

SEPTEMBER 11 - 16 2022
NEWPORT, RHODE ISLAND



CRUISING CLUB OF AMERICA

Centennial
1922-2022



**THE CRUISING CLUB OF AMERICA
ESSEX STATION**

Welcome Letter

September 11, 2022

Dear Fellow CCA Members,



On behalf of the 85 members of the Essex Station, it is my pleasure to welcome you to the 2022 CCA Fall Meeting during this, our Centennial year! We are excited to be your host over the next several days and we look forward to an enjoyable, informative and productive meeting.

The Fall meeting is a great opportunity to meet members and guests from other parts of the world, to make new connections, and to learn about club activities. We have a full schedule of committee meetings on Monday and Tuesday that will all be held in the hotel. Most meetings are open so please plan to attend those in which you have an interest. We hope that you will also enjoy the opportunity to visit Newport including the recently opened Sailing Museum, the Boat Show that begins this Thursday and numerous historical sites in and around Newport.

I would like to thank our hard-working committee who have organized this event over the past year working closely with Commodore Otorowski. Brin Ford, has led our team with support from Mindy Gunther, Dick Holiday, Fred Deichmann, Mark Ellis and more than 20 volunteers.

We hope you will enjoy a few productive, notable and historic days with us in Newport.

Dennis Powers
Rear Commodore
Essex Station

COVER PHOTO: Rod Stephens at sea, returning home from the 1933 Fastnet Race

FALL MEETING ESSEX SCHEDULE

2022 Fall Meeting Committee

Brin Ford, *Chairman*
Joy Ford
Dennis Powers
Mindy Gunther
Dick Holliday
Mark Ellis
Mike McGee
Mark Kondracky
Fred Deichmann
Dan Biemesderfer
Mac Turner

Volunteers:

Gretchen Biemesderfer
Barnaby Blatch
Mari Ann Blatch
Elisabeth Bohlen
Robert Connell
Carol Connor
Catherine Deichmann
Dianne Embree
Amelia Green
Ardis Holliday
Verity Powers
Dorothy Wadlow

FALL MEETING TIMELINE

- Wed Sep 7 NYS Feeder Cruise in Port Jefferson
Thu Sep 8 NYS Feeder Cruise in The Thimble Islands
Fri Sep 9 NYS Feeder Cruise in Essex
Sat Sep 10 NYS Feeder Cruise in Stonington
Sun Sep 11 NYS Feeder Cruise in Newport
1600 Fall Meeting Registration Open at Newport Harbor Hotel and Marina
1700 Fall Meeting Reception at Newport Harbor Hotel and Marina
Hors d'oeuvres, Cash Bar at Saltwater, Dinner on your own.
Mon Sep 12 0800 Registration at Newport Harbor Hotel and Marina
0900 – 1200 Committee Meetings (See Meeting Schedule)
1200 Lunch (Cash bar) at Hotel (Historian Doug Adkins speaker)
1300-1500 Committee Meetings (See Meeting Schedule)
1800 Cocktails (Cash Bar) and Hors D'oeuvres followed by Dinner (Guest speaker Robin Knox Johnston)
Tue Sep 13 0900-1200 Committee Meetings (See Meeting Schedule)
1200 Lunch (Cash Bar) at Hotel
Speaker Pam RorkeLevy
"Dorade: Almost 100!"
1330 Official Fall Members Meeting
1500 Tour Yacht Dorade at Marina Dock
Tue Sep 13 1800 Cocktails (Cash Bar)



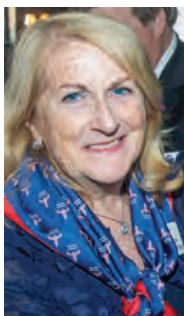
Commodore's Letter

Dear CCA Member:



It has been 25 years since the CCA threw a big party for itself and here we are: it is 2022 and our Centennial in Newport. It is a very exciting time and the Centennial Week will be full of things to do.

Our 100 years have seen accomplished sailors, men and women, and boats of all sizes and complexity plying the oceans in "the adventurous use of the sea". Boats have evolved and so have our skills of seamanship. The constants for our club are the comraderie among mates, the willingness to loan our yachts to other members, the sharing of ideas, lending a hand to others and the joy of being on the open sea and taking on all of it's challenges. Sailing is a unique endeavor. It incorporates the science of weather, the physics of understanding wind and sails, hydrodynamics, the selection and maintenance of proper gear, social relations in close quarters, a hierarchy of command and the exercise of considered judgment at sea. And then there are the inherent risks of challenging mother nature with a small boat and crew. No other sport has all these varied elements and we are bound together by these elements of the sport we love.



We are thrilled that we are having our Centennial in Newport, Rhode Island, a seaside town that lives, breathes and celebrates sailing in its many forms and dimensions. The Newport Harbor Hotel is an ideal location in downtown Newport with a marina filled with CCA boats.

We are pleased to give to you a brief rundown of our schedule of activities from Sunday September 11 through Friday morning September 16. Brin Ford and his team from the Essex Station have assembled a great program starting off with the Sunday September 11th reception at the Newport Harbor Hotel followed by CCA business meetings on Monday and Tuesday. For Monday lunch our historian, Doug Adkins, will be giving us some historical vignettes. Monday Dinner brings renowned sailor and Blue Water Medal Winner Sir Robin Knox Johnston as our speaker. At Tuesday lunch Pam Rorke Levy, co-owner of *Dorade* will recount the *Dorade* story; past and present. *Dorade* will also be available for touring on Monday and Tuesday afternoons.

On Wednesday we will be having our Blue Water Medalists give talks in the morning about Force 10 conditions followed by a lunch. Then we will walk to the Jane Pickens theater to attend some awards presentations followed by the premiere of a film by Gary Jobson, "The History of the CCA." That night will be the reception at the new Sailing Museum which has many CCA members, past and present, recognized as Hall of Famers. On Thursday we will have seminars in the morning followed by dress ship and yacht hop. That night will be our Gala Awards Dinner at Fort Adams. The Newport International Boat Show begins on that Thursday and will no doubt be attended by many.

We thank the many members who are helping make this week a success. All in all it is a great lineup and a unique chance to see old mates, meet some new ones and take in all that Newport has to offer. Please review the schedule, sign up and we look forward to seeing you all in Newport

Cheers,

A handwritten signature in blue ink that reads "Chris".

Chris Otorowski, Centennial co-chair

A handwritten signature in blue ink that reads "Shawn".

Shawn Otorowski, Centennial co-chair

email: commodore@cruisingclub.org



CCA CENTENNIAL CELEBRATION



Sunday Sept. 11

Afternoon: 4 pm	Registration
Evening: 5 pm	Welcoming reception at Newport Harbor Hotel Hors d'oeuvres (\$25) and cash bar Dinner on your own.

Monday Sept. 12

Morning: 8 am	Registration
9 am – 12 pm	Committee Meetings
Lunch: 12 pm	Invited Speaker- Historian Doug Adkins- Our History (\$55.00)
Afternoon: 1pm – 5pm	Committee Meetings
1 pm – 5 pm	Tour yacht <i>Dorade</i>
Evening: 5-6:30pm	Cocktails at hotel (cash bar)
7 pm	Hors'doeuvres and Dinner (\$160) Keynote Speaker: Sir Robin Knox Johnston Presented by Yeoman Yachts
Activities:	Exploring Newport

Tuesday Sept. 13

Morning: 8:30 am	Registration
9 am – 12 pm	Committee Meetings
Lunch: 12 pm	Invited Speaker- Pam Rorke Levy- " <i>Dorade</i> : Almost 100!" (\$55.00)
Afternoon: 1:30 pm - 2:30 pm	Official Fall Members Meeting
3:00 pm – 5:00 pm	Tour yacht <i>Dorade</i>
Evening: 6 pm	Cocktails at hotel (cash bar) and Dinner on your own
Activities:	Exploring Newport



Music and Dancing at the Gala Dinner at Fort Adams

On Thursday following the Awards, adding to the fun of the evening, the great Newport area band, Decades By DeZyne, will be entertaining us and there will be dancing!

SCHEDULE

Masks
required
for indoor
meetings



Wednesday Sept. 14

Morning:	8:30 am	Registration
	9 am-11am	Breakfast on your own
		Heavy Weather Sailing: Blue Water Perspectives, with Frank Bohlen, Jean Luc Van Den Heede, Rich Wilson, Steve Brown, Randall Reeves (at Jane Pickens Theater)
	Lunch:	12 pm Speakers: Blue Water Medalists (\$55.00 at hotel)
		Jean Luc Van den Heede, Randall Reeves, Rev. Robert Shepton
Afternoon:	4 pm	Awards and Premiere of Gary Jobson film; "History of the CCA" at Jane Pickens Theater
Evening:	6:30 pm	Reception at The Sailing Museum Passed Hors d'oeuvres and cash bar (\$25.00) Dinner on your own
Activities:		Exploring Newport

Thursday Sept. 15

Morning:	8:30 am	Registration
		Breakfast on your own
	8:30 am	Sails in the 21 st Century- North Sails, Will Welles
	9:15 am	Archives at Mystic- Mark Grosby, Chris Freeman, VP Mystic
	10:00 am	Sheila McCurdy, "CCA Characters Over the Years"
	10:45	MOB and Safety Moments- Bill Strassberg
	12:00 pm	Lunch
	11:30- 2:00 pm	Dress ship in marina and yacht hop
	1:00- 2:30 pm	Yacht Design Forum- Jay Gowell
Lunch:		On your own
Afternoon:		Touring/Sailing/Newport History Tours/Boat Show
Evening:	4 pm	Boat and bus transportation to Fort Adams
	5 pm	Gala Awards Dinner at Fort Adams (smart casual) (\$250.00)
Activities:		Exploring Newport, Boat Show

Friday Sept. 16:

Morning:	8:30 am	Casual farewell continental breakfast
		Fleet disbands and Official end of Centennial celebration
		Visit to Mystic Seaport for those who are interested
Activities:		Exploring Newport, Sailing, History Tours, Boat Show

SIR ROBIN KNOX-JOHNSON



Robin Knox-Johnston Keynote Speaker at Monday Night's dinner

Robin began his early years on the sea when he joined the Merchant Marine at age 17 and went on to obtain his Unlimited license in 1965 which is still current. He built the yacht *Suhaili* in Bombay from 1963-65 and sailed back to the UK via Cape of Good Hope.

In 1968/69 Robin completed the Sunday Times Golden Globe Race, was the only finisher of 9 starters. He became the first person to sail solo and non-stop around the world in "*Suhaili*" (312 days at sea)

In 1994 Robin co-skipped *Enza New Zealand* with Peter Blake to win the Jules Verne Trophy for the fastest nonstop or assisted circumnavigation of the world at the time of 74 days 22 hours.

In 1973-1975 Robin was on the British Admirals Cup team. In 1976 he was the winner in the RORC Class 1 Points championship. He was twice winner of the double handed around Britain and Ireland Race. In

the 1977 Whitbread Race, he skippered *Condor*.

In 2006/2007 he sailed in the Velux 5 Oceans Solo Around the World Race. In 1986 he won Class 2 of the World Multihull Championship. Not to leave anything out, he has sailed 4 Sydney to Hobart Races, 3 China Sea Races, 2 Fastnets and 26 Atlantic crossings.

He was named IYRU Sailor of the year in 1995 and became a Hall of Fame Inductee. He was 4 times British Yachtman of the Year and was President of the Sail Training Association which ran the International Tall Ships Races 1993 to 2002. Awarded Royal Institute of Navigation's Gold Medal in 1992 for practical experiments in Medieval Navigation. Robin is the author of 18 books including best seller "*A World of my Own*", an account of the nonstop solo circumnavigation, now published in 12 languages.

When not sailing, running the Clipper Race he spends time with his daughter and 5 grandchildren.

We are pleased to welcome Sir Robin to Newport to join us.

BLUE WATER WEDNESDAY

Wednesday the 14th of September is going to be a day full of activities celebrating the history of the CCA. World-class sailors will share the knowledge that only experience can teach. Up close and personal, you will hear their personal tales and how they prepared for, survived, and even thrived in extreme winds and seas. A more experienced group of sailors would be hard to find. Our guest Blue Water Medal winners will share stories about other medalists: history talking about history. You will be able to immerse yourself in the experience of sailors who have pushed the limits, expanded our sailing horizons, and shown what is physically possible when adventurous spirit and positive attitude are brought to bear.

A seminar will launch the day at the Jane Pickens theater (09:00, free): *Heavy Weather Sailing: A Blue Water Perspective*, led by **Frank Bohlen**. Our four guest speakers will be **Jean Luc Van den Heede** (BWM 2019), winner of the 2018 Golden Globe Race, six-time circumnavigator, “the father figure of French singlehanded sailing”, and holder of the record for the fastest sail around Antarctica east to west – solo; **Rich Wilson** (BWM 2004), two-time

Vendée Globe finisher, educator, and sailing speed record holder of Hong Kong to New York, New York to Melbourne and San Francisco to Boston transits; **Randall Reeves** (BWM 2020), famous for his single-handed “Figure 8” circumnavigation of the Americas, rounding Cape Horn twice before transiting the NW Passage in a single season; and **Steve Brown** (Far Horizons 2020), cruising circumnavigator, mountaineer, and sailing expedition leader around the Americas, including the NW Passage, Antarctica, and South Georgia. Look forward to their amazing stories and intimate knowledge of how to prepare the boat and crew, what to expect when the forecast is rough, and learn what it takes to ready yourself to sail beyond your current threshold of experience.

The second event of the day (12:00, paid) will be The Blue Water Medal luncheon honoring our guest Medalists. Nine of these truly exceptional voyagers will attend our Centennial. The **Reverend Bob Shepton** (BWM 1995), sailor, mountaineer, educator, author and winner of mountaineering’s Piolet d’Or in 2011 will be our guest speaker. A three-time author and legendary teller of tales, he has prepared a presentation centered around **H.W. Tillman** (BWM



Frank Bohlen



Jean-Luc Van den Heede



Randall Reeves

“You can never cross the ocean until you have courage to lose sight of the shore.”

Christopher Columbus



1956), emphasizing our history and the significance of our most prestigious award. Come meet and dine with this most distinguished group of sailors.

The highlight of Wednesday afternoon (16:00, free) will be the premiere of a documentary film, *Sailing the World: Cruising Club of America Centennial*, by our own **Gary Jobson**. This 40-minute film will be shown at the Jane Pickens Theater. Commodore Otorowski will introduce Gary. We will also take this opportunity to present Parkinson Awards to several members who have recently completed trans-Atlantic voyages. Also, several members having achieved 50 years as members of the Club will be recognized.

Following the film (18:30, paid), we will have the privilege of attending a cocktail reception at the newly opened Sailing Museum (thesailingmuseum.org). Wonderful displays have been created throughout the old Armory Building (1894) on Thames Street. The CCA has close ties with the Sailing Hall of Fame and the museum with eight living inductees, numerous historical inductees, original organizers, and significant supporters counted among our members. This will be a special, private event to enjoy our history in yachting while showing support for this fantastic new museum.



Steve Brown



Rick Wilson



Reverend Bob Shepton

THURSDAY SEPTEMBER 15TH



8:30 am **Sails in the 21st Century- North Sails, Austin Powers**

Austin Powers is an accomplished intercollegiate sailor. As part of the North Sails team of experts in Annapolis, Austin works with both one design classes and the local PHRF fleets. Austin will update us on modern cruising sails.



9:15 am **Archives at Mystic- Mark Grosby, Chris Freeman, VP Mystic**

Mark brings his experience in archiving to his position of Chair of the Archives Committee of the CCA and will give an informative discussion of our Archives.

Chris Freeman grew up sailing and racing sailboats in Southern New England waters. He has worked at Mystic Seaport Museum for 25 years and is currently Vice President of Advancement. Chris will talk about the shared connections between Mystic & the CCA - named endowments, donated vessels and facilities.



10:00 am **Sheila McCurdy, "CCA Characters Over the Years"**

Sheila is researching and writing a new book to be completed in 2023 on the History of the CCA. Along the way she has learned about many of the interesting characters of the CCA over the years. This is a very entertaining seminar.



10:45 am **MOB and Safety Moments- Bill Strassberg**

Bill, along with John Robinson, Ernie Godshalk, Galen Todd, Anne Noble-Kiley, Brian Guck and Doug Bruce will be give an introduction of our "Practice on Your Own Boat" (POYOB) program. There will be an on the water demonstration



12:00 pm **Lunch- On your own**

1:00-2:30 **Yacht Design Forum- Moderator: Jay Gowell with Bill Cook**

Please join our panel of distinguished yacht designers and veteran offshore sailors, Jay Gowell, Bill Cook, Stan Honey, Mark Ellis, Jim Binch and Catherine Reppert for a discussion about modern trends in yacht design, optimal (and sub-optimal) characteristics in offshore yachts, and other topics regarding offshore yacht design and performance.



11:30- 3:00 pm **Dress Ship in Marina and Yacht Hop**

HISTORY OF THE CRUISING CLUB OF AMERICA



Tamerlane on Her Way to Bermuda

The Cruising Club of America was born of the desire of a group of dedicated cruising sailors to form a club in North America similar to the Royal Cruising Club in Britain. Foremost in their objectives was the promotion of ocean voyaging in small yachts, the sharing of information regarding destinations, the development of suitable cruising yacht designs and the celebration of the accomplishments of oceangoing sailors. In 1922 thirty-four Charter Members formally launched the Cruising Club, outlining rules for membership and participation, electing officers, and adopting the signal of the Club, the blue wave on a white field that has been flown proudly by the membership for 100 years. In its earliest pronouncements the Cruising Club proclaimed;

“ Let us refuse stoutly to accumulate an on-shore contingent: let the membership in the Club be a mark of achievement. This policy will give us a standing at home and abroad such as no American yacht club has ever had. Besides, it will make the Club burgee a bit of bunting that all afloat will respect, and that sea lovers everywhere will strive to possess. Thus, we shall become an active force influencing others to make adventurous use of the sea.”

And true to that sentiment, the CCA has remained a club without a clubhouse and invites into its membership only truly qualified bluewater yachtsmen and women who are considered good shipmates. Over the many decades of the club’s existence there have occurred, and sometimes even raged, debates concerning the compatibility of cruising and racing in our activities. But the actions of the Club speak for themselves and the CCA has, since 1926 served alongside the Royal Bermuda Yacht Club in sponsoring the Newport Bermuda Race and, consistent with its original objectives, has fostered the development of rating rules and safety guidance to ensure the healthy support of ocean racing.

Since its founding, the Cruising Club has grown to a membership totaling over 1400. Members yachts total over 1000 in number and average 41.3 feet in length. Its activities are organized around eleven Stations and three Posts stretching from Bermuda to the Pacific Northwest, from Southern California to Maine. While a large portion of the membership has traditionally clustered on the East coast, vibrant activity has extended to the Great Lakes and the West coast as well. Cruises, both regional and club-wide have always been part to the calendar and in early years targeted sites near New York and Boston only to expand to the

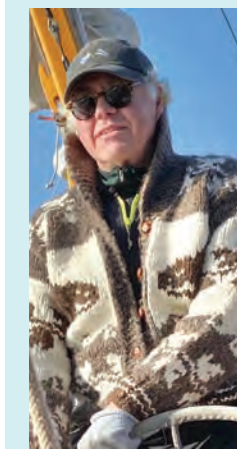
“My soul is full of longing for the secret of the sea, and the heart of the great ocean sends a thrilling pulse through me.”

Henry Wadsworth Longfellow



Caribbean in later decades. More recent cruises have ranged as broadly as to New Zealand, the Ionian Sea, the Baltic and Thailand. The original objectives of the Club are carried out through the publication of Cruising Guides which share important destinations, the celebration of members' accomplishments and writing with the annual publication of Voyages, the continuing advancement of safety-at-sea education for members and the wider community, and the presentation of Awards such as the Blue Water Medal, Far Horizon Award and Young Voyagers Award which are recognized around the world as honoring important bluewater passages. The Club's continuous leadership in yacht racing rating rules development since the 1920's has produced safer and faster yachts and helped to make both racing and cruising more widely embraced.

The history of the Cruising Club of America is packed with fascinating characters, some famous and others less so, who have extended the range of cruising in small vessels to the world over. Members have served in war with great distinction. They have added to our knowledge of the environment of the sea. The Club has welcomed women into its ranks since 1994 and the contribution of female members has been immeasurable. Sailors young and old, on yachts



Doug Adkins, sailing along on his beautiful Concordia 39, *Coriolis*. Doug wrote the definitive book about *Dorada* in 2012 and now serves as the hard working Historian of the CCA, writing a monthly column in *Waypoints*, “Lore from the Lazaretto” which makes good reading.

Come hear Doug speak at Monday's lunch

powered by sail and motor, on seas throughout the world have added to the lore of the CCA.

Some years ago the yachting author and past CCA Historian John Rousmaniere compiled an excellent history of the Club in an article written for *Nautical Quarterly*. A summary of this article is found in this program on the following pages and it is well worth reading.

And so, the Cruising Club has successfully navigated its first century and stands poised to continue to foster “The Adventurous Use of the Sea.”

Douglas Adkins, Historian

Tracing Our History XXII The CCA Nears 100

CCA Historian John P. Rousmaniere published the full-length version of this article about CCA history in *Nautical Quarterly Magazine*, and he kindly edited and updated it for the fall 2020 CCA GAM:

For nearly a century, the burgee of the Cruising Club of America has fluttered from the mastheads of the most envied yachts and decorated the blazered breasts of the most envied sailors in North America. A blue wave rolling across a white sea, the flag signifies a unique combination of seaworthiness, adventurousness, and character in both sailor and yacht.

General George S. Patton was a CCA member, as were President Franklin D. Roosevelt, Senator Leverett Saltonstall, and Governor Chester Bowles. Historian Samuel Eliot Morrison sailed under the blue wave when he duplicated Columbus's voyage of discovery, as did Harry Pidgeon during his second circumnavigation in *Islander*; Richard Bertram when he was winning offshore powerboat races; Hal Roth when he was wrecked at Cape Horn; Robert N. Bavier, Sr., when he won the first modern Newport Bermuda Race; Robert N. Bavier, Jr., when he defended the America's Cup; Carleton Mitchell when he won the 1956, 1958, and 1960 Newport Bermuda Races; and Phil Weld when he won the 1980 Singlehanded Transatlantic Race.

Members of the CCA see themselves as a diverse bunch of people clustered around a hobby that they pursue with similar passionate dedication and success. Their can-do motto "Nowhere Is Too Far" implies much about action and nothing about status. The truth lies somewhere in between. Only a fortunate few can afford the time and boats needed to do a lot of cruising and, therefore, to

qualify for membership; and as we shall see, the Cruising Club takes its qualifications and its projects seriously. Often, the CCA is described and criticized as "elitist." The late CCA Commodore Walter N. "Bill" Rothschild responded to this charge: *"How do you act like an establishment big shot when you're four days out in the Gulf Stream and the head's busted and the spinnaker's flailing away halfway up the mast?"*

In the CCA's constitution, the founders back in 1922 declared that a member must be *"a sailor and a gentleman of acceptable character and personality who has demonstrated his ability to handle or command and navigate or pilot a yacht or small vessel at sea and who has had sufficient cruising experience."* The question that addressed the *"sailor and a gentleman"* requirement was delightfully to the point: *"Would you enjoy the company of the candidate, glass in hand, in the cabin of a small yacht?"* The ability of potential members is tested in two questions: *"Would you like to take a long voyage with the candidate aboard a small vessel?"* and *"Would you be willing to loan your yacht to the candidate for a cruise of several days?"* Some people add, *"Would you follow in his wake entering an unfamiliar harbor?"* which, considering many members' affinity for the hinterlands of cruising, can be the clincher.

Racing is not mentioned in the constitution ratified in 1924, but many of the founders were racing men who, from the start, thought that competition should play a part because it trains sailors and improves boat design and construction. The club had declined to sponsor the first modern Bermuda Race, held in 1923; but after much debate, the CCA took the race under its burgee a year later. Since then, the club has sponsored all Newport Bermuda races as well as

transatlantic races and day races on club cruises.

This has not been done without controversy, however. Right at the beginning, two members were asked to speak for and against a racing connection. The critic Frank Draper (who actually enjoyed racing) produced a pithy report in which he asserted that *"the whole spirit of racing is radically opposed to the spirit of cruising. They are as oil and water."* He went on: *"The cruiser approaches the subject of the ideal craft with a wholly different point of view from that of the man with a thirst for racing. The real fact must always remain that the cruising boat cannot be a racer."*

Henry A. Wise-Wood, ironically enough a powerboat man, spoke in favor of racing so long as it took place offshore over long distances between countries and also aided in the development of seaworthy boats. Wise-Wood argued that speed is an essential ingredient of seaworthiness. *"I am convinced,"* he concluded, *"that it is our duty to stimulate the production of fast, as well as comfortable, boats for long-distance offshore work."*

When the club's constitution was ratified over a year later in March 1924, its article entitled "Object" included the development of *"suitable types of cruising craft,"* and this has been the keystone of the CCA's continuing interest in racing. Out of the Bermuda Race, its tough Gulf Stream crossing, and the summer and winter races that eventually developed, there came many fast, able boats that improved the breed. Here are three boats from one designer, Sparkman & Stephens: the 1930 narrow keel yawl *Dorada* that could really sail upwind; the 1956 beamy centerboard yawl *Finisterre* which showed that boats with roomy accommodations could be fast and seaworthy offshore; and the 1952

➤ HISTORY OF THE CCA ➤



Dornde

double-planked mahogany yawl *Palawan*, the first big custom ocean racer with a small keel and separate rudder that was seakindly and safe. Most boats were remarkably flexible. They cruised safely with small crews and when pressed, either racing or cruising, could be driven hard. Those three and many other boats were built to cruise safely, and when called upon, do well in races.

As ocean racing grew more serious and intense in the 1930s, some members (most notably from the Boston station) became itchy about the sport's gradual professionalization and emphasis on racing. Some members urged that the club separate itself from racing altogether and that a new ocean racing club be formed. But the majority of a committee recommended that the connection was a good one, although it agreed reforms were needed. Herbert L. Stone, *Yachting's* publisher and the organizer of the first modern Bermuda Race in 1923, and George N. Wallace, a former commodore, wrote, "*The ideal type of boat is still to be developed, and if the club should abandon the (Bermuda) race, then ocean racing as a sport might fall into the hands of men interested only in racing and who, therefore, would sacrifice proper design, safety, and comfort purely for the sake of increased speed.*" By 1940, the debate had become so heated that some people

were threatening to ban certain boats and crews from the Newport Bermuda Race.

Forty years later, the Measurement Handicap System became the dominant rule in the race, and a lovely 16-year-old, heavy, wooden, double-ended yawl entered. This was *Holger Danske* designed by Aage Nielsen for member John Wilson, with fast, comfortable passage making in mind. Commanded by Richard Wilson, and with moderate displacement, a cloud of sail, good stability, and a long waterline, she was a reaching fool in a reaching race and won overall by many hours. The IOR crowd was not amused. But when the club recomputed the results, using handicaps that accurately represented the actual conditions, *Holger Danske* still won the race.

While there have been cautions and criticisms of the racing side of the mission, there also has been considerable support for scientific testing for both missions. CCA Commodore Richard C. McCurdy was an amateur scientist and gadgeteer who assembled telescopes and an automobile engine in his spare time, earned a ham radio operator's license, and wrote articles for the *Cruising Club News* on the physics of the "green flash" sometimes seen at sea at dawn and sunset. He also strongly defended the CCA's involvement in rule-making and technical research. In the 1979 Fastnet Race, so many boats capsized that McCurdy led a research effort to identify the causes of capsize in larger boats. He explained: "*The Cruising Club is trying to promote boats that are good for transoceanic cruising. There might be some members who don't like it, but if we hadn't had a long tradition through running a race, I don't believe that the capsizing project would have happened.*"

This kind of care is characteristic of the CCA. When the club's technical committee published a book on safety titled *Desirable and Undesirable Characteristics of Offshore Yachts*, it

called on the many members who already were concerned with safety issues, including several leading yacht designers such as Rod and Olin Stephens, Bill Lapworth, and Jim McCurdy. Edited by this writer during a voyage in a CCA 36-footer to the Azores, and published in 1987, this valuable volume reflects many CCA committee meetings focused on the founders' goal "*to gather and keep on file all information which may be of assistance to members in cruising.*"

THE CCA IS FOUNDED

The CCA's existence was first proposed in the cabin of a yawl anchored on the same Bras d'Or Lakes that so many CCA boats would later visit. William Washburn Nutting and some friends sat around the table of *Elsie*, which the inventor Alexander Graham Bell had built nearby as a gift for his son-in-law, Gilbert H. Grosvenor, of the National Geographic Society. Nutting had come to Nova Scotia to oversee the construction of his own boat, *Typhoon*. He was a cruising man who discovered on his own that small boats could survive the wide sea. Many of his friends had learned this lesson in powerboat cruises and races or while bashing about in little sailboats across the Gulf Stream in one of the early Bermuda Races that Tom Day sponsored before 1910. When many of these young "boatmen" went to sea in 110' U.S. Navy subchasers during the Great War, their discovery that an amateur could safely command a small vessel offshore was reinforced. We take this fact for granted now, but until relatively recently, it went against a dogma that had been deeply held for some 5000 years: only fishermen and merchants were fit to manage a boat offshore.

And so, Nutting and the other lieutenants and ensigns returned to shore eager to build their own boats so they could go back to their new found playground. Nutting

🚩 HISTORY OF THE CCA 🚩



Above left, William Washburn Nutting, the journalist and adventurer who proposed the founding of the Cruising Club in 1922. Above, Nutting's 42'6" Colin Archer cutter *Leiv Eriksson*.

somehow found the money for a 45' ketch designed by his friend William Atkin, and on that autumn day of the CCA's beginning, he and Casey Baldwin, Alexander Graham Bell's right-hand man and *Typhoon's* builder, shared a bottle of "Johnny Walker" over *Elsie's* table and talked about the new boat and the cruising life. The two men agreed that sailors need each other for education and for support since cruising is a lonely and sometimes dangerous pastime. The next summer, Nutting, Baldwin, and an acquaintance who knew little of sailing took the *Typhoon* to England. Why? Simple, wrote Nutting in his book *The Track of the Typhoon*: "I had a little vessel built according to Atkin's and my own ideas of what a seagoing yacht should be and we sailed her across the Atlantic and back again for the fun of it." For the fun of it!

Before long, Nutting and his friends were regularly meeting over bootleg

liquor in a Greenwich Village speakeasy called Beefsteak John's. In February 1922, he sent out invitations to help launch "a sort of American equivalent to the Royal Cruising Club." A set of rules was drawn up and distributed at the second meeting (at the Harvard Club—not until 1942 were CCA meetings held at the New York Yacht Club), and Nutting was elected commodore. Meanwhile, some Bostonians with kindred ideas were drawn in, among them the food merchant S. S. Pierce, a former French Air Force ace who had cruised with Erskine Childers, and a crew of Harvard graduates who had just sailed to Europe and back in a 50' schooner. The 36 charter members then included yachtsmen from both cities. Tom Day and the yachting writer W. P. Stephens were made honorary members. Grosvenor was a charter member, as were John Alden the yacht designer, Casey Baldwin,

and Herb Stone. Stone succeeded Nutting as commodore, so it is fair to say that along with the war and prohibition, the boating industry played an important role in the formation of the Cruising Club.

Besides the racing issue that reared its head almost before the club was named, the early members were faced with another problem: authenticity. Like the Royal Cruising Club, they confronted and surmounted the issue by assuming the authority both to say what cruising was and to judge what was good seamanship. The CCA's Blue Water Medal honors "the year's most meritorious example of seamanship, the recipient to be selected from among the amateurs of all nations." The paucity of voyages in the 1920s was reflected in the first Blue Water award in 1923, which went to an unknowledgeable but plucky French tennis player named Alain Gerbault who took all of 100 days to

🚩 HISTORY OF THE CCA 🚩



The Grosvenor yawl *Elsie*, in whose cabin glasses were taken in hand and the Cruising Club was founded.

sail single handed from Gibraltar to New York in a ratty old cutter. The 1924 winner was more worthy—Axel Ingwersen, a Dane who sailed a ketch home from Shanghai.

Bill Nutting had a broad vision: *“In this day when life is so very easy and safe-and-sane and highly specialized and steam-heated, we need, more than ever we needed before, sports that are big and raw and—yes, dangerous.”* Three years later in 1924, while sailing west from Norway intending to duplicate Leif Ericsson’s track, he disappeared west of Greenland. The Cruising Club pressured the Navy to search for him, and a cruiser with the Arctic explorer Bob Bartlett aboard made a fruitless 12-day sweep. Other CCA boats were later lost, and other members died at sea. What seemed important was that a community of their equals stood by, mourned, and understood.

The Cruising Club News was first published in the 1940s not to record successful pleasure cruises, but to extend the community to the destroyers, carriers, LSTs, and patrol boats who were exposed to a different kind of danger far from home. When the war ended, the *News* ceased publication, only to return in 1961 to keep track of the new and



Revonoc

much larger generation of cruising sailors populating the world’s waters in numbers of which the founders only dreamed.

When former CCA Commodore Harvey Conover and his family crew were lost in the Florida Straits in their yawl *Revonoc* in 1958, Rod Stephens and other CCA members dropped everything to fly south and help with a massive search, which turned up only *Revonoc*’s dinghy. Some members still speak of the disaster as though it has just happened, and with a deep grief tempered by a detached concern

about the lessons that can be learned.

The Cruising Club of America exists as a kind of extended family that educates, links, and sometimes mourns its solitary members scattered around America and the oceans. Like all families, it has its disputes, scandals, frailties, and conceits; and the very human dimension is what inspires its members’ intense loyalty. We see this in a letter quoted by John Parkinson, Jr., in his history of the club *“Nowhere is Too Far”* (Annals of the Cruising Club of America, 1960) in which a son wrote about his late father, a charter CCA member:

Father was a good friend and admirer of Bill Nutting. My mother says that Nutting approached him concerning the formation of the CCA, and he was enthusiastic, feeling that there was a place for a yachting club that had cruising, life at sea, and seamanship for a bond, rather than swank, society, and racing. My father had a great disdain for almost all yachting protocols. I think he felt that there should be none of this in the Cruising Club. He hoisted the club pennant to the top of the mast when we fitted out, and there it stayed until the end of the season. Sometimes it was half blown off by then. This was the only flag he ever carried. Although he belonged to several other yacht clubs, he never flew their pennants.

John P. Rousmaniere, CCA Historian,
New York Station

DORADE



“In 1930 Ocean racing was transformed by the launching of *Dorade*. Designed by Olin Stephens, an ambitious and daring yacht architect still only 21, this beautiful yawl challenged all conventions of shape, construction and size for successful racing yachts crossing the open ocean. With promising performance in her first year and startling wins in the Transatlantic and Fastnet races of the following year, the narrow and diminutive yacht sailed by her youthful and attractive crews grabbed headlines in America and Europe. *Dorade* scored wins and intimidated competitors sufficiently to remake the yacht racing rules and spawn decades of design developments patterned in her wake. And she has continued to thrive, treasured and revered, through eight decades as a yachting icon, a breakthrough design and inflection point for those who love Sailing Yachts.”

Doug Adkins from his book: from his definitive book published in 2012, “*Dorade. The History of an Ocean Racing Yacht*”

Matt Brooks and Pam Rorke Levy purchased *Dorade* in 2010. Their mission was as follows:

“MISSION: *Dorade* was born to race in the open ocean. The goal for our current restoration and future sailing is to prepare *Dorade* to once again perform as a highly competitive ocean racer. To this end, I think it is essential that we work and consult with S&S, while continuing to rely on the advice, input and involvement of the current *Dorade* Team. By fostering active collaboration between *Dorade*'s original designer's and her current keepers we will ensure that her history is honored and her lineage protected. We all acknowledge that *Dorade* is a very special craft, and all of us are committed to her preservation.”

After purchasing *Dorade* in 2010, Matt Brooks and Pam Rorke Levy spent a year restoring the yacht to its original condition before kicking off the “Return to Blue Water” campaign. Their goal with the campaign was to repeat all of the major ocean races the yacht had won in the 1930s, matching or bettering her original performance in the Transatlantic, Newport-Bermuda, Fastnet and TransPacific ocean races.

The campaign was successful beyond their wildest dreams, with the team not only bettering *Dorade*'s original times in all of the races, but also reaching the podium in every race and winning the 2013

“I wanted freedom, open air and adventure.
I found it on the sea.”

Alain Gerbeault

Pam Rorke Levy
“Dorade:
Almost 100!”
12 pm, Tuesday
Sept. 13



Transpacific Yacht Race overall on corrected time, 77 years after *Dorade* won that race for the first time. In 2015, the campaign wrapped up with stellar performances by an all-star crew, placing second in class in an exceptionally rough and windy 2,800-mile Transatlantic Race, followed by second in class in the Rolex Fastnet Race, where *Dorade* finished 7th overall out of 356 boats.

Since then, *Dorade* has sailed in dozens of significant races around the world and been consistently on the podium. Races include:

Panerai North American Classic Yacht Challenge, New York Yacht Club Annual Regatta, Newport Classic Yacht Regatta, Opera House Cup Regatta, Marblehead Corinthian Classic Yacht Regatta, Egge-moggin Reach Regatta, Brisbane to Keppel Tropical Yacht Race, Audi Hamilton Island Race Week, Bass Island Race, Bird Island Race, Rolex Sydney Hobart, Newport Classic Yacht Regatta, Astor Cup, Onion Patch Series, Royal Bermuda Yacht Club Anniversary

Regatta, Newport Bermuda Race, Storm Trysail Club Block Island Race and the list goes on.

Pam Rorke Levy is an Emmy-winning television producer and creative director. Levy has written, produced, and directed a wide range of films and TV programs also producing documentary series and projects for PBS, National Geographic, the Discovery Channel, A&E, and the History Channel.

Dorade has kept a remarkable sailing schedule with remarkable results. The dedication of Matt and Pam to this venerable yacht is a lesson in excellence and hard work. Come hear Pam tell you the *Dorade* story in words and images.

Dorade is available for touring on
Monday, September 12th
and Tuesday, September 13th afternoons.

BERMUDA RACE: PODIUM FINISHES BY CCA SKIPPERS



CCA PODIUM FINISH YACHTS IN 2022 BERMUDA RACE

Class	Finish	Boat	Skipper
2	1	Columbia	Marty Sutter
5	1	Reveille	James Hammitt
5	3	Thora	Vince Todd
6	2	Young American #146	Peter Becker
6	4	Esplanade	Richard Pedone
7	3	Meridian	Murray Beach
8	1	Masquerade	Andy Burton
8	3	Wischbone	Jeffrey Wisch
9	3	True	Howie Hodgson
9	4	Isola	Howard Eisenberg
10	1	Illusion	Stan and Sally Honey
10	2	Actea	Michael Cone
10	3	Towhee	Paul Jennings
11	1	Carina	Rives Potts
11	2	Froya	William Gunther
11	3	Tempress	Jay Gowell
11	4	Misty	Fred Allardyce
12	1	Christopher Dragon	Andrew Weiss
12	3	Nanuq	Glen Doncaster
16	2	Cougar	Leonard Sitar

COMMODORE'S TROPHIES



1901

Macdonough Cup- Pacific Inter-Club Yacht Association to be awarded to the CCA Station with the Best Comparative Performance

The Macdonough Cup, still competed for today in San Francisco, was won in by the sloop "Speedwell" in the 44 foot class.



1896

Thames Sailing Club Trophy to be awarded to best performing CCA two boat team.

This is the "Rear Commodore's Prize" from the Thames Sailing Club in 1896. The original owner was Sydney Frederick Stebbings. He was on the supply trip the Titanic took before it's maiden voyage and died in the sinking of the maiden voyage. This was acquired from his granddaughter.



1896

Rhode Island Yacht Club Minerva Trophy to be awarded to best performing CCA Skipper in the Double Handed Division



1860

Prince of Wales Trophy to be awarded to best performing CCA Skipper in the Finisterre Division.



1770

Commodore's Trophy to be awarded to the best performing CCA skipper in the Gibbs Hill Lighthouse Division.



1884

Royal Clyde Yacht Club Wendur Trophy to be awarded to the best performing CCA skipper in the St. David's Lighthouse Division



2022 NBR CCA AWARDS TROPHY

		OWNER	BOAT	DIV. PLACE	CLASS
FINISTERRE DIVISION	1860 Prince of Wales Goblet	Andrew Burton	Masquerade Baltic 47	2	1
GIBBS HILL LIGHTHOUSE	1770 Commodore's Trophy	Patricia Young	Entropy Club Swan 42	9	7
ST. DAVID'S LIGHTHOUSE	1884 Wendur Trophy	Stan & Sally Honey	Illusion Cal 40	1	1
DOUBLE HANDED DIVISION	1896 Minerva Trophy	Peter Becker	Young American #146 J-105	3	2
BEST TWO BOAT TEAM	1896 Thames Sailing Club Trophy	Stan & Sally Honey	Illusion Cal 40	1	1
		Rives Potts	Carina McCurdy & Rhodes 48	5	1
BEST STATION PERFORMANCE	1901 McDonough Trophy	San Francisco	Illusion Cal 40	1	1

2022 AWARDS

Awards to be presented at the gala dinner at Ft. Adams on Thursday night

The Cruising Club of America has announced the winners of our annual awards, highlighting an extraordinary group of sailors who have demonstrated perseverance, service, heroism, and how time spent on the water can change your life. In keeping with the CCA's long-standing motto "Nowhere is Too Far," nearly all the awardees have made exceptional long-distance voyages or sailed around the world. That includes the winners of the CCA's Blue Water Medal, **Ginger and Peter Niemann**, who completed their second circumnavigation in 2021 as a means of sailing home from Turkey after the outset of the Covid-19 pandemic. (See earlier release.)

Curtis Green (Rod Stephens Seamanship Trophy) was on the dock of his family's marine supply business in Charlestown, Oregon, when he observed a heavily loaded fishing vessel named *Darean Rose* run aground on a nearby shoal. The grounding nearly became a tragedy when the boat capsized off the shoal and began to sink.

If not for Green's extraordinary act of swimming out, hammer in hand, and finally breaking open the pilot-house windows, the trapped crew most certainly would have drowned.

Matt Rutherford (Young Voyager Award) hasn't sailed around the world, but he has singlehandedly circumnavigated North and South America in a 27-foot boat and in the process became the skipper of the smallest boat to transit the Northwest Passage. Rutherford began sailing to move past a difficult youth of drugs, rehab, prison time and more. Over the ensuing years, he became a mission-driven sailor and adventurer, raising money and awareness for programs ranging from accessibility to ocean pollution and high-latitudes climate-change research.

Don and Sharry Stabbert, of Seattle and Honolulu, Hawaii (2021 Far Horizons Medal), were small-boat sailors who acquired a 77-foot Northern Marine Trawler



Peter/Ginger Niemann, CCA's Blue Water Medal



Curtis Green, Rod Stephens Seamanship Trophy



Matt Rutherford, Young Voyagers Award



Zdenka and Jack Griswold, Commodore's Award

“The sea, once it casts its spell, holds one in its net of wonder forever.”

Jacques Yves Cousteau

in 2000 and have now put more than 100,000 miles on its single 400hp Cummins diesel engine. Aboard Starr, they have made extended circuits of the Pacific Ocean as well crossing the Atlantic Ocean and exploring the Mediterranean. While operating and maintaining Starr themselves, they have developed friendships by the dozen and applied their problem-solving skills to a wide range of challenges such as upgrading a school’s computers and teaching and equipping remote islanders to build fiberglass canoes.

Skip Novak (Royal Cruising Club Trophy) is a high-latitude sailor and mountaineer with few if any peers, having sailed four races around the world and led expeditions in the high latitudes every year since the late ‘80s. In 2021 Novak sailed his expedition cruising sailboat Pelagic Australia from Cape Town to Gough Island in the South Atlantic—a 2,400-mile journey in support of a scientific expedition to eradicate an aggressive mouse population threatening albatross and other resident bird species. The voyage was completed despite seemingly

insurmountable challenges of weather, location, and sea-state, but also despite strict COVID quarantine and lockdown rules.

The Stabbarts, Niemanns, and Skip Novak are CCA members as well as award winners. Four other club members who have sailed transatlantic and/or around the world are honored this year for accomplishments of service and contribution. **Jim Chambers** receives the Richard S. Nye Trophy for long-time service to the club in a number of roles including influential roles as CCA treasurer and service on the Finance, Nominating and Bermuda Race committees. **Zdenka and Jack Griswold** receive the Commodore’s Award for editing the Club’s Voyages magazine and raising what is typically a 200-page publication to an extraordinarily high standard. **Gretchen Dieck Biemesderfer** receives the Charles H. Vilas Literary Prize for her elegant article in Voyages about the art of painting watercolors from Shearwater, the Mason 43 that she owns, cruises, and races with her husband.



Gretchen Biemesderfer, Charles H. Vilas Literary Award



Jim Chambers, Richard S. Nye Award



Skip Novak & daughter Lara, Royal Cruising Trophy Award



Sharry/Don Stabbert, 2021 Far Horizons Medal

SAILING MUSEUM

The Sailing Museum offers sailing enthusiasts the chance to revel in their sport and new sailors to be enticed to take to the water for the first time. The personalized museum journey begins with the selection of a boat. For sailors, they can select from one of seven; while those experiencing sailing for the first time will be given the option of a short quiz that will help them select a boat. For all, this boat will become their avatar throughout their museum experience, guiding them through the interactive elements, and offering the chance to build skills and earn virtual rewards. The first floor of the museum is divided into six thematic areas: Wind & Water; The Making of a Sailor: Mental; The Making of a Sailor: Physical; Teamwork; Competition; and Legends of Sailing – National Sailing Hall of Fame & America's Cup Hall of Fame. The second floor is home to additional exhibits and a private lounge honoring Hall of Famers.



Sailing Museum reception is 6:30- 8:30 Wed. Sept. 14

GARY JOBSON

Gary really does not need any introduction to the CCA. He was elected to membership in 1997 and is in many ways, the face and voice of the sport of sailing in the United States. He sails Whirlwind, a 32 ft Hood sloop in the Chesapeake. "Whirlwind" describes Gary's nonstop contributions to the sport including being the founding inspiration for the National Sailing Hall of Fame, now the Sailing Museum.

Gary has cruised Antarctica, Cape Horn, Svalbard, New England, Nova Scotia, Sable Island and many other places. He has authored 23 books on sailing, produced hundreds of movies and television shows and



won some Emmys along the way. He has done the Bermuda Race 10 times, is Past President of World Sailing, was the winning tactician in the America's Cup and is the producer of a new movie about the CCA: "The Cruising Club of America:

Sailing the World for 100 Years "

Gary's movie is premiering at 4pm at the Jane Pickens Theater on Wednesday Sept. 14, a short walk from our hotel.

Please join us for this very special event. Presented by Safe Harbor Marinas

PARKINSON'S AWARDS

To be presented at Jane Pickens theater, 4pm on Wednesday.

Taking advantage of the unique setting of the Jane Pickens Theater, Steve James, Awards Chair, will present the Parkinson, Transoceanic, 50 Year Membership, and 15 Thrashes to the Onion Patch Awards. This will take place just prior to Gary Jobson's film premiere. Other awards will be presented at the Gala dinner on Thursday.

SAILING 2022 NEWFOUNDLAND



Bill Bowers, in conjunction with the Royal Newfoundland YC, staged a wonderful 2 week cruise of the Avalon and Bonavista peninsulas. 50+ sailors had a wonderful time meeting new friends and learning about Newfoundland. We started in St. John's harbor and ended at the Royal Newfoundland YC with a wonderful dinner. Whales were everywhere and we had the best string of weather Newfoundlanders can remember! Thanks to Bill and RNYC Commodore Moya Cahill.

WHILE YOU'RE HERE EXPLORE



CLIFF WALK

Newport's enchanting 3.5-mile Cliff Walk is the perfect place for your moment of peace. Panoramic ocean views, crashing waves and the perfect amount of sea breeze on one side and stunning, Gilded Age mansions on the other.

www.cliffwalk.com



NEWPORT PRESERVATION SOCIETY

During the Gilded Age, America's wealthiest families flocked to the City by the Sea and its surrounding areas; making the area their summertime playground. The meticulous preservation of more than a dozen of these homes gives us intimate access to the artistry.

www.newportmansions.org



OCEAN DRIVE

Our 10-mile coastal drive in Newport is a must-see! Drive or bike your way around the winding path to experience our scenic coastline and beautiful parks.

www.oceandrivenewport.com



FORT ADAMS STATE PARK

Situated at the mouth of Newport Harbor, Fort Adams Park offers a panoramic view of Newport Harbor and the East Passage of Narragansett Bay. The park offers a wide range of activities including historic Fort tours, salt water swimming, fishing, boating, soccer, and rugby.

www.fortadams.org



INTERNATIONAL TENNIS HALL OF FAME

As part of the global tennis community the International Tennis Hall of Fame is committed to preserving tennis history, celebrating its champions, and educating and inspiring a worldwide audience.

www.tennisfame.com



NEWPORT ART MUSEUM

Founded in 1912 on the belief that arts and culture have the power to bring diverse groups of individuals together, which ultimately promotes civic engagement and NAM strengthens the social fabric of our community.

www.newportartmuseum.org



THE REDWOOD LIBRARY

The Redwood Library & Athenæum is one of the leading cultural institutions in Southern New England, producing programming of the highest rigor—lectures, exhibitions, musical performances—in addition to promoting historical research.

www.redwoodlibrary.org



IYRS

Visitors to IYRS School of Technology & Trades, where they teach skills that range from traditional wooden boatbuilding to innovative digital design, will find a Maritime Library and many boats on display.

www.iyrs.edu



ROUGH POINT MUSEUM

Rough Point Museum was the Newport home of heiress, collector, and philanthropist Doris Duke (1912-1993). Experience Doris Duke's life and legacy with panoramic views of the Atlantic Ocean.

www.newportrestoration.org/rough-point

NEWPORT COUNTY



NAVAL WAR COLLEGE MUSEUM

Located in historic Founders Hall, the Naval War College Museum serves to educate the U.S. Naval War College community, as the corporate memory of the U.S. Navy in the region, and as a clearinghouse for naval history information in New England. The Museum Director, a subjects-area specialist, and staff answer inquiries, provide guidance and orientation talks to visitors on regional naval history and current exhibits, and assist scholarly researchers in the use of the Museum holdings.

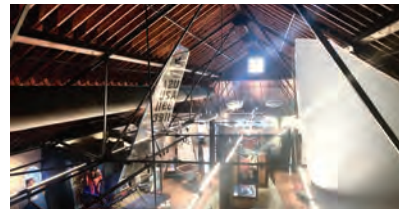
www.usnwc.edu



BLITHEWOLD

Blithewold is a 33-acre summer estate with grand views of Narragansett Bay and is nationally significant in American history as one of the most fully developed and authentic examples of the Country Place Era. The property features a 45-room mansion filled with family heirlooms and is framed by a series of lovely gardens that range in character from mysterious to exotic and from poetic to practical. An exceptional collection of rare and unusual plants, specimen trees, an accessible greenhouse, and whimsical stonework project a character that is romantic, fresh, and inspiring – and unique to Blithewold.

www.blithewold.org



THE SAILING MUSEUM

(Newly Opened) Once the Press Headquarters for the 12-Metre era of the America's Cup in Newport, the historic property is now home to a state-of-the-art museum experience dedicated to the sport of sailing. With exhibits celebrating the members of the National Sailing Hall of Fame and America's Cup Hall of Fame, the museum is a must-see for sailors. Visitors can personalize their interactive journey through the museum where history is mixed with technology, bringing the sport to life!

www.thesailingmuseum.org



HERRESHOFF MARINE MUSEUM

In 1971, A. Sidney DeWolf Herreshoff and Rebecca Chase Herreshoff founded the Herreshoff Marine Museum to preserve and perpetuate the unique accomplishments of the Herreshoff Manufacturing Company. Today the campus encompasses a large museum facility, the old family homestead, six former company buildings, and a large portion of the company's waterfront. The Museum boasts over sixty significant boats.

www.herreshoff.org



CAR MUSEUMS

For automobile enthusiasts Aquidneck Island is home of two museums with rotating special exhibits and one with indoor golf.

www.audrainautomuseum.org

www.newportcarmuseum.org

Discover Newport, Rhode Island

www.discovernewport.org

downtown NEWPORT, RI



DISCOVER
NEWPORT
RHODE ISLAND

DiscoverNewport.org



- i** Newport Visitor Information Center
21 LONG WHARF MALL
- 1** Hunter House
- 2** Perrotti Park
Newport Harbor Shuttle, Water Taxi,
Block Island Ferry, Jamestown Ferry,
Providence to Newport Ferry
- 3** The Museum of Newport History
- 4** Trinity Church, Queen Anne Square
The Meeting Room at Queen Anne
Square by Maya Lin
- 5** Seamen's Church Institute
- 6** Bannister's and Bowen's Wharf
- 7** Samuel Whitehorne House Museum
- 8** IYRS School of Technology & Trades
- 13** Newport Public Library
- 14** St. Mary's Church
- 15** Easton's Beach (First Beach)
Save the Bay Exploration
Center & Aquarium
- 16** Newport Artillery Company
- 17** Washington Square
Old Colony House
- 18** Touro Synagogue
Loeb Visitor Center
Newport Historical Society
- 19** Redwood Library
Old Stone Mill
Newport Art Museum
- 20** International Tennis Hall of Fame
Casino Theatre
- 21** Kingscote
- 22** Isaac Bell House
- 23** The Elms
- 25** Chateau-sur-Mer
- 30** The Breakers
- 31** Salve Regina University, Ochre Court
- 32** Chepstow
- 33** White Horse Tavern
Friends Meeting House
- 34** Wanton Lyman Hazard House
- 35** The Firehouse Theatre
- 36** Museum of Newport Irish History
- 37** The Sailing Museum
City of Newport Maritime Center
- 41** Audrain Automobile Museum
- 43** Jane Pickens Theatre
- 44** Opera House
- 50** St. John the Evangelist Church

DINING IN NEWPORT

DRESS CODE
FOR ALL EVENTS
IS SMART YACHTING
CASUAL OR "BLAZERS
IF YOU MUST".

Newport has many great restaurants catering to just about every taste.
Most of these suggested restaurants are within walking distance of the hotel.

Waterfront Fine Dining

22 Bowen's Wine Bar & grill	22 Bowen's Wharf	401 841 8884
The Clarke Cooke House	26 Bannister's Wharf	401 849 2900
The Black Pearl	Bannister's Wharf	401 846 5264
The Mooring (Seafood)	1 Sayers Wharf	401 846 2260

Lower Thames Street

Midtown Oyster Bar	345 Thames Street	401 619 4100
Restaurant Bouchard	505 Thames Street	401 846 0123
The Red Parrot	348 Thames Street	401 847 3800
The Grill at 41 North	351 Thames Street	401 846 8018
Scales and Shells	527 Thames Street	401 846 3474

Thames Street, Washington Square

Brick Alley Pub	140 Thames Street	401 849 6334
Bar'Cino	22 Washington Square	401 619 8201
Stoneacre Brasserie	28 Washington Square	401 619 7810

Broadway

The Fastnet Pub	1 Broadway	401 845 9311
Pour Judgement	32 Broadway	401 619 2115
Malt	150 Broadway	401 619 1667
Caleb & Broad	162 Broadway	401 619 5955
The 5th Element	111 Broadway	401 619 2552
The White Horse Tavern	26 Marlborough Street	401 849 3600
The Corner Café (Breakfast)	110 Broadway	401 846 0606

Beyond Walking Distance are the following suggestions.

The Dining Room at Castle Hill Inn	590 Ocean Avenue	401 849 3800
Mamma Louisa Restaurant	673 Thames Street	401 848 5257

THE NEWPORT
HARBOR HOTEL AND MARINA

BERMUDA RACE FOUNDATION, INC.



First sailed in 1906, the Bermuda Race has become the offshore race most sailors worldwide aspire to race, perhaps because it is truly an open ocean race to warm and friendly Bermuda.

The Bermuda Race Foundation, Inc. is a not for profit 501(c)(3) public charity whose mission is to promote national and international amateur sports competition, to serve as the Organizing Authority for the biennial Newport Bermuda Race, and to provide vessel safety inspections, educational services and training for offshore sailing and safety at sea. In addition to organizing and conducting Safety at Sea training under the auspices of US Sailing and World Sailing, through the volunteers on its Bermuda Race Organizing Committee (BROC), the Foundation screens potential vessel and crew participants, conducts pre-race vessel safety inspections, organizes and runs all aspects of the race, and is the Organizing Authority for the Newport Bermuda Race. Donations to the Bermuda Race Foundation are tax-deductible.

Race Chair for the 2024 edition is Mark Lenci who has been instrumental in the execution of Safety at Sea Seminars and serving as Vice Chair these past two years. Vice Chair is Andrew Kallfelz who has worked in BROC for several years in several capacities handling entries for the past two editions.

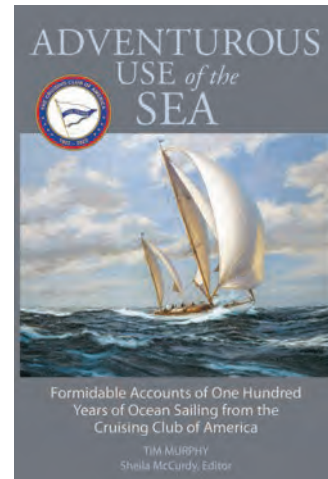
CCA BOOKS

Adventurous Use of the Sea



The CCA has a long list of authors, past and present, who have written accounts of their voyages, detailed cruise guides, sailing non-fiction and fiction alike. The Club has commissioned two books for the Centennial.

The first, which is in print now, is entitled “*Adventurous Use of the Sea*” and is written by **Tim Murphy**, a well known marine writer and experienced yachtsman living in Jamestown, RI. Tim has been steeped in the literature of the sea and the practice of seamanship for all his life. He served as a Cruising World magazine staff editor from 1991 to 2006 where he directed the magazine’s Boat of the Year program. Recipient of many writing awards, Tim is a BoatUS contributing editor, a Cruising World Editor-at-Large, and the co-author of Fundamentals of Marine Service Technology (ABYC). This book will be available at the Centennial. This book profiles past CCA members and their yachts and is a great read.



The History of the CCA



The second book, on “*The History of the CCA*” is being written by **Sheila McCurdy**, Past Commodore, and will be published in 2023 and will include coverage and photos of the Centennial. Sheila is well known to sailors around the world as an indefatigable blue water sailor having sailed 10 Transatlantics and 17 Bermuda Races. Sheila is a well regarded faculty speaker at Safety at Sea seminars, serves as a trustee for Mystic Seaport and enjoys sailing *Selkie*, a boat designed by her dad, Dick McCurdy, a Past Commodore of the CCA.



These two books are available either as a single volume or a two book set in a slipcase. Members will be notified in 2023 when Sheila’s book is available. If you wish to become a patron of the books, with a donation of \$500 you will receive both books with the slipcase and patrons will be recognized in the second book and with the slipcase.

THURSDAY, SEPTEMBER 15



Thursday Afternoon: Dress Ship of our boats in the Hotel Marina and Yacht Hop

On Thursday afternoon we are asking all CCA yachts to hoist signal flags and have a yacht hop for those skippers who are willing to have an “open boat” in the afternoon to welcome other members to visit. **1130-300.**



Getting to Fort Adams for the Thursday Dinner

Take a tour of Newport aboard the Coastal Queen and Finish at Fort Adams for the Gala Dinner.

On Thursday the Coastal Queen will pick up 100 members at the hotel dock and take them on a one hour tour and end at Fort Adams. The Coastal Queen will then come back to the hotel to pick up additional members. In addition, we have luxury coaches reserved that can take members from the hotel to Fort Adams and back to the hotel.



CENTENNIAL VOLUNTEERS

We express our sincere thanks for all who helped plan and who have volunteered to help make the Centennial Celebration a success.

Chase Anderson
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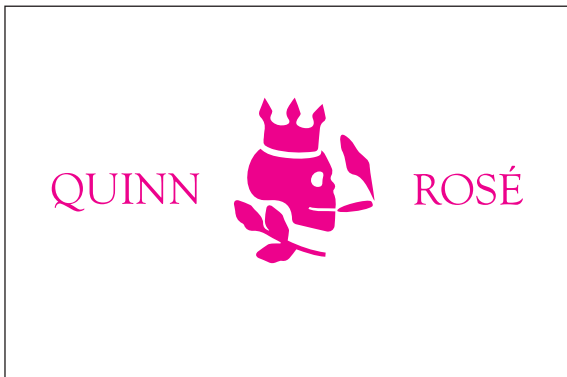
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