doing our winter projects with visions of good weather ahead. Our monthly luncheons are very well attended by our modest station and guests from NYS, BOS and FLA. In October, after the national fall meeting in San Francisco, Dennis Powers gave us a very detailed account of the event. His report was followed by a long discussion on allowing catamarans to participate in the Bermuda Race. It was a spirited debate. Also at our meeting was a group of young sailors, two of whom were circumnavigators.



Barbara Ellis of Essex

They were waiting for a weather window to go to Puerto Rico with supplies for the citizens of that

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damaged island. It was nice of Dave Dickerson to bring this group of eager young people to be with us.

On November 16 Tom Wadlow, our Safety-at-Sea officer, reported on the Kidde fire extinguisher recall of some 40 +/- million of their potentially faulty extinguishers which were produced during the last 20 + years. We all have them, and you can get a detailed instruction sheet from your dealer or boatyard on the process to check for the ones which are being recalled. The recall applies only to extinguishers with plastic handles, and not all are faulty. Provided you have the instruction sheet, the process is not complicated and does not take long. Kidde personnel are very helpful, as you might suspect, and if you have an extinguisher with a plastic handle it is imperative that you check. Most of the participants at the lunch did not know about the recall. Also at this lunch, past ESS station RC Dick Holliday gave us a report on CCA moorings in Great Salt Pond on Block Island. In 1990 the Bonnell Cove Foundation entered into an agreement with the town of New Shoreham on Block Island whereby in exchange for the public use of 7.33 acres of beachfront along the west side of Great Salt Pond just south of Cormorant Cove, the CCA would be allowed to maintain two moorings. The Essex Station stays in constant contact with the town and the Harbormaster as the Rhode Island government does not like proprietary moorings. However our situation is different, as the rights to the moorings are a legally binding exchange which is beneficial to the town of New Shoreham.

At our Annual Meeting of the Essex Station held on the first Tuesday in December at the Essex Corinthian Yacht Club, our usual location for this event, the slate of officers for the coming year was unchanged. There was one change in the Committee heads, as Tom Wadlow stepped down as Cruise Chairman. After 22 years and 90,000 miles Tom and Dorothy have sold their beloved



Louis-David Mangin member of the Mast High Club.

Joyant. They have purchased a power catamaran, which they have named, appropriately, *Felix*. She is presently in Florida and getting her fitted out to their specifications will keep them away from the Station enough that Tom felt it was time for him to pass on the Cruise Chairman baton. Ami Green has accepted the responsibility and will do a great job. We are all looking forward to early June and the spring rendezvous at Watch Hill, RI. Neither the Vernon Merritt Talisman trophy for the boat that goes farthest east, nor the B. Bruce Edmonds award for excellence was awarded this year.

On February 27 we held our pot



Dianne Matheson of NYS Toronto, with Verity Powers of Essex.



Nina Beebe of GLS London, and Dick Holliday of Essex.

luck dinner at the Essex Corinthian Yacht Club. Forty-five members and guests attended the event which

included a presentation on Morton F. Plant by Gail B. MacDonald, a UConn professor. Mr. Plant owned the yacht *Ingomar* which collected 21 prizes in 25 races, and in 1904 raced against the German Kaiser. He built the Hotel Griswold, now gone, on Eastern Point, New London, CT and the Bellevue Hotel in Clearwater, FL.

On March 1, the Ellises, Powers, and



Mark Ellis and Jeb Embree.



Rob Emery with Jeb Embree of GLS Toronto with the auld plaque.

Embrees were delighted to be included in the GLS dinner at the Cornell Club in New York City. One of the GLS young new members, Rob Emery, had found a plaque for sale on the web, which he purchased. He presented the old brass plaque to the Essex Historian. The plaque reads "The Essex Station of the Cruising Club of America 50th anniversary 1922-1972, Bonnell's Cove, Block Island". This plaque, whose provenance is unknown, will find a place on the end of the station rum keg.

At the National Spring meeting at the NYYC, a number of the ESS members attended to see past National Commodore Robert E. Drew receive the Richard S. Nye trophy for "meritorious service, outstanding seamanship, outstanding performance in long distance cruising

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or racing, statesmanship in the affairs of international yachting, or any combination of the above". It seems to ESS that Bob has all of the qualifications mentioned.

Charles-Henri Mangin reports – *"The highlights of the first leg of our October/November crossing aboard Strella Encore, our Hylas 54, were not the pleasant seas we had when we left Cadiz and then Lagos. It was my third and, finally successful, attempt to visit Madeira, a renowned, lunar-looking volcanic island whose most important attribute for us was a restaurant in Funchal that served the best rack of lamb we ever ate. Even at sea the French never lose sight of what is important. The other high point of interest of course was the Columbus house in Las Palmas which has been expanded into an intimate and scholarly museum dedicated to its former host. The artifacts, art and charts are worth the trip.*

The second leg from Santa Cruz de Tenerife to Grenada was fast the first three days. We blew up one spinnaker halyard pulley each day. My son Louis-David spent hours at the top of the mast taking selfies while waiting for us on the deck to do our part. It is sort of fortunate that we never had more than 10kts of wind for the remaining eighteen days because we were out of pulleys. Since we had a first rate Chef on board, we could play cards for hours while sipping cold white wine and fishing for mahi-mahi, so the crossing of twenty one days did not feel that long. Overall, it was 3700 nm of enjoyment."

In March, the Essex Station hosted an excellent session at Cottrell Brewing that featured a talk by Chuck Paine and his brother Art Paine. Identical twin artists, Art and Chuck Paine have done a wide range of offshore sail and power boats for Morris, Bowman and Kanter plus many one-off large boats. They shared their early efforts as "child prodigies," mid-careers in the fields of commercial art, yacht design and yacht building, and mature work as painters in oil and watercolor. Art and Chuck began their lives on the island of Conanicut in Jamestown in the middle of Narragansett Bay,

MEETING FEATURING ARTWORK BY CHUCK AND ART PAINE



just across the East Passage from Newport. Like Jamestown resident William Trost Richards before them, their exposure to the beauty of their native island, surrounded as it was in the summer by the nautical creations of Nathaniel Herreshoff, gave rise to their lifetimes in the nautical field. Both have branched out into non-marine subject matter, though it never strays far from the edge of the sea. Their lifelong collaboration gave rise to well over a thousand beautiful yachts, black and white sketches and colorful paintings.

Don't forget our ever-popular

third Thursday of the month lunches at Brewers Pilots point Marina, Westbrook, CT. Please contact Dennis Powers dennispowers@snet.net for details. We look forward to seeing you there.

Jeb Embree, Historian

NEWS FROM STATIONS & POSTS

FLORIDA

Thanks to our warm, sunny climate, more than 1,350 miles of coastline along the Atlantic Ocean, Hawk Channel and Gulf of Mexico, and the beckoning waters of Cuba and the Bahamas less than 100 miles off our coasts, Florida is a natural draw for Cruising Club of America members. The Club's Florida Station was established almost 63 years ago and held its first annual meeting Dec. 10, 1955 on Key Biscayne.

With about 110 members averaging

most Florida Station activity occurs during the winter.

Many non-Florida Station CCA members visit or winter in Florida and enjoy the station's hospitality.



Joel Taliaferro and Barbara Watson supervise Tom Kenney filling the rum keg at the Florida Station's Rum Keg Rendezvous.

69.5 years of age, today the Florida Station has the oldest membership among the CCA's 11 stations. The station has many members who call Florida home during the winter and go cruising or "up north" for the summer months, and it follows that



Mary Ann Uznis, hostess for the Rum Keg Rendezvous.

The camaraderie and programs at the station's winter luncheons in Stuart, Fort Lauderdale, Miami, and St. Petersburg are popular among Florida Station members and those from other stations. By the end of May, over the 2017-18 fall, winter and spring, the station will have hosted 19 separate luncheons! A big shout-out to our four luncheon chairs: Jack Wills (Stuart), Pieter De Zwart (Fort Lauderdale), Joel Taliaferro (St. Pete), and Charlie Munroe (Miami).

The Florida Station welcomes CCA visitors from other stations to take



Joanna De Zwart shows her wares at the Rum Keg Rendezvous.

part in our activities and maintains a mailing/email list of CCA visitors to share our calendar, news of our activities and other information. CCA visitors who plan to be in Florida are invited to email the Secretary-Treasurer to be placed on the Florida



Pam Wall, Clint Bush, Milt & Judy Baker, George Uznis.

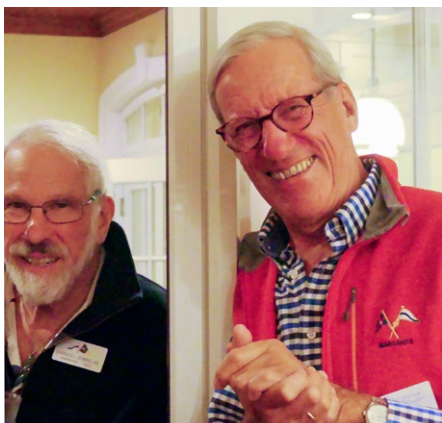


Andrea Dowling and Ron Schaper.



David Bridges, Joel Taliaferro, Barbara Watson, and Gus Hancock.

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Charles Starke (NYS) and Pieter De Zwart.



Steve & Karyn James, presenters at the Annual Dinner Meeting.

Station mailing.

The Florida Station's major event of the winter season, our Annual Dinner Meeting weekend, was in Fort Lauderdale January 19-20.

The station's traditional Rum Keg Rendezvous was graciously hosted by George and Mary Uznis in their beautiful Fort Lauderdale home and attended by 57 members and guests. Mary Ann and Joanna De Zwart took on the catering and turned out a splendid buffet dinner that was enjoyed by all, and our rear commodore crowned the dinner with her signature Pavlovas for dessert. Saturday morning saw a bunch of the ladies heading off to enjoy Fort Lauderdale's historic Bonnet House then re-joining the guys for lunch. Forty-six members and guests took part in the Annual Dinner Meeting at the Coral Ridge Yacht Club. Steve and Karyn James presented a most interesting slide show on cruising

Atlantic Islands from the Azores to the Norway's Lofoten Islands, Ireland's Aran Islands to Spitzbergen, bordering the Arctic Ocean, Norwegian Sea, and Greenland Sea. And a few more in-between.

Eddie and Glenn "Tut" Tuttle

"We left Punta Gorda on our winter cruise at Thanksgiving and transited Lake Okeechobee with pleasant weather, headed for Ft. Lauderdale to visit friends and take care of routine maintenance on our Grand Banks 46 Tothill. The highlight of the trip was a stop at the newly renovated Royal Palm Yacht & Country Club in Boca Raton. What a fantastic job they've done with all-new floating docks and beautiful grounds.

It had been years since we last visited Abaco, so that became our plan for February and March. We ordered a Batelco SIM card through Mrsimcard.com, bought a data plan, and we were good to go. The Batelco cellular service is now excellent for both voice and data.

We cleared in at West End and received a 60-day visa, easily extended if necessary. The trip across the Little Bahama Bank was so calm we were able to count starfish and spot an occasional shark cruising by. We waited out a cold front at Green Turtle Cay and got to know some fellow cruisers sharing the anchorage in White Sound.

On to Marsh Harbor to check out Maxwell's Supermarket, which surprised us with better produce than we can find in grocery stores in Florida. The word is most of their produce is grown hydroponically right there in Abaco. Our trusty 12kw Northern Lights genset started giving us a bit of a problem, so a good friend arranged for a part to be sent to us in Marsh Harbor. Let's just say if you need parts flown into

the Bahamas, patience is an asset. Our part languished in customs for well over a week. But all's well that ends well.

One of the Caribbean's most popular entertainers, Barefoot Man George Nowak, was booked for a two-day concert at Nippers Beach Bar on Guana Cay, so that was our next destination, and well worth the trip. You never go wrong with a combination of Nippers and Barefoot Man! Lots of fun. We had a great weather window to transit Whale Cay Passage, and decided to do some blue water fishing which yielded a nice wahoo.



Tut shows off his wahoo, caught in offshore near Whale Cay Passage.

We are now waiting out yet another in a series of cold fronts in Foxtown where Pat at Da Valley Restaurant prepared some of the best Cracked Conch we've ever had. Buying conch and lobster from local fishermen is easy and very reasonable in Foxtown. So we will be saying goodbye to the Abacos in late March once the Gulf Stream calms down for our return trip to Florida."

Milt and Judy Baker

Over the winter Milt and Judy keep their beloved Nordhavn 47 *Bluewater* on the hard in heated storage in Southwest Harbor, ME. That turned out to be an especially good choice this winter, with the snow piling up and the Maine coast under what seemed like long string of storm warnings. *Bluewater's* onboard monitoring system reported that the boat's interior temperature over the winter averaged an almost-balmy 68 degrees.

With the Nordhavn snoozing, Milt and Judy turned to their Florida boat, an American Tug 34 named *Bluewater IV*. Milt considers the tug a perfect counterpoint to the Nordhavn:



The Barefoot Man, George Nowak, performs at a March concert at Nippers on Guana Cay in Abaco, Bahamas.



NEWS FROM STATIONS & POSTS



smaller, faster, shallower, and easier to maintain. The Bakers use the tug mostly in the Keys. As they did last year, they spent most of March there,



Milt Baker on the boat deck of Bluewater IV at Key Biscayne's No Name Harbor, doing his best not to splash the drone that took this picture.

cruising *Bluewater IV* about 170 NM down to Key West and back again. This year they based at Stock Island Marina Village, a first-rate 220-slip deepwater marina just minutes from downtown Key West and Mallory Square. Milt and Judy took advantage of free hourly shuttle runs from the on-site hotel between Stock Island and downtown Key West.

"Stock Island Marine Village is one of the best-managed marinas I've used in years," said Milt. "The piece de resistance is a morning walk by marina employee carrying long-handled net . . . he walks every linear foot of dock space, stopping to dip up even the smallest piece of trash, garbage or anything else that doesn't belong in the water."

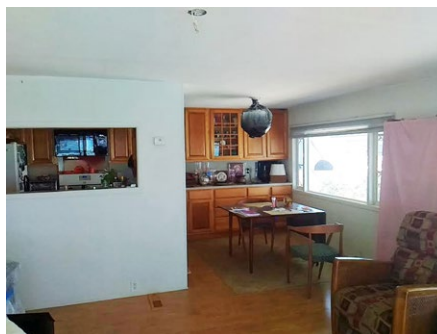
If you're headed for Key West and don't want to keep your boat in the midst of the downtown hustle-bustle," Milt said, "check out Stock Island Marina Village."

For summer 2018 Milt and Judy are organizing another cruise to and in Atlantic Canada for up to a dozen cruising powerboats. "Most are Nordhavns," according to Milt, "but we don't discriminate, and we'll have some others as well." As with the handful of previous Canada cruises they've organized, this one is very low key—no firm schedule, no must-do events, no fleet captain or admiral—just a group of cruisers intent on exploring parts of Nova Scotia, the Bras d'Or Lakes, Prince Edward Island, and southern Newfoundland.

Harry and Malinda Keith

You may remember the winter GAM's report from Harry and Malinda on the serious damage their Florida home in Marathon suffered from Hurricane Irma in September. Things are moving ahead for the Keiths, though not as quickly as they'd like. Here's their latest update, sent in late March:

"Things are moving on but very slowly. We got a roof about two weeks ago and started on the ceiling and insulation shortly after. However, this job has been excessively slow, dirty and frustrating. Everything is covered with our sheets and plastic, and sanding dust is everywhere. The people doing it have been very unpredictable with their coming and going, and very sloppy."



Harry and Malinda Keith's Florida Keys home before Hurricane Irma.



And the Keiths' home after Irma destroyed much of their roof.

The few crane barges here that could replace two of my pilings on the canal have been making lots of money from Fed and State getting wrecks off the bottom and out of the mangroves. Don't know when I can get that job done, but we still have lots of boat space at our docks.

The yard is still a mess. We are getting

some hedge and plants replaced now so they can grow over the summer but most of the beds will have to wait until fall.

Weather has been GREAT. We don't mind sleeping on the boat and we plan, as usual, to take Lanikai north for the summer."

Welcome aboard! The Florida Station is pleased to welcome aboard five new members who were elected to membership effective March 19:

- Atle Moe of St. Petersburg, FL, proposed by Barbara Watson
- Gerard Douglas of St. Petersburg, FL proposed by Barbara Watson
- John Moffitt of Palm City, FL, proposed by Steve James
- Eric Thyre of Pinecrest, FL, proposed by Jack Towle (BOS/BUZ)
- William Ballard of St. Petersburg, FL, proposed by Don Krippendorf

A hearty welcome aboard to our new Florida Station members!

Spring cruise. The Florida Station aims to schedule at least one station cruise per year, but with a large proportion of older members who keep their boats away from Florida or no longer own cruising boats, attracting cruise participation is a continuing challenge. This year's spring cruise is scheduled for April 19-23, on Biscayne Bay. Of course, all CCA members are welcome on this one and all our station cruises.

Noon Rum Keg. Our last Florida Station event of the season, May 12, will be a Noon Rum Keg Party with messing around in wee boats and games, then a BBQ at 1530. This is kindly hosted by Charlie and Heather Lalanne at their home on Tierra Ceia Bay. Come by boat and join in.

CCA Fall Meeting. Our season will begin again in October when all of us in the Florida Station look forward to welcoming club members to Miami and Coconut Grove for the fall meeting, October 25-27, 2018.

See you on the water,

Milt Baker, Historian

NEWS FROM STATIONS & POSTS

GREAT LAKES

Some kinds of clubs have nice people that you never get to know very well, whereas a boat makes for a very different sort of friend. On long cruises, people are very dependent on each other. Strengths play to weaknesses as water flows under a boat's keel at sea. The kind of crewmate we want is strong, a good sailor, a good seaman, and a calm anticipator of the unseen, yet easy to live with in small spaces over long periods of time. Their own personal space is organized, they are punctual on watch rotations, and never complain. Then, when the sailing is done, our cabin below becomes a cozy and warm refuge, the perfect place for a bunch of tired and happy friends.



Rob Emery, GLS, presenting a brass plaque to Jeb Embree of Essex Station, at the GLS Annual Station Dinner.



Kate and Rob Beebe with Vice Commodore Bob Medland during a cruise on Acorn.

When the night's chill breeze is up and the anchor is down, there is little to rival a bit of warmth and shelter, a civilized cocktail often then in hand,



Karin Campia with Sally Medland at the Annual Station Dinner.

and there's a sailors dinner simmering. Leaning back and relaxing against the varnished mahogany skirt of a pilot berth when the boat lies still just can't be beat in these circumstances.

Our Great Lakes Station is known for close friendships that compel us to come together, those enduring companionships forged at sea, and so when we can, we do. No exception was the recent Station dinner which found us at the Cornell Club, just a few steps down 44th Street from the fabled New York Yacht Club, happily among sailing friends from five nations. For a small Station locked away in the center of the continent, whose members live in the most diverse of places, it was gratifying to have at least 24 on hand that evening, including not a few colleagues from sister Stations as well. The best kind of surprise was to see our dear friend Karen Campia again, who had travelled up from Florida to be with us.



GLS R/C Rob Lansing with Vice Commodore Bob Medland at Annual Station Dinner.

From Essex we welcomed the Embrees, our old Toronto colleagues Barbara and Mark Ellis, and most happily Verity

and Dennis Powers were there. David Brown and Sheila McCurdy added much to the fun, recalling for us their strong maritime connections with the Lakes. And James Watlington of Bermuda was among our guests as well. The regular roster of the Station had travelled from four nations to attend, and as the R/C noted, Nina Beebe received a call-out for longest distance travelled to attend, which was 3,459 miles.

R/C Rob Lansing was in charge of the fun, a recommended slate of officers was presented and approved by acclaim (as you might guess, no objection was raised), and we welcomed our new member Rob Emery, who came in from Toronto with Lisa Pope. Among us, then, including guests, we counted sailors from at least five nations, which makes these GLS friendships all the more interesting. We are excited to ponder two new initiatives: an expanding Seamanship and Safety at Sea, and a new Environmentalism for the Lakes. These will be under the direction of Amanda Balasubramanian, and Rob Emery, who will develop their thoughts accordingly. This Station is working with increasing success to get its' leadership into younger hands, and is all the better for it.

Rob Beebe, Co-Historian

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.

HISTORY OF THE CCA

Tracing Our History XVIII 1962

Editor's note and correction: In our last installment, there was an error kindly pointed out by one of our readers. The captions and photographs of Gay Gull III and Legh II were reversed. I apologize for any confusion. JT

Beefsteak Charlie's was a popular New York City restaurant and meeting place for Cruising Club of America members in the early days. Past Commodore Dan Dyer suggested we revisit this long-forgotten hangout during our spring meeting in New York. With Mimi Dyer as photographer, Dan and I set out for 64 W52nd Street in the midst of a miserable storm. Sadly, those hallowed grounds are now a thing of the past and the former restaurant is now home of "The World's Greatest Hot Sandwich". There may have been the ghosts of a few early members lurking in the back but little else is left except the memories.



Dyer and Towle in front of deli.

The GAM has been our principal source of news and thus a repository for our history. Prior to the GAM, our news was circulated through the Cruising Club News. Past issues have been set into two leather-bound volumes and were available to members. These are proving rare; but thanks to a donation to the Historian's Library from the Late Jim McHutchinson, we have these volumes in our possession. These, along with the collection of yearbooks (still looking for select old editions) will be passed to future historians.

Quoting from the Introduction to Volumes I & II by Carl Vilas:

"In the spring of 1962 the late Alfred B. Sanford proposed that we resurrect once more the publication of the "Cruising Club

News". During World War II Al, Bill Taylor and Ham de Fountaine had published a four-page sheet of this title from February 1942 till the spring of 1945 at irregular intervals. It covered the wartime activities of our membership with but little more.

Al served a spell as soon as he was out of uniform as Vice President of the New York Herald Tribune but by 1962 had purchased a weekly newspaper in a town of great promise for growth. This was the Milton Citizen of Milton, Connecticut. Here he found himself equipped and inclined to continue in a new format the "Cruising Club News" as briefly run in the war years. Al, wife Bernice ("Neechy") and I put together the first issue (May 1962) and continued at Al's expense except for the postage which the Cruising Club paid, for several more numbers until the paper had established itself in the minds of the Governing Board.

'Explaining our Existence' was the title of Al's first editorial appearing in that May 1962 issue. 'Commodore Love has been sympathetic to the proposition that the Cruising Club of America should be of more complete service to its members than its present social and racing aspects. It is felt that much more information of interest could be disseminated.' And so it came about that the Cruising Club News was launched. And so it also has come about a quarter of a century later, that we are binding into two volumes what in my personal conceit I consider could be a modern day microcosm of Richard Hakluyt's 'Principal Navigations and Voyages' of 1589.

We have been using as a logo for our obituary pages the slogan 'From The Cloud On The Mountain Top' implying that our current membership roster is the white cloud of precipitation that forms the top of the mountain regardless of the velocity of the winds that may be passing over it. In our 'Introducing New Members' we record the precipitation of the invisible moisture into the cloud and in our 'Last Voyages' we record the inevitable evaporation. Yet the cloud remains. These two volumes, to continue the allegory, like a camera, fix the cloud for the brief spell of a Quarter century

to be preserved for posterity." C.H.V.

Cruising Club News had many articles of interest to members and yachtsmen in general. Articles appeared under the headings of: "Under the Cabin Lamp", "New Boats" ... being constructed for members, "Questions and Answers" ... a member's forum, "Gunk holes and Navigation" ... secret anchorages and how to get there, and "Editorials". Much of the information in this article is taken from that first edition.

Many members fortunate to have been cruising the Maritimes during the era of the make and break engines became accustomed to the "putt-putt" and "click-click" of the two-cycle make and break engines. These engines were virtually indestructible. They could be serviced with a pair of pliers, screwdriver, some baling wire and a 1.5volt dry cell battery and brought many a fisherman home to his harbor at night. Acadia Gas Engines Ltd. of Bridgewater, Nova Scotia and St. John's, Newfoundland were still producing these engines in 1962. The engines were available in one, two, and three cylinder models ranging from three to ten horsepower. Backing down was achieved by spinning the flywheel backwards and therefore no clutch or reverse gear was necessary.

Hobart "Hoby" Ford wrote from the Bahamas that he had hooked up a Chrysler air conditioning unit with the water circulating pump from the main engine of his fishing boat to chill his icebox. "I can go from a 65 degree ice-box to a 35 degree ice-box in about twenty minutes ... although this does not make ice cubes, you can put your gin and tonic in there and get it up to a freezing point ... other items on the ice-box are not important!"

Anchors were the mainstay of cruising sailors and the News carried an editorial raising the issue of the new "patent" anchors and their claims of efficiency. The editorial continued with the suggestion of a questionnaire for the members with their thoughts on anchors relative to types of boats

HISTORY OF THE CCA

and anchoring situations. In answer to the question, the editor responded that in preparation for the invasion of Normandy, the British Government tested numerous anchors that would be required for the many landing craft, Mulberry Harbours, and other vessels involved with the landing. According to this study, in which editor Alfred Stanford participated, the British plow or CQR was selected as the anchor of choice. He cited that in the storm of June 18, 1944 that raised havoc with the invasion forces, a 100 kg CQR on 1,000 feet of one inch wire cable held throughout the blow. RC Carl Vilas added that with the recent introduction of the patent anchors, the current generation of yachtsmen "... by the partisan pleadings of the holders of the patents that they are unaware of the virtues of the Kedge. No one had any motive for paying out good money for advertising a product that is not protected by a patent. Hence, the merits of the Kedge go unsung."

Charley Bartlett updated the cruising guides to Newfoundland and Nova Scotia, while Percy Chubb published a Cruising Guide to the Caribbean. Fess Blanchard's Cruising Guide to the Chesapeake was due to appear in March. The Essex Station's Guide for Eastern Long Island Sound was discontinued.

The 1962 CCA Yearbook listed the perpetual Bermuda Race trophies:

William C. Finley Trophy - based on corrected time for the yacht built fifteen years prior to the current race.

Thomas Fleming Day Memorial Trophy - based on corrected time for a yacht under forty feet.

George W. Mixter Memorial Trophy - for the navigator of the winning yacht

Ray Graham Biglow Memorial Trophy - winning yacht in class B.

Latifa Challenge Cup - Winning yacht in Class A.

Schooner Mistress Trophy - originally for the schooner or ketch making the best corrected time. Changed in 1958 to the navigator of the first yacht to cross the finish line.

Samuel Pepys Trophy - first prize on corrected time for the smallest class in the race.

Herbert L Stone Trophy - first yacht to finish on elapsed time.

Edlu Tankard - second best corrected time in the fleet.

Destroyer's Atlantic Trophy - to the "service" yacht having the best corrected time in the fleet.

Sir Thomas Lipton Memorial Trophy - winning yacht in class C.

Argentine Trophy - first yachts to finish on elapsed time in Class C and D.

Harvey Conover Memorial Trophy - second yacht to finish on elapsed time.

California Trophy - first crew and yacht finishing on corrected time from a West Coast yacht club.

131 yachts crossed the starting line on June 16 for the 1962 Bermuda Race. This was the first time that only invited yachts were accepted and the first year in which there was a decline in entries. The fleet dashed along for the first two days under 20 knots of westerly breeze with many boats surpassing 200-mile days. *Northern Light* made a 246 mile one day run! This was not to last as the weather turned fickle and the doldrums set in. Those who fought or had the ability to keep moving were rewarded. CCA member DeCoursey Fales' *Nina*, with her 2700-foot diaph-

Institute marked the track of the race with a series of white buoys anchored along the rhumb line attempting to measure the currents for the course. While these buoys made excellent navigational aids, several lost their lighting and fear of hitting an unlighted buoy during the night kept the deck watch on their toes. Consolan signals were in use by many of the participants, but the proximity of the signals from the Florida Consolan Frequency and the Nantucket Frequency became indistinguishable as the fleet approached Bermuda. This inadvertently proved beneficial to the crew of *Gaylark* who became confused. They changed course and sailed 40 miles to the east of the line and ironically kept the wind and sailed to a Class B first place.

One of the first protests in the history of the Bermuda Race occurred in 1962. *Paper Tiger*, already a controversial yacht due to its radical design, received two protests. The first was a penalty of two hours of handicap for barging at the start line. The second protest concerned vulgarity on radio communications that is illegal under race rules and the FCC. When the truth emerged, the covert transmission had been made by the crew of *Susy Wong* who wisely withdrew from the race.

With the Bermuda Race the premiere event of the year, the Club cruise was sailed in local waters with a record 101 yachts participating.

The theme for the Marion event was:

| | |
|------------------------|----------------------------|
| C Cruise to Marion | C Cruising comrades |
| R Row ashore | L Let us host them |
| U Up to Beverly | U Under our burgee |
| I In the door | B Buzzards Bay toasts them |
| S Stretch your hand | |
| I In friendly greeting | |
| N Next come cocktails | |
| G Good before eating | |

America's Cup races were being sailed at this time and CCA members were in the forefront. Member Irving Pratt (also Commodore of the New York Yacht Club) was in charge of the race. Member Phil Rhodes, designer of previous Bermuda Cup winners, designed his first International Rule boat, *Westerly*, which went on to win the cup. Other members involved in the effort included Race Committee Chairman Dooley Roosevelt and



Nina stepping out to Windward.

PHOTO COURTESY OF THE NEW YORK YACHT CLUB

anous golliwobbler kept moving and won the day. The wind filled in strong from the west and made for an exciting finish. Those who arrived after dark chose to lay offshore until dawn, while enduring multiple squalls and heavy downpours. Sadly, there were no other CCA boats taking top honors.

The Woods Hole Oceanographic

HISTORY OF THE CCA

Henry S. Morgan.

At the November meeting held at the New York Yacht Club, Commodore Robert M. Love was reelected. Membership was 711 – up one member from the previous year. The Membership Committee spent the day reviewing 30 new applications of which 19 were approved – one ‘foreign’ and one 21 year old applicant had to be specially approved by the board. Membership Chairman Scheel urged proposers to acquire station approval before forwarding applications to the committee since the local members were considered the best judge of the candidates. Scheel also stressed the need to encourage the application of younger members and that the committee would not be relaxing its standards in any way.

The Board authorized the publication of two issues of Cruising Club News per year. The first issue had appeared in the previous spring. The Governing Board was enthusiastic but lacked the funds to support the project. However, \$50.00 was appropriated for postage. The Board felt it wanted to avoid the trap many other clubs had succumbed to, creating a large overhead that required them to “recruit” members to defray the overhead expenses. The Board further stated that it would not accept any advertising that would create the atmosphere of a “business”. To prevent an increase in dues or a subscription fee, certain economies were made in the publication of the yearbook. The editors thanked the membership for their contribution of material and apologized since there was twice as much information as could be used. Members were asked to type their contributions as there was no paid secretarial staff to transcribe the manuscripts.

Two Blue Water Medals were awarded. The 1960 medal was given to



Sir Francis Chichester

Sir Francis Chichester for winning the first single-handed transatlantic race in 1960. Born in North Devon, England, Chichester was a multi-faceted adventurer being both a sailor and airplane pilot. Chichester was the second person to fly solo from England to Australia and in 1931 made the first solo seaplane flight from New Zealand to Japan. During World War II Chichester taught and developed low level fighter pilot navigation.

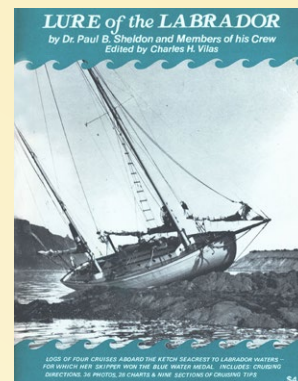


Gipsy Moth III

Each participant in the race was required to have completed a single-handed race prior to the east to west event and Chichester had many races behind him. *Gipsy Moth III*, named after one of the early planes he flew, was a forty-foot cutter designed by Robert Clark and built to Chichester's specifications. Of the five boats entered in the race, *Gipsy Moth III* was the largest and considered to be too large for one man to handle in an offshore event. (Try telling that to Rich Wilson with his *Open 60*, *Great American II*!)

Starting from Plymouth, England, Chichester stuck to the great circle route and finished off Sandy Hook in forty days. Close hauled most of the time and running under bare poles with a heavy drogue, winds in the three day gale were estimated at 90 knots. His course took him through fourteen days of fog during which he crossed the iceberg-laden Grand Banks passing inside Sable Island. Having made a slight navigational error, he still won the race with the nearest competitor eight days behind. During the race Chichester reefed the main 16 times, made 43 headsail changes and never used his spinnaker.

The second Blue Water Metal was awarded without date to Dr. Paul B. Sheldon of the Cruising Club.



Cover of Lure of the Labrador

CLASSIC YACHT INFO

Dr. Sheldon cruised the coasts of Newfoundland and Labrador from 1947 to 1962 onboard his 1936 Maine built 37 foot Crocker ketch, *Seacrest*.

Sticking with the basics and in keeping with the means of the locals, there were no electronic navigation aids onboard. A coal stove with 800 pounds of coal stowed under the cockpit provided heat as there is no firewood above the tree line. His only winch was an anchor windlass. Icebergs and floating ice were his greatest nemesis but also provided the beauty and intrigue that keeps sailors returning to the north. Gale force winds draft down from the mountains without notice. Many of the harbors and coves were uncharted. The offshore waters had not been sounded except as indicated on the charts by “Course Most Often Taken”. *Seacrest* never sustained serious damages during his passages. There was an embarrassing 24 hours spent balanced on *Seacrest's* wide keel when she was left high and dry when the tide went out. Dr. Sheldon always tried to cruise in the style of the local inhabitants and on many occasions worked with the doctors and staff at the Grenfell Missions along the coast.

Sadly, the club lost one of its most prominent members during the year. Past Commodore W. Blunt White passed away in the Bahamas following a transatlantic passage onboard PC Henry B. DuPont's *Cyane*.

DuPont's newly built boat was a Sparkman and Stephens designed forty foot aluminum sloop. DuPont had just completed a transatlantic passage with White onboard and was returning to the United States through the Bahamas.

🚩 HISTORY OF THE CCA 🚩

Leaving St. Thomas with a stop at Great Inagua Island for supplies and fuel, *Cyane* headed for the Florida Coast. White fell ill and was placed in his bunk while the crew changed course and headed for Nassau as it had the best medical facilities in the area. Efforts to obtain an amphibian to transport White to the hospital were thwarted by a faulty radio transmitter.

Not wanting to cross the Yellow Banks at night, *Cyane* anchored on the edge of the banks and spent an uncomfortable night. Upon arriving in Nassau, White was diagnosed with a coronary and hospitalized with an anticipated stay of about a month. DuPont and his crew reluctantly decided to leave for the states. White passed away while he was in the hospital. DuPont wrote, "... in his death, we have lost a wonderful friend but we should take comfort in the fact that the end came as he would have wanted, at the completion of a cruise he had always dreamed of."

Services were held on the green by the flagpole on the CCA Dock at Mystic Seaport, with White's beloved *White Mist* alongside. With accomplishments too numerous to detail, White's primary passions were the Cruising Club of America and the Mystic Seaport. Members of the Cruising Club formed a committee chaired by PCs DuPont, Huntington, Case, and Historian John Parkinson to commission a painting



White Mist, owned by G.W. White Blunt. White Mist in South Atlantic Ocean Race to Rio.

of Blunt White. The painting was to be hung in the new G.W. Blunt White Library at Mystic which was named in honor of White.

John Alden, a founding member of the CCA, was highlighted in 1962

in the first issue of the Cruising Club News. During his career, Alden was one of the most prominent forces in changing and improving the sailing craft of that time. This was an era when yachtsmen were looking for something new, beginning to sail offshore and needed boats that could take them offshore in safely and comfort. In the 1930s, the Alden name was listed in Lloyd's Registry of American Yachts more often than any other designer.

Alden, or "John of Boston", was born on January 24, 1883 in Troy, New York. He skipped the formal training offered by his family and went directly to work for B. B. Crowninshield, a leading naval architect. With no formal training, Alden began as an office boy and slowly worked his way up. Crowninshield also managed a fleet of fishing boats and when *Fame*, one of his schooners, was impounded in Halifax, Nova Scotia under questionable charges, Alden volunteered to retrieve the boat. With a crew consisting of his brother, Langford, and two others, Alden went to Halifax and under the cover of darkness, the liberators set sail on a cold December night.

Normally sailed by a crew of twenty-three, the four had their hands full. During the night a blizzard ensued. It carried them to the Gulf Stream after which they spent nearly three weeks attempting to reach Boston. Finally making landfall off the New Jersey coast, the bedraggled crew was towed into New York Harbor. The performance of the schooner during these trying conditions convinced Alden that this should be the design to enhance and perfect. In 1909 he set off on his own.

Alden worked under his concepts of what a schooner yacht design could offer to the yachting community. As his reputation flourished he extended his business into the brokerage and insurance business. Yachts of the day were usually constructed under the old "length and sail rating rules" or the old Herrsehoff devised Universal Rule. While these boats were good looking and sailed well in on shore

conditions, they were not meant for offshore work as they were uncomfortable. Under adverse conditions they were also considered dangerous. Alden was able to meld the best of both designs and achieve something that was fast, seaworthy and comfortable.

The most famous of these, *Malabar I*, built in Maine in 1921 was the design that is most often connected with Alden. (The name *Malabar* is the name shown on the early explorer's charts for the sandy elbow of Cape Cod, now called Monomoy Point") The name took hold and become synonymous for his designs, plus a name given to many "look-alikes" of the day.

The 1923 race was the proving ground for Alden's design when *Malabar IV* won the day. (Although Bermuda races began in 1906, they were discontinued until 1923 when CCA member Herbert Stone and a group of yachtsmen revived the Bermuda Race. In 1926 the race was taken over by the Cruising Club of America.) Twenty-three boats started the race with "Malabars" winning three of the first five places. Although always "laid-back" in appearance and manner, Alden was a top racer and competitor, continually adjusting sails and pulling that little extra bit of speed out the boat to keep inching ahead of his competitors. Alden was a man ahead of his time with designs and a reputation that has remained timeless.

Thus ended another year in the history of the Cruising Club of America.

* * *

The material for this review of 1962 was obtained from: CCA yearbooks, Cruising Club News, Wikipedia, and Mystic Seaport Museum. Photographs researched by Chris Otorowski. Photo credits to Digital Museums – Frederick Bradley, D. Van Nostrand Publishing Company, New York Yacht Club, Classic Yacht Information.

Jack Towle, Historian



Malabar IV

PHOTO COURTESY OF MYSTIC SEAPORT

NEWS FROM STATIONS & POSTS

GULF OF MAINE

Maine is beautiful even on a cold winter day, a perfect time to inform fellow CCA members about our many activities over the past six months.

Lyman-Morse Boatbuilding Company, with encouragement and support from the Gulf of Maine Post, sponsored the 2017 Designers' Open House and Forum on October 21st. More than 120 people attended a full day of events at locations in Thomaston and



Gust and Jan Stringos at the Damariscotta River Grill luncheon in December.



Lyman-Morse Designer's Forum overview at Lyman-Morse boatbuilding.

Rockland, Maine. The goal was to give people an opportunity to meet and talk one-on-one with yacht designers having a wide spectrum of experience and to participate in a moderated Forum and Q&A session covering topics relating to design concepts of today and tomorrow.

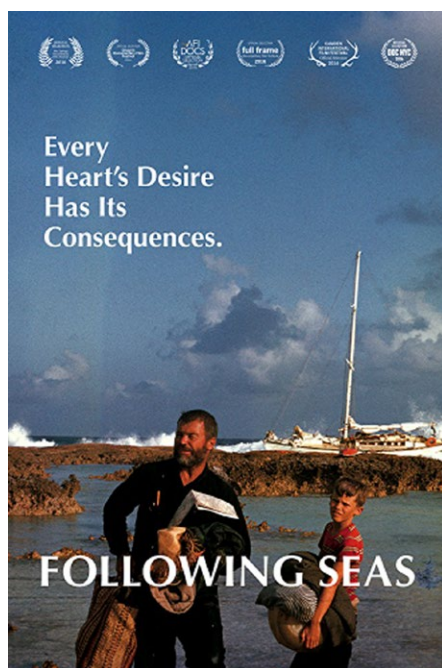
The event started at the Lyman-Morse boatyard in Thomaston overlooking works in process. It was hard not to notice the cold-molded Stephens Waring Design *Anna*, a beautiful 65-footer with a design brief that focuses on easy day-sailing and entertaining of friends and family. The invited designers had setup tables with displays and there was plenty of time to mill about and talk. Cabot Lyman, Drew Lyman and Steve Tofield, all local CCA members, conducted tours of the boatyard on the St. George River waterfront.

With the afternoon free, there was plenty to do in Rockland. Restaurants are abundant and a perk of the Forum event was passes to the Farnsworth Art Museum. The Lighthouse Museum is around the corner from the Farnsworth and short drives away are lighthouses at Owls Head, Port

Clyde and Rockland at the end of the mile-long Rockland Breakwater.

The Designers' Forum started at 1600 at the Farnsworth Museum's Wyeth Center and was filled to capacity. Two panels were set up, the first moderated by John Hanson, Founder and Publisher of *Maine Boats, Homes & Harbors Magazine*, covering topics ranging from the pros and cons of custom versus production boats; designing to the rule, and the place of sailing and boating in today's busy world. A lot of attention was paid to what it might take to get younger people and families interested in the sport. The panelists were Doug Zurn of Zurn Yacht Design, Chuck Paine of C.W. Paine Yacht Design, Jay Paris of Jay E. Paris Naval Architecture, and Bob Stephens of Stephens Waring Yacht Design.

A second panel moderated by Aaron Porter, Editor of *Professional Boatbuilder Magazine*, led a discussion of advances in sail and power. With a panel of Peter Boyce of C. Raymond Hunt, Scott Jutson of Jutson Marine Design, Jim Taylor of Jim Taylor Yacht Designs, and David McCollough of McCollough Yachts, the topics moved



Following Seas = Cover jacket for 'Following Seas' film to be shown May 31st in Brunswick, Maine.

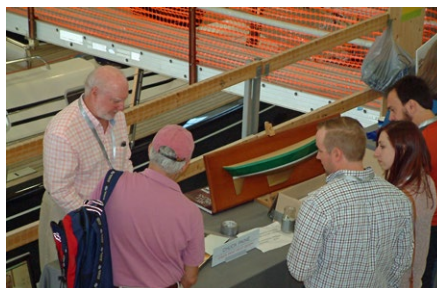
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from multi-hull design to foiling and touched on electric powered vessels. They were just getting going when the clock ran out.

Other designers present but not on a panel were Ed Joy of Ed Joy Yacht Design, and Paul Waring of Stephens Waring Yacht Design. It isn't possible to provide all the detail discussed during the two panel discussions but a video of the forum has been posted to: <http://www.lymanmorse.com/video-gallery#Miscellaneous-4>.

Following the forum at the Wyeth Center, the speakers and the audience adjourned down the street to continue the discussions and anything else that came to mind. The catered reception was held at Rockland's newest hotel, 250 Main, the inspiration of Cabot & Heidi Lyman (and CCA member and architect Scott Teas). It is described as a luxury yacht on Main Street overlooking Rockland harbor – a perfect venue.

The December luncheon at the Damariscotta River Grill in Damariscotta is the closest thing the GMP has to an Annual Meeting. This year on December 9th was as good as it gets, in spite of the threatening snow storm. That snow did come and 62 hardy members and guests attended. Most importantly our speaker Joe Harris made it from Hamilton, Mass (and back again). Vice Commodore Brad Willauer was present and introduced Membership Chairman Peter Stoops who is heavily involved in Club efforts to expand membership, especially efforts at attracting younger members. Peter provided a rundown on those activities and urged all present to help get the word out about



Designer Chuck Paine and guests at the Lyman-Morse designers' forum.

CCA and help enlist new members. Maggie Salter, our Post Captain, took the opportunity to introduce GMP's new members Zdenka Griswold, Michael Mariner and Tori Willauer. Zdenka and her husband Jack Griswold are now the co-Editors of the CCA magazine *Voyages*. Maggie made the announcement that after two years as Post Secretary and two years as Post Captain she is stepping aside and will join the team at *Voyages* to become Editor of *Final Voyages*, and of course will continue sailing *Sweet Dreams* in the Caribbean with her husband Al Hickey. Frank Cassidy will take over as Post Captain.

CCA Awards Committee member Pete Passano was called on to introduce solo circumnavigator Joe Harris. Before Peter's introductory remarks Peter presented Joe with the CCA's *Royal Cruising Club Trophy* which Joe had been unable to accept at the annual prize awards dinner at New York Yacht Club last March. The citation reads as follows:

"Harris was attempting to set a new record for a circumnavigation in a 40' boat, and although he missed the record,

it was indeed a voyage of singular merit. He was twice halted by damage to his boat. He diverted to Cape Town, South Africa to replace his electricity generator and then to Piriapolis, Uruguay because of hull damage. After making necessary repairs, he pressed on; returning to Newport, RI after 152 sailing days."

Joe told the group about his circumnavigation with a professional presentation that kept the audience absorbed for a full hour and then carried on answering questions, even as the snow was falling outside.



Garry Schneider presenting a 'safety moment' at the Harvie's potluck. Also photographed are left to right: Nikki Tofield, VC Brad Willauer and Steve Tofield.



VC Brad Willauer welcoming the guests. Also photographed – left to right – Barney Baker, Doug Bruce, Nikki Tofield, Steve Tofield.

Jim and Ruth Harvie once again welcomed guests into their lovely home in mid-January for their now-famous potluck supper party, complete with the Schneider's also famous Rum Keg. The only disappointing aspect of the evening was that Ruth was not feeling well, and unable to join the festivities. Jim, however, did an outstanding job keeping everyone organized and on track. There were 34 members in attendance, and lots of delicious contributions to the meal. Frank Cassidy welcomed everyone and asked for a moment of silence for Jim McHutchison who had passed away on December 31st; he will be missed



"Anna" – a restoration project at Lyman-Morse boatbuilding.



Peter Passano (left) presenting Joe Harris with the Royal Cruising Club award.



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Toni Fitch (left) and Barney Baker on clean-up duty at the Harvie's pot luck.

by all. Everyone present was pleased to have his partner Pepper Sinkler in attendance. Frank introduced Vice Commodore Brad Willauer who spoke about a Youth Sailing Program being organized by Alex Agnew that is encouraging CCA members to take young sailors aboard their boats to learn and experience more about 'big boat' sailing. Garry Schneider presented a "safety moment" and reminded everyone about the importance of tying ladders securely when boats are on the hard.

The annual GMP Ski Gam was held on Valentine's Day at Garry & Leslie Schneider's cabin near Sugarloaf. This gathering included VC Brad and Ann Willauer, Bob and Shirley Zinn, Abbott and Kay Reeve, Sandy and Elly Andrews, John Winder, Jeff Gonsalves and CCA candidate Alec Brainerd. Commodore Willauer spoke regarding the efforts of many volunteers in our membership to organize the Newport-Bermuda Race this year, with John Winder addressing the entry of multihulls, and with the Schneiders working on the March Safety at Sea weekend in Newport. We were particularly pleased to welcome Jeff Gonsalves to Maine; Jeff is a marine

surveyor from South Dartmouth, MA. He joined us to introduce Alec to the CCA as a candidate for membership. Our members greatly appreciated Alec's willingness to drive from Rockport, where he runs Artisan Boatworks, to




VC Brad Willauer and his daughter Tori Willauer at the Damariscotta River Grill luncheon in December.

Sugarloaf and back, all in one day.

Doug Bruce is organizing a Safety for Cruising Couples seminar which will take place at the Camden Yacht Club on May 27th. This seminar will be open to the boating public and is intended for younger couples with varied levels of skill and experience. Instructors are all highly experienced CCA and CYC Maine sailors, many also with Outward Bound instructor experience.

By the time you are reading this, Phin and Joanna Sprague will have, once again, very generously welcomed both the CCA and the OCC to their Boatbuilders Gam at the Portland Sports Complex. The party begins as the boat show ends. This is a fun and very popular event and is sure to be well attended.

Frank Cassidy, Secretary 

NEW YORK

Although many NYS members escape to warmer climates during the winter months, those remaining come out of hibernation to attend our monthly Thursday night dinners.

Recent highlights for our evening entertainment have been briefings on the safety requirements and results of the 2017 Sydney Hobart Race. Numerous NYS members including Peter Bauer and HL DeVore sailed in this year's race. It was interesting to note a few of the differences in safety requirements when compared to the Newport-Bermuda Race.

In February, we heard from station member Dario Segre who described the process that goes into designing and building a superyacht from the perspective of an owner. He is currently overseeing the production of his third superyacht, a 142-foot carbon composite sloop by Farr Yacht Design under construction at Baltic Yachts in Finland. Cutting edge in many respects, including a DSS sliding foil for added stability and speed, installed for the first time in a large sailing vessel. The boat is scheduled to be launched in 2019 and Dario hopes to join the Swedish Cruise. This will be crossed burgee event with the North American Station of the Royal Scandinavian Yacht Club and Nylandska Jaktklubben (NAS).

In March, Past Commodore Jim Binch discussed all things CCA and briefed us on the just completed Annual Meeting. In addition, we heard about the technical issues surrounding the Club's decision to allow multi hulls to participate in this year's Newport-Bermuda Race.

In April, Bill Doyle will be speaking about the Classic yacht scene in New England and to finish off our spring dinners in May, members Peter Becker and Rob Alexander will brief us on the upcoming plans for the Young American Sailing Academy. This year the Young American junior Big Boat team will be entering two yachts in hopes to repeat the great success from two years ago



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The crew of *Warrior Won* at the Royal Sydney Yacht Squadron. From left to right, Peter Bauer, Patrick Slattery, Barrett Holby, Katie DeVore, H.L. DeVore, Chad Corning, Chris Sheehan, Ryan Zupon, Peter Carpenter, Carter Holliday, Chris Simon. CCA members onboard were Peter Bauer, Barrett Holby, H.L. DeVore and Carter Holliday.

they had with *High Noon*.

Upcoming events include David Tunick hosting his annual clambake at his home in Stamford, CT. This is a crossed flag event with NAS. Plus, the Station will be having its third annual rendezvous in Cold Spring Harbor on August 4th. This was a successful event last year and we hope to have a strong showing again this year.

As summer approaches, many members are gearing up their yachts for this year's Newport-Bermuda Race, which looks to have a record number of NYS participants both sailing and administrating the race.

Sandy Vietor 



PACIFIC NORTHWEST

The days are growing longer and our hopes are rising here in the Great Pacific Northwest for a grand sailing season to come. The Station completed two very different cruises during 2017; one to South Puget Sound and another to the Thurlow Islands and nearby rapids on the central British Columbia coast. This year our new Cruise Director, John McCartney, will keep us a bit closer to home with a Spring Cruise titled "Island Time" in the San Juan Islands beginning on May 13th in Anacortes and finishing up on Double Island on May 19th. Our Fall Cruise will take us back to Canada, Howe Sound and the Sunshine Coast from September 9th through 13th. This venue is close to Vancouver and may offer a Big City/ Scenic Cruising combination for those looking for a varied Canadian visit. We are always delighted to have other Station members join us and we can assure you that the weather will be perfect and our rum barrel and clam chowder are second to none!

Many station members attended the Fall Meeting in near-by San Francisco, and braved the smoky conditions of Northern California. In attendance were

the Lhamons, Robinsons, Corenmans, Adkins's, Stillmans, Otorowskis, Meslans, Doug Cole, Mike Brown, Wendy Hinman, and Mark Royce. Our Annual Dinner was held in November and featured Sally Honey (SAF), who was kind enough to come north and deliver a fascinating account of cruising in Antarctica on Skip Novak's expedition cutter *Pelagic Australis*.

John Robinson continues to lead the Ski Gam, drawing capacity crowds every year, and this year he and K were joined by Tad and Joyce Lhamon and Jim and Sue Corenman for a great gathering on rather thin snow in Utah.



The Corenmans at the Ski Gam.

The Station has been fortunate to bring in wonderful new members during the year, and two, featured below, were inducted into the Club in November with their new burgees properly and proudly displayed.



New Members John Pedlow and Ryan Helling.

Cruising is not completely out of the question for station members during these daylight-short winter months. Rod and Jill Hearne are back in Bonaire on *Lookfar*, Don and Sharry Stabbert are headed back to Hawaii to re-board *Starr*, and Mark Royce

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Twig lunch at RVYC, Kaspar Schibli, Gordon Tidmarsh, Sybil Butterfield, Trisha Schibli, Marylou Wakefield, Glenn Wakefield, Tom Vesey, April Vesey, Carol Diken, Tony Gooch, Baird Tewksbury.

is about to set out again alone into Prince William Sound for a seventh season of winter cruising in those high latitudes. New members Roddy Hearne and Steve Leonard have both been at sea over the winter, and Peter and Ginger Niemann have wintered in the Carolinas aboard *Irene* after having completed their eastbound transit of the Northwest Passage last summer.

The watch of our Station changed



Winter Cruising in Prince William Sound aboard Tamara.

with the new year and our new Rear Commodore Doug Cole is already making some changes. One such innovation for our monthly luncheons is to ask a long-sailing station member to give a short history of their years in sailing, in this way giving newer members a chance to know them better. Hugh Minor joined the CCA in 1989 but his sailing began decades earlier and included sailing on USNA yawls just after WWII and cruising and racing extensively in the Pacific Northwest and the Pacific. It is a great way to learn more about our members and their adventures.

Our luncheon speakers have been interesting and varied. Sue



Hugh Minor and RC Cole.



PNW Field Trip to Betts Boats in Anacortes March 2018.

McNab gave her account of joining the North American Station of the Royal Scandinavian Yacht Clubs and Nylandska Jaktklubben Cruise on Sweden's west coast last summer. Our own Wendy Hinman gave a most entertaining introduction of her newest book *Sea Trials* at our November meeting. Local naval historian Bob Brown led off in December with a wonderful talk on the 1942 Battle for Midway. January's topic was the restoration of the fishing vessel *Western Flyer*, featured in John Steinbeck's novel *Travels in the Sea of Cortez*. Finally, February's speaker was Orcas Island native and historian Ken Culver, who provided a history of both the San Juan Islands and his Coast Guard service on a remote Loran Station near Sitka, Alaska.

At this writing members of our station are heading east to New York for the Annual Meeting and some, like the Lhamons and Robinsons, are turning right around to head to New Zealand for the Hauraki Gulf Cruise. We look forward to reports on both events.

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.

Douglas Adkins, Historian



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SAN FRANCISCO

After the CCA Fall Meeting, the Station caught its collective breath with a relaxed November lunch at the Point San Pablo Yacht Club, a short hop up the Bay from the Gate. We usually have a guest speaker at our monthly lunches – sometimes a member and sometimes a visitor – sometimes on technical stuff and sometimes on sailing adventures. In November, we had a two-fer – Peter Darbee and Bob Bernheim both, separately, had spent some considerable time recently in Cuba (Bob on several occasions), and had plenty to say, and pictures to show. They were both pleased with their visits, and Bob had much to contribute about cultural and political developments in both Havana and farther afield.

As it always does, our winter season started off with the Station's annual holiday festivities, and as before, the party was held at the St. Francis Yacht Club. There are many highlights to the occasion, the first being the re-introduction of our newest members and bestowal upon them of the accoutrements of membership (burgees, ties, scarfs, etc.). The recipients were Rowena Carlson, Mo Roddy, and Ashley Perrin. It was not lost on anyone that our new members are all distinguished women with phenomenal sailing records. And we also celebrated the transfer of Mark d'Arcy to our Station from the New York Station.

After attending to housekeeping chores, such as the election of officers and the like (not much change there), we gave out a Special Recognition Award to two members who did/do really great things:

The first was presented to Alan Olson for his incredible achievement over the past four years in bringing the *Matthew Turner* dream, which was to build, on the shoreline of Sausalito, a 100-foot (on deck, 132-feet including the bow sprit) brigantine with a 100-foot main mast, into the *Matthew Turner* reality, actually docked there

getting ready to go. Although Alan is quick to credit his fellow workers and the many, many volunteers from all around the Bay Area, the creation of the concept, the raising of the funds, Alan's actual management and construction work, and his dedication, have been a huge personal achievement, of which the Station is rightly extremely proud (and he is too, for good reason).



Alan Olson accepting the Special Recognition Award plaque from Bill Foss

The Station also bestowed a well-deserved Special Recognition Award on Mary Crowley, for a whole bunch of reasons. First, and perhaps foremost, Mary has for years been leading the charge in cleaning up the oceans, and the abundance of plastics therein. Having made many voyages out to the North Pacific Gyre, she has loudly and clearly proclaimed "*Our ocean cannot be our toxic waste dump!*"



Here's Mary Crowley receiving her award (at a later luncheon)

She is the founder of Project Kaisei, established in 2009, which continues to inspire innovation on both land and at sea, finding ways to stop our escalation of single-use plastics and to clean up our decades of ocean abuses. Of late, she has been an organizer of a project to mark (and attach 50

satellite trackers to) ghost nets out in the Pacific to provide accurate data regarding their locations, distribution, and movement. But Mary also identifies, locates, and engages our speakers at our monthly meetings, and has been doing a magnificent job of it for years and years. And that's also really special.

Our Cruiser of the Year Award was presented to Sylvia Seaberg, who can be found anywhere from Maritime Canada, to the Sea of Cortez, to the Marquesas, Tahiti and the Society Islands. We found her here just in time to get the award into her hands before off she went once again.

Our January meeting wasn't really a Station meeting at all. Instead we joined the Speaker's Wednesday lunch at the St. Francis Yacht Club to hear its speaker, David Thoreson, who is a CCA member with the Great Lakes Station, discuss serious, current ocean environmental issues and his efforts to abate them. In the audience among our Station members, were Chris Partman, Doug Finley and Gaynelle Templin, who were with Thorson aboard Roger Swanson's *Cloud Nine* when they made their east-to-west voyage through the Northwest Passage in 2007.

At our February meeting, which was held at the San Francisco Yacht Club in Belvedere, we had a bunch of kudos for Stan Honey and Matt Brooks, with news from Down Under. Stan navigated *Comanche* to line honors in the Sydney Hobart race, setting a course record in the process (one day, nine hours, 15 minutes, 24 seconds!). Matt and his beautiful *Dorado* have been continuing their around-the-world pursuit of silver, with a nice finish (2nd place IRC Div 4/ORC Div 4), also in the same Sydney Hobart junket. And our Rear Commodore, Bill Foss, gave a shout-out to Rowena Carlson for being appointed to the CCA Environment of the Sea Committee at the request of Commodore Brad Willauer. We also enjoyed Liz Baylis discussing one of her newer passions – match-racing by

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blind sailors. We have, perhaps, heard about blind sailors sailing boats with a sighted person aboard. But no, what Liz is doing is to organize and coach match-racing events in which everyone on board is, to one extent or another, blind – either totally blind or having such a degree of blindness as to be severely handicapped. And she has been meeting with success in putting on these regattas around the country.

Then it was time for Bill Foss, Michael Moradzadeh, Stafford Keegin and Peter Darbee to head off to New York for the Annual CCA Membership Meeting at the New York Yacht Club, at which Peter was elected to the Board of Governors.

But summer is coming, and plans are being made. Bill Edinger is taking his very fast Cross 45 trimaran, *Defiance*, out to the Society Islands and more of French Polynesia (which is a big chunk of sea) with his wife, Sandy, and daughter. Since he does this on a somewhat regular basis, there's not much news here, but for the first time in many years, he'll have a sextant aboard, even though he hasn't used one in a very, very long time. Why? Because he's concerned that someone might turn off GLONASS or our GPS, and that would be a mess!

Michael Moradzadeh has souped up his Santa Cruz 50, *Oaxaca*, in anticipation of the Pacific Cup race out to the islands. If you want to find out how to soup up the already fast Santa Cruz sled, talk to Michael – he's pretty sure it can be done. The race could be a 2070 nm rhumb line straight shot, but the course is usually a bit longer depending on the location of the Pacific High, and on whether one uses an asymmetrical or conventional spinnaker. To keep him in the fast lane, Michael is again taking along Liz Baylis, who will be coming back from a gig in Helsinki to navigate. Here's a shot of the *Oaxaca* courses in 2016 (Pac Cup) and 2017 (Transpac), with Michael and Liz aboard. Before the Pac Cup, however, they'll doing the Spinnaker Cup (San Francisco to Monterey), followed by the Coastal



Oaxaca Routes

Cup (Monterey to Santa Barbara) at the end of May/ first of June as tune-ups.

While Liz will be concentrating on going fast, her husband, Todd Hedin, in late June and July will be taking their newly acquired Sabre 425, *Acquaviva* [no sic req'd], on a leisurely cruise east from Bristol, Rhode Island, to somewhere Down East Maine and back, likely with several Station members aboard.

Our Station member who will be travelling the farthest to do his thing would be Wyman Harris. Wyman disclaims his activities constitute "cruising," in part, perhaps, because no one can see him doing them. Wyman, at age 77, is a diving fanatic, and he does it all over the world. So far, he's done 207 dives lasting about 175 hours underwater. This summer he will be going to the Spice Islands, Indonesia, aboard the *Seven Seas*, and also to Wakatobi aboard *Plaigian*. On these outings, he expects to do 60 dives and be underwater for about 50 hours. Do we need a CCA underwater post?

Stafford Keegin, Historian

SOUTHERN CALIFORNIA

Our Fall, October, 2017, meeting was very well attended at the San Diego Yacht Club, where the speaker was C.F. Koehler, current and third generation owner of the famous San Diego Koehler Kraft Yard with it's talented team of shipwrights who specialize in building and restoring wooden yachts. C.F. told of the rebuild of the 1910 yawl *Siwash*, owned by past CCA member Howard W. Wright and passed on to his son, Howard G. Wright, who in 2015 started

a 2-year rebuild from the decks down, including the planking and frames and ballast. The yacht was there to be seen and many members viewed the sparkling result. C.F. made the statement that in many cases a complete rebuild is much more cost effective than



Siwash

building a new yacht today.

The final gathering in 2017 was the annual Christmas party dinner and installation of officers which was held this year at the Long Beach Yacht Club, as the Newport Harbor Yacht Club was still completing a complete rebuilding project. The event was well attended and the present Rear Commodore, Pete Palette, was re-elected RC for another two years and who will lead the club at the annual New Zealand Cruise in Auckland in 2018. Pete then outlined the plans for New Zealand events. Over 130 are expected to be there.

One of the invited guests at the annual party were a Swedish couple who had been out cruising for the most



The late Dick Lawrence and Len Baker.



Pam Cook and Steve and Amanda Calhoun.

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Len Baker, Park Eddy, Frank Trane and Brad Avery.



Tom Jorgensen, RC Pete Pallette and Carl Fuller.



Dave Cort and Jerry Montgomery.

of ten years, and are now on their way South to Central America. They were hosted by CCA members Tod and Linda White and moored at their dock in Newport Harbor. They are Bjorn Christenson and Annika Koch on their 47 foot sloop *Moon*. They are lifetime sailors from Goteborg and live on their boat, and know many CCA members in this country. When they asked about the dress code, Tod said just come as you are and they did.

At the February CCA luncheon at



The Eddy family, James III and Lisa, Jim and Janet, Park and Linda.

the LA Yacht Club the main speaker was SCO member Doug Jorgensen, who told of his past summer of racing and cruising on San Francisco Bay in his newly acquired J-111 *Picosa*. He raced in the J-111 Worlds and the Big Boat Series, taking in the Tinsley Island stag event before sailing her back to So Cal in the fall of 2017.

The just completed San Diego to Puerto Vallarta 1100 mile race saw several SCO members participating and picking up the honors. The third boat to finish, Marjorie, a 59-foot cold-molded cruising ketch, navigated by SCO member Bill

Guilfoyle from Santa Barbara, led the fleet for the first half of the race, and, having the first start, held on to be the second mono-hull and third boat to finish in 5 days, 16 hours and first in the ORR 7 division. The line honors for first to finish was *Mighty Merloe*, an Orma 60 multihull that set a new course record of 2 days, 3 hours in winds of 20 knots plus and 8-10 foot seas. SCO member, Tom Corkett co-skipped the Andrews 70, *Runaway*, and was 4th in ORR 4, while SCO member John Jourdan navigated the Andrews 70, *Mr Bill* which finished 2nd in ORR 4.

The biannual race to Mexico sponsored by the San Diego Yacht Club can be very challenging. Many experienced trying conditions and multiple lead changes and strategies along an unfriendly Baja coastline. These conditions make for an even more exciting and humbling experience called the 'Baja-Bash' on the delivery voyage back to San Diego. Despite these conditions the event remains popular and continues to draw record entries over the years.

CCA BLUE WATER VOYAGERS:

SCO member Robbie Vaughan has completed his voyage from Newport Beach to Hobart, Tasmania on his 60 ft. sloop *Van Diemen III* and he plans to return to Australia and New Zealand on the way back.

SCO members Al and JoLinda Garnier are returning from a 2-year voyage South along the Mexican Coast and will participate in the New Zealand Cruise.

SCHEDULE - 2018

Spring Cruise to Catalina Island, June 12-16. Contact Bob and Corky Winters. Visitors welcome to join in at any point. Luncheon at Balboa Yacht Club, Thursday, June 21.

Annual Summer Party at Newport Harbor Yacht Club, Sunday, August 26.

Luncheon at the San Diego Yacht Club, Thursday, October 18

Annual dinner and Christmas party, Wednesday, November 28. Hopefully at the newly completed Newport Harbor Yacht Club

John L. Cahill, M.D., Historian



Tod and Linda White with Annika Koch and Bjorn Christenson.

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

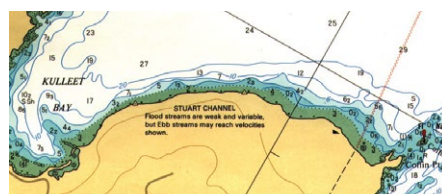


Chart Loaning Service

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



DON GARDNER

CONTINUED FROM PAGE 15

up again on December 24, 1943 off Cape Hatteras, NC.

In mid 1943, Lt. Gardner was transferred to head the Providence, RI Coast Guard office, where after conducting a recruiting session for women to join the Coast Guard as "SPARS" he wrote to a friend, "...What a way to win a war!" He continued his quest for overseas duty, and after an officer training program in St. Augustine, Florida in 1944 he was ordered to the South Pacific. He shipped out of San Francisco in mid-August 1944, arriving in New Guinea at Naval Staging Area 167 by August 30, when he wrote his wife Kay thanking her for letting him join the service, "I am truly having a grand time." We have a file of over 70 letters he wrote describing his experience, and how much he missed her.



Lt. Gardner, Captain of the LST 170, from Marblehead, MA and his Massachusetts crew.

He loved being skipper of LST 170, (Landing Ship Tank, which the crew called "Large Slow-moving Target") which participated in the landings on the beaches of Leyte and Luzon. He found that his radioman Wally Brown had skills in cartooning, and drew on his advertising instincts and had Brown illustrate his weekly "Now Hear This..." messages from the Captain, to keep a lookout for mines, to keep the ship clean and compete with other LST's. One indication of the loyalty he generated in his crew was a 10ft. tender they converted into a sailing dinghy, with the hull on its transom, "*Borogove IV of Marblehead*," a human-interest story which found its way into stateside papers. One crew member referred to Lt. Gardner: "*I'd go to Hell for that guy.*"

In addition to a CCA burgee flying from the sailing dinghy, my father had a gam between landings with another CCA member, Edward Du Prey of Hempstead, Long Island, Captain of USS LST 20. One final story, a sad one; when the LST 170 was on the beach at Luzon, a Japanese Kamikase plane aimed for the ship, just missed it luckily, but shrapnel hit Wally Brown causing him to be rushed to a hospital ship, then to Hawaii for treatment.



Don Gardner plotting a course on downeast cruise in 1964.

After the Japanese surrender, my father brought his group of LST's to the West coast and returned to sailing *Borogove III* and establishing his own advertising agency. He joined the Eastern YC and helped found the Blue Water Sailing Club, but flew only the CCA burgee and enjoyed the Fall and Spring rendezvous and summer cruises. We were named "All-American Boating Family of 1951" and honored at the New York Boat Show. My dad died too young in 1968.

Donald W. Gardner, Jr. 

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

CCA MEMBERSHIP NOTES

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

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

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

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

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

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

Peter Stoops, Chair Membership Committee 



FINAL VOYAGES

Charles Hoyt 12/20/17

David Brittain 10/12/17

Jean Myer 12/19/17

Jim McHutchison 12/ 31/17

Michael Dingman 10/3/17

Paul C. Nicholson 2/3/18

Richard Jablonski 2/5/18

Joseph Alderson 2/5/18

Richard Lawrence 2/8/18

Nick Baker 3/19/18

Voyages will continue to carry full remembrances with photos.





WELCOME NEW MEMBERS



BRIAN K. ADAMS

Mequon, WI

Spouse: Dorothy Mietz

Yacht: 42' Grand Banks

Trawler *Seasons*

Station: GLS

Proposer: Sheila McCurdy



Brian came late to offshore boating when he married into a sailing family at age 30. His brother-in-law first took him out on a Butterfly scow on an inland lake for an afternoon sail, then talked Brian into doing the Queens Cup race across Lake Michigan. This is an 80-mile night race and it was a warm, flat water Spinnaker run all the way. The magic of that night hooked Brian, so after a few more races with his brother-in-law, he joined the *Sociable* racing program and competed in every race he could on the Great Lakes and Key West. He got

to experience just about every weather condition known, and enjoyed the camaraderie which develops both in the good and really bad. Then in 2011 he was involved in the *Wingnuts* rescue during the Mackinac race. While *Sociable* was able to retrieve 6 of the crew, 2 sailors died. That was a reality check for Brian, and when Ron Trossbach asked him to talk at Safety at Sea seminars about the incident, he did so willingly. Since then Brian has become a role model for emergency response through his coordination of radio communications aboard *Sociable*, and is a Safety at Sea Moderator, firm in the belief that if he can help save a sailor's life through education, he will keep promoting safety at sea. Brian continues to race on *Sociable* as Watch Captain, again dropping out during the 2017 Mackinac race to assist a capsized vessel, from which all sailors were rescued safely. He was Watch Captain on Sheila McCurdy's *Selkie* in the 2016 Newport to Bermuda race, contributing to her strong finish. Brian and Dorothy, who is also a competitive sailor, have purchased *Seasons* with the intention of circumnavigating the eastern half of the U.S., as far south as Cuba. Their older son Greg has picked up the baton, was a Junior instructor and is currently employed at a sail training center in Oyster Bay, NY.

Affiliations: South Shore Yacht Club, Milwaukee, WI

THOMAS J. BABBITT

Camden, ME

Spouse: Jane

Yacht: J46 sloop *Bravo*

Station: BOS

Proposer: Maggie Salter



Tom grew up on Lake Winnebago in Wisconsin. When he was 12 yrs old, his father bought the family a nondescript 16 foot plywood sloop with cotton sails for \$35. Tom was immediately smitten, and the following year was asked to crew on a friend's X-Class racing boat. They had mid-fleet results as the summer progressed, but when his friend went to summer camp, Tom was asked to be skipper and ended up winning the series. The next year he was recruited to crew on the 38-foot Class A scows, after which Tom's racing career really began, later on his succession of J boats. Tom and Jane have spent almost 40 years cruising the coast of Maine and Canada, taking their daughters along from within weeks of their birth. In the late 1980's, Tom and Jane took their girls, then aged 7 and 10, on their J40 Bravo from Maine to Grenada, by way of the Exumas, US Virgin Islands and Abaco. They returned to Maine one year later with some 8,000 miles under their belt. Their adventure was the cover feature of *Cruising World* in July 1989. Tom has since made deliveries on the east coast, and returned to the Caribbean on *Bravo* in 2015, taking 9 months to complete the round trip from Maine to

What Inflatable PFD Should I Buy?

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

www.cruisingclub.org/pdfs/safety_inflatable_pfds.pdf

WELCOME NEW MEMBERS

St. Kitts, and again in 1917 from Maine to Grenada and return.

Affiliations: Camden Yacht Club; Ocean Cruising Club; Mount Desert Island Yacht Club

Military Service: US Navy, 1969-1972

REMEMBER TO
PAY YOUR DUES
ONLINE!

RICHARD E. BORN

Baltimore, MD

Spouse: Kelley

Station: CHE

Proposer: Jahn Tihansky



Richard's father Rich Born (CHE) provided Richard with a an active sailing environment, including sailing and racing dinghies in junior sailing programs out of Annapolis Yacht Club and the Severn Sailing Association. At the same time, the family sailed on an Alberg 30, followed by a J35, and more recently a J120. At age

15, in 1997, Richard took part in the Annapolis to Newport race, which has been followed by many more, and Newport to Bermuda races, In fact, Richard has only missed one race each of these since then. Richard moved quickly from his first position as junior crew member to Watch Captain and Captain, again having experienced at a young age the thrill of skippering a boat back from Newport and Bermuda. Richard sailed for his high school and college teams, and used his skills in his position as Sailing Instructor at the Severn Sailing Association and the J/World, Annapolis for over 6 years. His diverse skill set, patience and positive outlook all allow Richard to teach a basic sailing class one day, and an advanced group the next. Richard is a 19-year member of the Annapolis Yacht Club, where he has been active on the Race Team, including organizing visits to yacht clubs around the country, and to the Royal Yacht Squadron in Cowes. His work with an international sail company has offered Richard the ability to travel to Australia and the US West Coast, where he has been able to add to his sailing experiences. He and Kelley enjoy taking the family boat out cruising a couple of times a year.

Affiliation: Annapolis Yacht Club

TERENCE BRITTON

Boulder, CO

Spouse: Amy

Yacht: Gallant 53 Teal

Station: FLA

Proposer: Sean Guinness



Terry grew up on and around boats, completing his first ocean passage at the age of 12 from Newport to Bermuda with his father, CCA member and Tartan Yacht founder, Charlie Britton. In his early twenties Terry spent 3 years from 1987-1990 sailing around the world on his Gallant 53 Teal, which he still owns to this day, and maintains in Bristol fashion, while cruising her with his wife Amy from Newfoundland to South America. His circumnavigation voyage took Terry from Fort Lauderdale in February 1987 to the Galapagos, New Zealand, Australia, Indonesia, Thailand, Djibouti, Malta, Cape Verde, Antigua and return to Florida in February 1990. These were pre-GPS days, so that Terry's proficiency in celestial navigation was essential. In 1997 he was Watch Captain on his brother's 127' classic schooner Aello for the Atlantic Challenge from Sandy Hook, NJ to Lizard Rock, England. In addition to Teal, Terry has a 40' trimaran Trike, and an Atlantic Class racing sloop. He is an active and successful participant in the Atlantic fleet out of his club in Blue Hill, as well as being a member of the Board of the junior sailing program and on the Rule Committee for the Atlantic Fleet.

Affiliation: Kollegewidgwok Yacht Club, Maine

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.



WELCOME NEW MEMBERS



DOUGLAS B. CAMPBELL

Cordova, MD
Spouse: Paula
Yacht: Shields #110 *Liberty*
Station: CHE
Proposer: Tad duPont



Doug grew up in a marine family, often racing with his father Skip out of Tred Avon Yacht Club, Oxford, MD. The Campbell family has a rich history of yachting, as well as boat manufacturing and repair, at their 3 boatyards in Oxford. He has been Watch Captain on many Newport and Annapolis to Bermuda races, where his diagnostic and mechanical skills are greatly appreciated. In addition to be something of a 'MacGyver' on board, Doug is excellent company, and unfailingly volunteers to undertake any task on board. Besides Newport and Annapolis races, Doug has also participated in the Hemingway Cup from Miami to Baltimore, and made many deliveries between Bermuda and the east coast. He was a vital part of the winter preparation and rigging of Tad DuPont's Cal 40 *Nicole* prior to the 2016 Newport to Bermuda race. Doug worked on *Nicole*, and at the same time assisted another Cal 40 in the yard, *Flyer*, in its preparation for the race. *Nicole* withdrew due to the predicted hazardous weather conditions, but nevertheless, Doug and Paula decided to fly to Bermuda to assist *Flyer* on its arrival.

Affiliation: Tred Avon Yacht Club, Oxford

ROWENA M. CARLSON

Berkeley, CA
Spouse: Robb Walker
Yacht: Cal 40' #164 *Nozomi*
Station: SAF
Proposer: Sally Honey



Rowena's first notable cruise was as a teenager on her father's Cal 20 from San Diego to Oceanside. She has remained faithful to the Cal 20's, one of which she still owns for coastal racing, as well as her 50-year old Cal 40 *Nozomi* which she and her husband have co-skipped on three occasions since 2010 from San Francisco to Hawaii in the Pacific Cup race. Rowena has increased her involvement in the race by serving as an inspector, and in the next cycle as a Chief Inspector and member of the technical committee for the Pacific Cup. In 1994 and 1995 Rowena was one of a delivery crew for the megayacht *Locure* initially from Hawaii to Marina del Rey, then from Auckland, NZ to Tonga and Fiji. In 2006 she crewed for her college sailing team mate Kerry Deaver (SOC) on her Andrews 43 in the Newport, CA to Cabo San Lucas race. Rowena has recently retired from her position as a civilian scientist for the US Navy, which took her to sea several times a year on a variety of vessels from university research ships, a NATO research vessel, commercial vessels, and US Navy and Japanese salvage tugs. Rowena and Robb and other CCA members spent 3 weeks on Skip

Novak's *Pelagic Australis* from the tip of South America to the Antarctic Peninsula and back. Rowena's love of being on the water was in evidence as she worked the winches in 30 foot seas in a Force 10 gale or took turns cleaning the galley and heads.

Affiliation: San Diego Yacht Club, Richmond Yacht Club and Pacific Cup Yacht Club

DAVID V. CORT

San Pedro, CA
Spouse: Carol Armitage
Yacht: Express 37 *Juno*
Station: SOC
Proposer: Jerome Montgomery



David got his start sailing in a Cape Cod Knockabout on Long Island Sound, which taught him a lot about maintaining wooden boats, as well as bumping into rocks. After chartering in California and the BVI's for a few years, David and Carol bought a 37' IOR One Ton in 1988, and raced her extensively in local and coastal races. With this experience under their belt, David and Carol acquired *Juno* in 1992, have raced her successfully on the coast, and taken her to San Francisco on several occasions to race in the Big Boat Series. Offshore, David has been Watch Captain and Navigator on many offwind Mexico races, a Newport to Bermuda race, and two Transpacs. David has given his time and effort to the Race, acting as Race Chairman of 3 Transpacs, and 2 Transpac Tahiti races. In addition, both David and Carol have



WELCOME NEW MEMBERS



done several Ensenada races on *Juno* and on friends' boats. Carol who was the first female Commodore of Los Angeles Yacht Club, has also enjoyed Transpacs and skippering all women crews on *Juno*.

Affiliations: Transpacific Yacht Club (Past Commodore); Los Angeles Yacht Club (Past Commodore); Board Member Offshore Racing Association

PHILLIP DICKEY, M.D.

New Haven, CT

Spouse: Andrea Silber, M.D.

Yacht: Swan 46 *Flying Lady*

Station: ESS

Proposer: Robert Drew



Phil came late to blue water sailing, having spent over 30 years deeply involved in his medical training and neurosurgery practice. He sailed with friends on Long Island Sound for 20 years, mostly on his previous boats, a C&C 40, and Sydney 41. Then in 2006 he took part in his first Newport to Bermuda race, as crew and Medical Officer on a Baltic 48 *Fury*. In 2007 he crewed on a Hood 54 from Milford, CT to Penobscot Bay, and in 2008 repeated the Newport to Bermuda race on *Fury*. Having acquired *Flying Lady* in 2010, Phil set about preparing her for racing, with himself as Captain. The next year he took part in the Marblehead to Halifax race, and returned her afterwards to Essex. Bob Drew inspected *Flying Lady* prior to the 2012 Newport to Bermuda race and was very impressed with the condition

of the vessel and Phil's organization and command of the boat. In the course of the 2012 race, *Flying Lady* was asked to turn back to the rescue of a boat with an ailing skipper. A boat to boat transfer was not possible due to sea conditions, despite stalwart efforts, however the necessary medical supplies were tossed to the boat, and one of Phil's crew, also a doctor, gave clear instructions over the VHF. The patient was eventually taken off by a passing cruise boat with a suitable safety vessel. *Flying Lady* was awarded 7 hours of redress, and received a special seamanship award. Phil has become very conscious of safety requirements at sea, has attended many Safety at Sea seminars, and has shared his experiences with other sailors through magazine articles.

Affiliations: Essex Yacht Club; Off Soundings Club; Windjammers Sailing Club; Sachem's Head Yacht Club

JOHN ROBERT EMERY (ROB)

Toronto, ON

Yacht: Catalina 400 *Anna Lisa*

Spouse: Lisa Pope

Station: GLS

Proposer: David Matheson



Rob is a 4th generation sailor, and has been on the water since he was three years old. His sailing skills were honed and developed during his training with the Royal Canadian Sea Cadets, where he was Chief Petty

Officer, 2nd class. During that time Rob acted as Skipper on a Swedish Navy Swan 51, while sailing from Gotland to Stockholm. His first Bayview Mac Race was at age 23 on a Tripp 47 in 1996, and that year he was Watch Captain on the Tripp's delivery from Chicago to Toronto. Rob's skills, especially on the foredeck, led him to be invited to crew on several Newport to Bermuda races (a couple of which he was on board alongside his uncle Bob Medland), he was co-skipper on the 2008 Lake Ontario 300 double-handed race, and Watch Captain on a Fort Lauderdale to Key West race, as well as passages on the west coast. He has also successfully represented Canada in international racing in Holland, Spain and the U.S., and was a member of the RCYC team which won the 2016 Canada's Cup Match Racing Championship over the U.S. Since acquiring *Anna Lisa* in 2016, Rob has begun to enjoy the pleasures of cruising with Lisa and their young daughter Tori.

Affiliation: Royal Canadian Yacht Club

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



MARY K. FLANDERS

Green Cove Springs, FL
Spouse: Scott D. Flanders, Sr. (FLA)
Yacht: Down East
customized Ellis 28
Station: FLA
Proposer: S. James Chambers



Mary and her husband Scott lived full-time for 14 years on their 46' Nordhavn *Egret*. During those years up to 2011 they covered approximately 80,000 nm, including a 35,000 nm 5-year circumnavigation - east to west. They co-captained *Egret*, sharing equally the tasks of command, navigation and engine maintenance. They maintained a blog about their voyages which had thousands of followers worldwide, and after their

return they gave fascinating talks, showcasing Mary's photography. They crossed the Atlantic 3 times, traversed the Pacific, the Indian Ocean and the Tasman Sea, as well as passing below Australia, east to west. *Egret* was the first powerboat to complete a circumnavigation via the five great Southern Ocean capes – Cape Horn, SW Cape – Stewart Island, NZ, SW Cape – Tasmania, Cape Leeuwin, Australia and Cape of Good Hope. In 2013 they voyaged from Florida to Iceland via Newfoundland, Labrador and Greenland, for which they were awarded the CCA's 2015 Cruising Club Trophy. Mary and Scott sold *Egret* in 2015, and are currently boatless while they re-examine their future boating plans.



STEPHEN P. FORASTE (Stevo)

Wellesley, MA
Spouse: Alyssa
Station: BOS
Proposer: CDR Kenyon P. Kellogg



After graduation from college in 1991 with an Aerospace Engineering degree, Stephen enjoyed complementing his coastal sailing skills with deliveries as Watch Captain on the east coast between Maine and Florida, earning a 50-Ton Masters license. He then returned to university for a MSc degree, and is today a bio-medical engineer. Stevo's skills as bowman have caused him to be much sought after for 8 Newport to Bermuda races since then, as well as return deliveries. Stevo is

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

WELCOME NEW MEMBERS

committed to the Newport sailing community, and is a long time bowman for the 12-Metre Courageous. Stevo's skill and calm demeanor at the bow of this racing Twelve are much admired by all who have had the good fortune to crew with him.

Affiliations: New York Yacht Club; Hyannis Yacht Club; 12-Metre Yacht Club

BEN GARVEY

Halifax, Nova Scotia

Spouse: Lana

Yacht: Roberts 47 Steel cutter *Antares*

Station: BDO

Proposer: Peter Watts, MD



Ben was born into a sailing family, with his first words and thoughts formed aboard the family vessel *Polaris*, a 1916 75' Abeking and Rasmussen ketch. He grew up aboard the vessel, on which the family sailed in the Caribbean, around the U.K. and France, and other eastern Atlantic points. The family moved *Polaris* to Nova Scotia, where she became the object of a major rebuild. In 1984, *Polaris* was set up as a charter, with 13-year old Ben as a deckhand on mostly day charters, but also a couple of Halifax to Bermuda passages. By 1988, at age 17, Ben had acquired his Commercial Masters Ticket, and took over as Master for the following two years. At the age of 19 he acted as Sailing Master of the *Polaris* for her delivery across the Atlantic to Ireland to her new owners, the Irish Sail Training

Association. During the next 4 years, while taking his engineering degree, Ben worked for the Irish Sail Training Group on the *Polaris* in myriad ports around Europe. His last connection to the *Polaris* was recovering her from a sunken state in the Dublin docks, managing a rebuild and salvage team, then delivering her to new owners in France. Since then Ben has been Master of a variety of charter and fishing vessels, has founded his own engineering business, and largely rebuilt *Antares* after bringing her from Florida to Halifax in 2012.

DOUGLAS C. GRANT

San Pedro, CA

Spouse: Kelli

Yacht: Lidgard 45 *Tower*

Station: SOC

Proposer: Frederick Wempe, Jr.

Doug has been an active sailor since his teens, with one of his first long distance voyages on a 144' square rigger from Los Angeles through the Panama Canal. He has since sailed and raced consistently off the California coast, starting with a Cal 40 on which he cruised with family to the Channel Islands, and participated in numerous Ensenada and Whitney races. He has owned his Lidgard 45 *Tower* since 2001, and made his first Transpac on her in 2007. He has since made many more Transpac races with friends, including the 2017 race during which he was Watch Captain on a Santa Cruz 70, taking along his 16 year old daughter. Doug owns his own Marine Products company, has worked on some of the leading sailing yachts in the world, and is well known for assistance to others in boat maintenance. Doug and Kelli are pillars of the San Pedro/Los Angeles Harbor area sailing community.

Affiliations: Los Angeles Yacht Club

AMELIA L. GREEN (AMI)

Westerly, RI

Yacht: Alden 46 sloop *Scallywag II*

Spouse: Robert A. Green, Jr. (ESS)

Station: ESS

Proposer: Richard C. Holliday



Stepping on to a Herreshoff-designed Watch Hill 15 sailboat in 1970 marked the beginning of Ami's sailing career. It would be misleading not to mention that she arrived in heels and a faux fur! She had no clue that day that she would eventually cross the Atlantic. *Nuance* was the 3rd sleek, fast WH-15 built and designed for the sailing area of Little Narragansett Bay. Ami and Bob won their races, and got married 2 years later.

Ami's trajectory from knowing nothing about sailing to tossing off the dock lines in 2000 for a cruise to Ireland and beyond is exceptional. She says it happened in incremental steps over the years, giving her a glimpse of the possibility going offshore, so when their three children had grown and left home, they made plans. First they found *Scallywag*, an Alden 44, and sailed her from Florida to Rhode Island in 1998. A shakedown cruise to Maine and Newfoundland proved her seaworthiness, and by June 2000 Block Island was astern and the waypoints were set for Crosshaven, Ireland. Their expected sabbatical, which included visits to the Azores, Madeira and the Canary Islands and a 21-day passage to St. Lucia, ended in tragedy.



WELCOME NEW MEMBERS



Their boat was overturned and destroyed by a nearly 30 foot shoaling wave while they were on board at a mooring in St. Eustatius. Ami's article on this accident was published in the 2002 Cruising World. They returned home without *Scallywag*, but grateful to be alive. Still they felt they had not completed what they had set out to do, so the next year they purchased a slightly bigger Alden and named her *Scallywag II*. In 2005 they set a course for Turkey where they lived on board for two years. With the exception of the first leg from RI to the Azores, they always sailed double-handed. During those two years they took part in the Eastern Mediterranean Yacht Race, which was the highlight of their time there. As they prepared to return home in 2007, Ami and Bob decided to join the French Rally that sailed to Cape Verde, Senegal and Brazil. As if that wasn't exciting enough, the rally also travelled 500 miles into the Amazon. As the only U.S. documented vessel in the fleet of 30 boats, they experienced firsthand the joie de vivre of the French sailing world. Since their return Ami and Bob have cruised as far as Newfoundland, and took part in the 2015 Bermuda 1-2. They also entered the 2017 1-2, but Bob had to withdraw from the 'one leg' due to gear failure.

RODNEY T. HEARNE (RODDY)

Seattle, WA

Yacht: *Buchan 37 Gamin*

Station: PNW

Proposer: Michael W. Brown



As the son of CCA member and world cruiser Rod Hearne (PNW), Roddy has been sailing since his early years. He joined Seattle Yacht Club as a teenager, where, as well as being a long-time cruiser, he is an active and successful racer in the local J-105 fleet, and a member of the J-105 Class Association. Roddy owns an historic *Buchan 37 Gamin*, which he cruises in the PNW, and also co-owns, with his parents, both a *Formosa 46 Lookfar* and a 42' *Ocean Alexander Keewaydin*. He has made a number of offshore passages in both the Atlantic and Pacific both with and without his parents on *Lookfar*, and cruises locally on *Alexander*

Keewaydin. Between 2002 and 2016, he was aboard *Lookfar* as co-owner and Captain on her passages to Mazatlan, the Panama Canal, Puerto Rico and the BVI's. In 2016 he was Watch Captain on board a S&S 96' *Altair* on her voyage from Bermuda to Majorca via the Azores, and has since shared his experiences and photographs with PNW CCA members. Roddy is already well-known to members of the PNW station, having participated in the Hebrides cruise, as well as the Desolation Sound and Ionian cruises with the Maurer family.

Affiliations: Seattle Yacht Club

Check out the Website: www.cruisingclub.org


The CCA website is remarkable for its clarity, ease of navigation and the wealth of information it contains. Dorsey Beard has done a truly amazing job in putting together a website that functions so well. You can find out almost anything you need to know about the CCA, its cruises, officers, committees and members on the site and download important cruising information. GAMs from the past seven years can be downloaded.

BONNELL COVE FOUNDATION

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

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

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

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



WELCOME NEW MEMBERS



RYAN M. HELLING

Seattle, WA
Yacht: Wylie 31 *Velella*
Spouse: Autumn
Station: PNW
Proposer: David C. Utley



Ryan grew up in a sailing family, has been an active dinghy and keel boat sailor all his life, was a sailing instructor at Tacoma Yacht Club, and has been in business in the marine brokerage industry since leaving college. For several years Ryan has been involved in the demonstration and promotion of the Life Sling with the Sailing Foundation, with a presentation that is generally the highlight of a Safety for Cruising Couples seminar. Besides innumerable Swiftsures and other local races, Ryan has taken part in two Victoria to Maui races (1st overall and 1st in class in 2006), a result which he repeated in 2012 as Watch Captain. His occupation has led him to make several long distance deliveries, and in 2013 he was skipper on a 45' catamaran on her passage from the Canary Islands to St. Martin. In 2016 Ryan and Autumn circumnavigated Vancouver Island from Seattle on *Velella*.

Affiliations: Seattle Yacht Club

LLOYD G. HOOPER

Miami, FL
Yacht: Grand Banks 42 *Sea Secrets*
Partner: Sally Browne
Station: FLA
Proposer: William 'Scott' Piper III M.D.



Lloyd started sailing in his teens from Miami to Boston, before buying his own Cal 24 and racing her in the Keys. Next came a C&C 36 which he raced in South Florida, and cruised in the Bahamas and Exumas. A series of ever-longer boats took him further afield, but Lloyd really got hooked on distance sailing in 1998 as Watch Captain on *Pipe Dream* with Scott Piper from Vanuatu to Cairns. Australia, where they cruised the Great Barrier Reef. Lloyd was again aboard *Pipe Dream* in 1999 on her passage from the Azores to Portugal, then up the Tagus River. Lloyd has been welcomed on many CCA boats on voyages from Fort Lauderdale to Montego Bay, around the Chesapeake, the Bahamas, the Erie Canal and Maine, to name only a few. In 2016 he was again Watch Captain on *Pipe Dream's* voyage from New York City to Bermuda. For almost 50 years Lloyd has been active in the Biscayne Bay YC, where he maintains *Sea Secrets*, which he cruises and uses as a signal boat for the race committee.

Affiliations: Biscayne Bay Yacht Club (past Commodore)

ALEXANDER B. KNOWLES (ALEC)

Jamestown, RI
Spouse: Linda
Yacht: Caliber LRC 40 *Endgame*
Station: BOS
Proposer: Andrew Kallfelz



Alec grew up cruising the coast of Maine on the family's Hinckley Pilot, driving launch at the Portland Yacht Club and generally messing around boats and boat yards. In 1966, he attended the 5th course of the Hurricane Island Outward Bound School and soon thereafter he went on to work there, captaining one of the School's work boats. Changing gears, he entered the business world, moved to the mid-west and, truth be told, relegated sailing to the back seat-but only temporarily. Upon retirement from the work-a-day world, he returned to East Coast in 2008 and got back to boats and boating. Aboard his 40' sloop, *Endgame*, Alec has undertaken various passages; first was a trip from the West Coast of Florida to his home port in Rhode Island with layovers in the Bahamas and Chesapeake Bay. Subsequently, he skippered *Endgame* on passages to the Virgin Islands and back via the Turks and Caicos and in 2015 he completed a passage to the Azores. Now, he and his wife, Linda, spend most summers aboard *Endgame*. Completing the career great circle, he is once again cruising the coast of Maine. Alec currently serves as a board member and President



WELCOME NEW MEMBERS



of the Hurricane Island Center for Science & Leadership, which runs science education, research and leadership development programs on the Hurricane Island, Me.

Affiliations: Conanicut Yacht Club, Jamestown, RI

was Lydia's leadership from 1994 through 2000 in John Marshall's 'Young America' America's Cup campaigns. These included an accompanying educational series which was presented in Maine and San Diego.

Affiliations: New York Yacht Club

JEFFREY B. MCCARRON

Wayne, PA

Spouse: Kathryn

Yacht: Sabre 45 *Alliance*

Station: CHE

Proposer: Andrew C. Armstrong

LYDIA WOOD LANGSTON

Cushing, ME

Spouse: Chris Bouzaid

Yacht: Dettling 48' Power *Waianiwa*

Station: BOS

Proposer: Stephen G. Kasnet



Lydia's sailing skills came to broad attention in 1984 when she skippered her own boat *Dynasty* in the Bermuda Race, following that with the position of Watch Captain on War Baby in the 1988 Race. In 1998 Lydia skippered her own boat *Clarion of Skye* from Newport to Ireland in the CCA cruise of that year, followed by a cruise around Northern Europe and the British Isles. She was First Mate on a Little Harbour 60 *Waianiwa* on the 2004 NYYC cruise from Newfoundland to Labrador and Quebec. Between 2006 and 2007, Lydia and Chris co-skippered *Waianiwa* from Fjordland in the south of New Zealand to Wellington, Tonga, Fiji, ending in Auckland. Lydia's blue water passages are numerous, as his her local racing with Chris on their Luders 33 *Leaf* which they rebuilt and moor at their home in Maine. They also recently participated in and won the One Ton Cup Revisited in Auckland aboard *Rainbow*, which they maintain in Auckland, NZ. Equally important

STEVE LEONARD

Seattle, WA

Spouse: Peggy Jurcisin

Yacht: Beneteau First 47.7 *Flyer*

Station: PNW

Proposer: Joseph W. Golberg



Steve cruised and sailed as a young man in a Catalina 27, with strong results in many races, including several Swiftsures, either on his own or other's boats. His reputation in the PNW for offshore passage-making, including in Hawaiian waters, racing under sail and cruising, dates back to the mid-1970's. Steve's employment in the marine products industry has enabled him to become extremely proficient on board from basic maintenance to high tech systems, knowledge which he is always willing to share. Since acquiring *Flyer* in 2009, and bringing her from San Francisco to Seattle, Steve and Peggy cruised extensively in the PNW, before taking *Flyer* to the Sea of Cortez in the winter of 2015. They have returned to her each winter since then, and presently have plans to sail to New Zealand in 2019 for the America's Cup race.

Affiliations: Seattle Yacht Club



Jeff began sailing dinghies mainly on lakes, then moved on to whitewater rafting and sailboarding. Through high school and college he was a nationally ranked slalom paddler, competing at the U.S. Team trials. Jeff became a member of the Corinthian YC of Philadelphia, and began sailing with many members on offshore races and deliveries, and now has several Newport to Bermuda and Annapolis to Newport races under his belt. Since acquiring *Alliance* with Andrew Armstrong in 2001, they have completed many cruises together, as well as passages to Maine and Nova Scotia. Jeff has also chartered sailboats, as skipper, in the Caribbean, PNW, California and Florida. Jeff enjoys racing his V15 on Wednesday nights out of the CYC, for whom he used his legal acumen to update the Club's by-laws, a daunting task.

Affiliations: Corinthian Yacht Club of Philadelphia



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WELCOME NEW MEMBERS



BENJAMIN MILLARD

Stamford, CT
Station: NYC
Proposer: Bjorn Johnson



Ben has been on the water with his father Michael (NYS) since he was four years old. As Ben grew up he sailed with his father, double-handed, to many points on the east coast, and participated in his first Newport to Bermuda race at age 15 in 2006, and has competed in every subsequent edition of the race. In 2009 Ben completed the Bermuda 1-2 double-handed leg, and in 2011 he was on Larry Huntington's (NYS) Ker 50 *Snow Lion* for the Transatlantic and Fastnet races, followed by cruising in UK waters. He was on *Snow Lion* for the 2012 Bermuda Race, and was invited back for a second Fastnet Race on *Snow Lion* in 2015. Ben has also accompanied Bjorn Johnson on various cruises to and from Newport, as well as a 2013 cruise between Florida and Virginia in 2013. Most recently, Ben was co-skipper in the double-handed class in the 2016 Bermuda Race. All of these early accomplishments show not only that Ben is a fine young sailor, but that he is a pleasure to have on board. He is presently studying law at Syracuse University College of Law, with a plan to apply to the U.S. Navy JAG Corps.

DALLAS A. MURPHY

New York, N.Y.
Spouse: Eugenia Leftwich
Station: NYS
Proposer: Charles Starke



Dallas has been sailing for more than 40 years, both racing and cruising, and has spent a significant amount of time at high latitudes in the north Atlantic, including Newfoundland, portions of the east coast of Greenland and Norway, as well as in the south Atlantic to Cape Horn. More than sailing, Dallas is an observer of the ocean and ocean life, with his findings eloquently presented in his books. His book "Rounding the Horn" for example displays his ability to seamlessly blend the history of the 1830's with his own experience on Skip Novak's *Pelagic* in 2000, while making clear the substantial differences in setting, supplies and all aspects of navigation. Dallas has now penned four ocean-related books, the result of almost annual voyages aboard research vessels around the world. He has also written essays for the public about oceanography, the means by which scientists measure the ocean, and life aboard research vessels.

ASHLEY M. D. PERRIN

Mill Valley, CA
Spouse: Merfyn Owen
Yacht: Moore 24 *Flashman* / *Capo 30 Santana*
Station: SAF
Proposer: Don Bekins



Ashley holds a degree from University of Southampton in Geography and Oceanography, she has an MCA 200-ton unlimited captain's license, is PADI Dive Master and has an Advanced European Science Diver specialization in under-ice diving in Antarctica. Keeping a foot in both the UK and US Ashley became a Fellow of the Royal Geographical Society in 2016. Ashley is the owner of a firm which rigs boats for racing and cruising, she makes deliveries worldwide, and by the age of 40 she has racked up 150,000 miles of blue water sailing. In 2006 she was on *Lively Lady* winning the St David's Lighthouse Trophy in the Newport Bermuda race. She is a certified Ice Pilot under the polar code and was the youngest person to become a member of the RORC at age 15, and at 18 double-handed across the Atlantic on a 35-footer. Amongst her many other accomplishments, Ashley was Senior Boating Officer at the British Antarctic Survey science base on the island of South Georgia, where she and Merfyn, a naval architect, were married. Ashley co-instructs the World Sailing safety at sea seminars at SFYC which have been very well received, and clearly demonstrate the importance



WELCOME NEW MEMBERS



she places on this subject. She enjoys racing *Flashman* and *Santana* for the San Francisco Yacht Club, which in 2016 awarded Ashley the honor of Yachtswoman of the Year.

JOHN W. PEDLOW

Bellingham, WA

Spouse: Joyce

Yacht: Eastbay 40 *Siren*

Station: PNW

Proposer: Tom White



John has 40 years of offshore and coastal racing and cruising experience on the west coast from Southern California to the PNW. He has skippered and owned a wide variety of yachts over the years, winning the San Diego to Ensenada race on two occasions, and was also Fleet Captain of the San Diego Ocean Racing Fleet. While in

San Diego, John was heavily involved in the America's Cup events as a Certified Race Officer PRO, and was the on the water advisor for ESPN. Now an active motor cruiser in the PNW, John is also happily involved in racing activities in Bellingham Bay, where *Siren* has been the committee boat for local racing.

MAUREEN M. RODDY (MOE)

Sausalito, CA

Partner: Donald Wieneke

Station: SAF

Proposer: Don Bekins




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. 

WELCOME NEW MEMBERS

While living on the east coast in the Rhode Island area, Moe, a Registered Nurse, took up blue water sailing with the enthusiasm she demonstrates in all her pursuits. She was Watch Captain on a trimaran on its passage from Florida to Nantucket in 2002, and on a Halberg-Rassy from Newport to Tortola in 2004. Her first Newport to Bermuda race in 2004 as Medical Officer inspired Moe to Undertake the Newport to Bermuda 1-2 in 2005, single-handing to Bermuda. By 2006 she was Navigator on a Gunboat 60 on its voyage from Cape Town to St. Maarten, and enjoyed many cruises in the BVI and New England, before dropping anchor in the Bay Area. There she enjoys sailing around the buoys in Don's J105, and crewing for friends in a variety of on-board positions.

HARRY T. SEEMANS

Bozman, MD
Spouse: Linda
Station: CHE
Proposer: T.C. (Tad) duPont



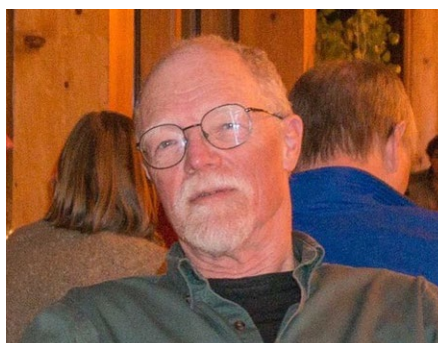
Harry has been messing about in and on boats since childhood, leading to his choice of career as a marine surveyor. He is always a welcome crew member on board, as he has an uncanny ability to diagnose problems, and to effect the necessary repairs. Harry's strong sense of sportsmanship and ability to muster top-notch amateur crews speaks to his well-earned reputation, and explains why

he has held positions of Skipper and Watch Captain on numerous Newport to Bermuda and Annapolis to Newport races. He has also skippered deliveries from Bermuda to the Chesapeake, and to Newport, and in 2014 he was on board *Aura* on her passage from the Canary Islands to St. Martin. Harry raced his J30 *Rumor* for 20 years on the Chesapeake, and now enjoys campaigning his Shields at Tred Avon Yacht Club, where he was Shields Fleet Captain. He has participated in three recent Shields Nationals.

Affiliations: Tred Avon Yacht Club

W. STANLEY SNEATH (STAN)

Missoula, MT
Spouse: Ann
Station: CHE
Proposer: Michael M. Cone



Stan started sailing at age 2 in Connecticut, where he was Riverside YC Junior Yacht Club Commodore in his teens. Since his teenage years he has raced on the Long Island Sound and the Chesapeake, as well as competing in numerous Newport to Bermuda, Marblehead to Halifax and Annapolis to Newport races. In 2013 he was awarded the City of Newport trophy as Navigator of the overall PHRF winner, *Actaea*, and in 2014 was awarded the George Mixter trophy as Navigator on *Actaea* which won the St David's Lighthouse trophy. Although he was not on the return delivery that year, Stan's armchair navigation advice to the

captain helped *Actaea* beat a hurricane by a matter of hours. Stan was Navigator on the transatlantic passage of a J44 from Newfoundland to Kinsale, Ireland, and again on her passage from the west coast of Scotland to the Shetlands. Stan's thoughtful insight into weather analysis and navigation make him a real benefit to safe cruising and racing, and his willingness to undertake any task makes having him on board a real pleasure.

DAVID W. STANFIELD

Halifax, Nova Scotia
Spouse: Barb
Yacht: Beneteau 40.7 *Reggae Reggae*
Station: BDO
Proposer: Philip Wash



David grew up messing around in boats in Nova Scotia where his family sailed a Morse dinghy with cotton sails. David was an avid supporter of his older brother's Bluenose Class campaigns, modestly stating that his own skills honed at the Waegwaltic Club on Fiberglass Flying Junior # 1046, were average at best. Exposure to big boats came through a friend whose family had a succession of boats starting with a wooden schooner, followed by an Acadian 30, C&C 30 and finally David was on board a C&C 37 for his first Marblehead to Halifax Ocean Race. While at University, sailing took somewhat of a back seat, although he did participate in the Canadian University Sailing Championships in Kingston, Ontario.



WELCOME NEW MEMBERS



By the mid-80's he was crewing on *Wandrian IV*, a J-29 campaigned by Bill Tucker, who was keen on regional regattas so the boat was constantly on the move, even as far as Block Island. In the 90's David bought an old Etchell-22, and campaigned it whenever possible. He was often invited to crew on other boats, and has innumerable Marblehead to Halifax races under his belt. Then in the early 2000's David did a delivery from Halifax to Bermuda which opened his eyes to the challenges of ocean sailing. The Etchells was sold, and replaced by a C&C 34 cruiser racer with the idea of getting into family cruising. Unfortunately, other than bareboat charters in the BVI's, the family has continued to wave David off on his races while they pursue their shoreside occupations. So David has enjoyed BVI's Spring Regattas, Halifax to St Pierre races, as well as all the related deliveries, such as a memorable one from Mallorca to the Canary Islands. Today David owns *Reggae Reggae*, a racer/cruiser which fulfills his waning interest in racing. Before stopping racing his own boat, David won the Bluenose Offshore Racing Circuit (BORC). He now races with Bill Greenwood on *Airborne IV* whose 'family & friends' campaign is much admired.

Affiliations: Royal Nova Scotia Yacht Squadron (Commodore)



JOHN VAN-SCHALKWYK

Jeddore Harbour, NS

Spouse: Heather

Yacht: Luders 36 *Morning Watch*

Station: BDO

Proposer: Syd Dumaresq



At the age of nine John built a boat out of Johnnie Walker wooden whiskey cases and set sail on a nearby creek. She leaked badly and promptly sank. Undeterred, a few years later he learned to sail on the south coast of England and in the Norfolk Broads. In the early seventies, having moved to New England, John bought *Morning Star*, a 31 ft. Monterey Clipper designed by William Garden. He asked Robert Perry draw the plans for a new lead keel (her ballast was then Maine rocks), with a gaff-headed main and foresails. John and his family cruised *Morning Star* for twelve years in coastal Massachusetts. In 1988 John bought *Morning Watch*, built in Hong Kong in 1970 and needing some TLC. Initially *Morning Watch* sailed out of Buzzards Bay, but by the mid-90's she was wintering in the south and sailing in New England in the summers, often with John single-handing. In 1994 John crewed on a Hallberg-Rassy 36 from New Bern, NC, to Antigua, then in 1996 he was Watch Captain on Ron Trossbach's *Mooneshine* for the CCA Cruise from Newport, RI, to Kinsale, Ireland. In 2000 John sailed to the B.V.I. as far as Nevis, then wintered in St. Martin. The following year John and Heather sailed back

to the Chesapeake and on to Nova Scotia where they have since been cruising in Maritime Canada. John has been crew on a number of OCC and CCA boats on passages to or from Bermuda and the East Coast, from the Azores to Portugal, from the Azores to England, from Ft. Lauderdale, FL, directly to Kinsale, Ireland. John has held a USCG 100 ton Captain's License and has both U.S. and Canadian ham licenses.

Affiliations: Royal Nova Scotia Yacht Squadron (Cruising Chair), Ocean Cruising Club (Port Officer for Halifax), Mathews Yacht Club (VA), Petpeswick Yacht Club (NS)

MARTIN P. SUTTER

The Woodlands, TX

Spouse: Lisa

Yacht: 1930 96' Ted Geary

Motor Yacht *Canim*

Station: GLS

Proposer: Ed Kane



Marty owns a Northern Michigan sloop, which is the indigenous one-design class in Harbor Springs, MI – it looks a lot like a 6 meter. He is extremely active in the sailing community in Harbor Springs, where he maintains a number of yachts, and has a home which resembles a top-class nautical museum. Besides racing on the Great Lakes, Marty



WELCOME NEW MEMBERS



enjoys regattas in the Caribbean, where he led Ed Kane's *Bolero* to victory on three occasions in the Loro Piano Regatta, BVI. In 2017 he chartered the state-of-the-art superyacht *Leopard 3*, again for the Loro Piano Regatta, helming all three races with comparative ease, sailing in excess of 20 knots. Marty has meticulously maintained *Canim* for many years, and as a licensed Coast Guard captain he has the skills to pilot this 96' steam powered yacht either in the Lakes or off the east coast. His energy and enthusiasm for all things nautical are boundless, be it a headsail change at 2.00 a.m. halfway up Lake Michigan, or racing around the cans in Narragansett Bay. In addition to this, Marty and his family are constantly promoting maritime preservation.

Affiliations: Harbor Springs Yacht Club, Michigan; Little Traverse Yacht Club

VICTORIA WILLAUER (TORI)

Owl's Head, ME
Spouse: Tony Fitch
Station: GMP/Boston
Proposer: Maggie Salter



Tori was born into the Willauer sailing family, and has enjoyed being on board since early childhood. She spent the summers growing up with her parents and siblings on *Breezing Up*, and became a successful small boat racer in east coast regattas. For several summers from 1998-2002 Tori was an Instructor at Hurricane

Island Outward Bound School, where she ran courses for up to 3 weeks in Maine, Florida and Boston Harbor. In that same period she obtained her Captains License while running NOLS sea programs from Loretto in the Sea of Cortez, Mexico. In 1998 Tori made her first delivery back from Bermuda to Massachusetts on *Lyra*, where she showed remarkable seamanship when they hit bad weather in the Gulf Stream. Tori followed that with a 2002 delivery from Newport to Bermuda on her Uncle Peter's J42 *Eight Bells*. Since her marriage and the arrival of 3 small children, Tori has hardly missed a beat. She took her husband and children, the youngest of which was only a few months old, down to the Caribbean to sail on *Breezing Up* in 2010 and 2011. In 2016-2017, Tori co-captained *Breezing Up* with her father on their voyage from Maine to Saint Maarten, after which she and her husband and children spent 6 months cruising the islands before returning the boat to Maine. Tori is now Director of Sailing Programs at The Apprenticeship in Rockland, ME where she passes on her love of sailing to some very lucky young people.

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.

ALDEN S, WINDER

Manchester, MA
Station: BOS
Proposer: Bjorn R. Johnson



Alden grew up sailing in New England with his parents and friends on a number of cruising boats, spending most summers cruising between Long Island Sound and Nantucket. He was 11 when he was part of the Winder family crew on the CCA cruise in Newfoundland, to which he flew on his own, and thoroughly enjoyed assisting in anchoring, piloting and watch standing in fog. Alden sailed on the University of Vermont's team, and took up the profession of sailmaker after leaving college. His enthusiasm for the sport of sailing has never wavered, and fellow crew members are united in praising his abilities and composure, both under pressure from wind, waves, equipment and human failure. Despite his youth Alden already has four Newport to Bermuda races in his resume, as well as a Fastnet (where he celebrated his 17th birthday), and an Annapolis to Newport race. On many occasions he has delivered racing boats double-handed, which can be a challenging experience. Alden's father, John Winder, was Bermuda Race Committee Chairman in 2002 and 2004. John appreciated the help from Alden with the paperwork, and his company during yacht inspections. Alden has stated his interest in becoming an Inspector for the BROCC, and being part of its management going forward.



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Deadline for Fall Issue is October 15, 2018

CCA Calendar of Events

| | | |
|------|-------------------|--------------------------------------|
| 2018 | June 15 | BERMUDA RACE |
| | October 6 | SAS SEMINAR, RWU, Bristol, RI |
| | October 25 - 27 | FALL MEETING, FLA, Miami |
| 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 |
| 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.

