



## Cruising Club of America SF Station

### CRUISING CLUB OF AMERICA SAN FRANCISCO STATION

#### Minutes of Meeting

Wednesday, April 3, 2013

#### Lunch Meeting

The April Lunch Meeting of the members of the Cruising Club of America, San Francisco Station, was held on Wednesday, April 3, 2013, commencing at 11:30 a.m., at the St. Francis Yacht Club, San Francisco, California.

**Members Present:** Set forth below in these minutes is a list of the members in attendance. With their spouses and guests, the total attendance was about 40.

#### Call to Order by Mr. Ahari

Rear Commodore Zia Ahari presided at the meeting, which was the regular April luncheon. After calling the meeting to order, Mr. Ahari extended the Station's sincerest thanks to Terry Klaus and the management and staff of Saint Francis Yacht Club for hosting this meeting.

#### Welcoming of Members

Mr. Ahari then welcomed our Station's members and guests, and especially Frederic ("Tad") Lhamon, Vice Commodore of the Cruising Club of America, who came down from the Pacific Northwest Station, to join us on this occasion.

#### Remembrance of Richard E. Wood

Mr. Ahari then announced with great sadness that on Monday morning he was informed by Toni Carter that our longtime member and dear friend Rick Wood had tragically drowned in a freak accident near his houseboat moored in Richmond. His body was discovered early Sunday morning, March 24<sup>th</sup>. Rick was a member since 1997. He was a man with a long resume of sailing adventures, highlighted by his three-year trip around South America (Cape Horn — east to

west) and cruising the Patagonian Channels, French Polynesia and Hawaii on his 57-ft. ketch *Sea Lion*. Other extensive cruises include the East Coast, Caribbean, Thailand, the Marquesas, the West Indies and the Pacific Northwest. Reportedly *Sea Lion* battled 60-knot winds during the crossing of Cape Horn and suffered two major broaches. Together with Alf Sanford, Rick established the Sanford Wood Shipyard and built numerous well-known boats, including *Tomate* for Bernard Moitessier. Rick is survived by a teenage daughter. Our hearts go out to his family. Please join me in observing a moment of silence for Rick.

Mr. Ahari also reported, with regret, the resignation of two longtime active and dedicated members of CCA and this Station, Sidney Messer and Fritz Warren. Despite his efforts and offering both all that he had to offer within his authority, they declined because of health concerns.

Mr. Ahari also announced that as a result of his conversations with the head of the Awards Committee, Robert E. Drew, all members who have skippered their boats to Hawaii while members shall receive a Transoceanic Pennant, and those who have brought their boats back shall receive a Parkinson's Memorial Plaque. These awards will be dispatched on application to the Awards Committee. Mr. Ahari noted that he could see several applicants, like Robby Robinson, Jim Quanci, Bill Edinger., Michael Moradzadeh and Alex Mehran.

### **Secretary Treasurer's Report**

The Secretary Treasurer reported that the Station had \$2,543.29 on deposit in its Bank of America account, plus small amounts owing by PayPal, and cash on hand. Most, but not all, members of the Station have now paid their annual dues.

### **Membership Committee Report**

Bob Van Blaricom reported that he believed that three CCA membership applications submitted by the Station had been well received and that we should be hearing from the national organization in the near future. He urged all Station members who wished to submit membership applications for others should do so promptly.

### **Cruise Committee**

Chris Parkman reminded the members that the Half Moon Bay and Delta Cruises were coming up. The Half Moon Bay announcement will be coming out shortly.

## Safety at Sea Committee

Sally Honey, Chair of the Safety at Sea Committee, is always good for a few heart-stoppers. In this instance, check out the link below for some shots of a relaxed crossing of the Columbia River Bar:

<https://www.youtube.com/embed/ByGSMmenPDM?rel=0>.

Her major reminder was to always maintain situational awareness and wave dynamics in shoaling water, always think ahead about your plans should you encounter dangerous water, and always be sure that your crew is absolutely aware of how those plans are to be implemented.

She made special note of the wreck of *Uncontrollable Urge*, a San Diego-based Columbia Carbon 32, a brand-new, all-carbon boat that went ashore after a particularly large wave caused the rudder to explode, leaving the boat disabled. According to ***Latitude 38***, James Gilmore and his crew — Mike Skillicorn, Doug Pajak, Craig Williams, Ryan Georgianna and Vince Valdes, the boat's builder — called a *pan pan* to inform the Coast Guard of their situation, but did not request rescue by the Coasties or other racers. Those who know the crew believe the very experienced sailors felt the situation was under control, as a commercial tow service had been called, and they didn't want to interfere with anyone else's race. Unfortunately, rough conditions of 8- to 10-ft. swells and 30 knots of wind prevented the launching of the tow vessel. As *Uncontrollable Urge* drifted down onto the lee shore of San Clemente Island, the crew attempted to set an anchor, but it dragged. They contacted the Coast Guard for assistance, but it was too late. The boat was swept into the pounding surf and broke apart. The life raft they deployed was destroyed in the surf, and all six sailors were thrown into the sea. Mr. Williams did not survive.

A fellow racer, Brad Avery, had these comments:

I was on *Grand Illusion*, a Santa Cruz 70. We went around the west end of San Clemente maybe 90 minutes ahead of UU. While it wasn't a storm, it was dark, windy and lumpy, with squall cells around, puffs to 30 knts. We had a good boat and crew with lots of offshore experience. We had our hands full. We did not hear a Mayday; there was lots of wind/water noise; we were probably 20 miles down tack from UU. Rounding the island presented a dangerous lee shore in those conditions. It would be easy to underestimate this. We went by the island as close as we dared, doing 15-18 knts. with a blast reacher. There were boats inside of us. You could not see the island. The race presents a unique challenge in that is a 140 mile "sprint" that has boats going around the windward end of a steep island, 50 miles off shore, in the dark. Rounding close pays dividends. You have the usual heaped up wave action. Crews don't hesitate to get a chance to settle down,

there's not an offshore routine. The "first night out" issues are at play. If it's rough you have tiredness, seasickness and possibly mild hypothermia.

While it is far too early to draw conclusions, this sad story once again reminds us that it can be a slippery slope from a significant problem to a major disaster. Many of these factors sound familiar and often are present in fatal sailing accidents. And, as Sally pointed out, they can occur right outside the Gate. Coastal cruisers should be constantly aware of current conditions and understand how they may change and should always prepare the boat and crew for any unanticipated breakdowns.

On a different safety issue, both Bill Edinger and Zia Ahari stated emphatically, in light of the Rick Wood tragedy, that *we should all be insisting that our marinas have ladders and life rings with lines attached readily handy so people who end up in the water have a way out.*

Attached to these minutes is a **CCA Safety Check-List for Short-handed Cruising** that Zia Ahari provided and that should be aboard all boats.

### **Program Committee**

Sally Honey, Chair of the Program Committee, reminded the members that the next luncheon will be at the Marin Yacht Club (where members may sail in) at 11:30 a.m. on Wednesday May 1, 2013. Alex Mehran will report on his spectacular single-handed Pacific Cup race in his Open 50. And, on June 5 at the St. Francis Yacht Club, Don Bekins and Jim Cornelius will report on their cruise of a different sort on the canals of France.

### **Environment of the Sea Committee**

Bill Foss, who is chairman of the Station's Environment of the Sea Committee as well as the CCA's Environment of the Sea Committee, reminded us that the work of the committee is now published on the CCA's public website, and he encouraged all of us to check it out and make its guidelines part of our everyday sailing experience. Todd Hedin announced that the date had been set for the September beach cleanup project and that it would be announced at the next meeting. Stand by!

### **Sf2sf OCEAN RACE**

Jim Antrim and Cree Partridge gave a report on the status of his proposed around-the-world race that would start in San Francisco in the fall of 2015. The course for the sf2sf Ocean Race will be San Francisco to San Francisco, leaving Cape Horn, Cape of Good Hope, and Cape Leeuwin to port and Antarctica to starboard and crossing all lines of longitude. Southern limits will be imposed as

the ice-field formation is determined prior to the start. They said that they seek to "bring the Corinthian spirit back into major ocean races," and that the race should be "about the challenge and the love of sailing. It should be accessible to a greater variety of teams. We welcome the big syndicates if they'd like to participate, but we also want the amateur teams that are ready to take on this challenge." The race will be essentially a non-stop race, though boats will be allowed to stop as needed, with the clock continuing to tick. The group has launched its website at <http://www.sf2sfoceanrace.com>. Some 20 potential entrants have already expressed an interest in the race. The sf2sf board of advisors include, in addition to Jim and Cree, these renowned ocean racers and sailors: Lee Chesneau, Peter Hogg, Stan Honey, Cam Lewis, Mark Schrader and Bruce Schwab.

### **Coming UP**

In the how'd we end up here department: Tom Hall will be reporting on his adventures in Antarctica and Liz Bayles will be reporting on the latest in women's racing in the Middle East. WOW! More to come.

### **Next Meeting**

The next meeting of the Station will be at the **Marin Yacht Club**, at 24 Summit Avenue, San Rafael, California, on Wednesday, **May 1, 2013**, starting at 11:30 am, where we'll learn how Alex Mehran did it! . A separate announcement and sign-up will be sent in the next couple of days.

### **Adjournment**

Mr. Ahari thereupon adjourned the meeting at 2:30 pm.

Respectfully submitted,

Stafford W. Keegin,  
Secretary/Treasurer, CCA/SF

Members attending the April Luncheon were:

Zia Ahari, James Antrim and guest, Morgan and Diane Barker, Liz Baylis, Donald Bekins, Robert Bernheim, Mary Crowley and guest, William Edinger, Douglas Finley, William Forsythe, William Foss, Thomas Hall, Robert Hanelt, Wyman and Gay Harris and guest, Todd Hedin, Sally Honey, Stafford Keegin, Terry Klaus, Gerald Knecht, Frederic Lhamon, Stephen Mason, Michael Morazdeh, Bruce Munro, Christopher Parkman, Cree Partridge and guests, James Quanci, Françoise Ramsay, John Robinson, Jon Rolien, John Sanford, Henry Strauss, Douglas Thorne, Robert Van Blaricom.

## **CCA Safety Check-List for Short-handed Cruising**

Minimum skills crew should have for safe boating

1. Can they stop the boat?
2. Can they lower the sails?
3. Can they steer a compass course?
4. Can they engage and set a course on the autopilot or windvane?
5. Can they start and stop the engine?
6. Can they drop the anchor?
7. Can they determine the latitude and longitude of the boat's current position?
8. Can they use the VHF radio to call another boat or Coast Guard and send a DSC message?
9. Do they know how to call for help (send a MAYDAY message)?
10. If your boat has one, they know how to set off an EPIRB or PLB?
11. Do they know how to deploy the lifesling?
12. If your boat has one, can they release the MOM or MOB pole?
13. Do they know where the flares are and how to use them?
14. Do they know where the fire extinguishers are and how to use them?