



**Cruising Club of America - San Francisco Station
May 6, 2010- Corinthian Yacht Club
Meeting Minutes**

Members Present:

Ahari, J. Alderson, Bob Allen, Skip Allan, Antrim, Bacigalupi, Barker, Bekins, Bernheim, Carmine, Clendenin, Cooper, Cornelius, Crouse, Crowley, Eason, Eaton, Edinger, Enersen, Fullagar, Forsythe, Gregory, Hall, Hanelt, Harter, Hedin, Hogg, Sally Honey, Stan Honey, Hunt, Hurst, Jessie, Klaus, Le Roy, Mason, Messer, Olsen, Parkman, Quanci, Robinson, Roe, Rolien, J. Sanford, W. Sanford, Van Blaricom, and Warren.

1. **Call to order:** R.C. welcomed the members, their spouses and guests. He then thanked Peter Hogg for coordinating with Corinthian Yacht Club and thanked the staff, John Nicolai – club manager, Michael Elinson – bar manager, and Leila Heyman – Catering Manager.
2. **Introduction of Guests:** Members introduced their guests.
3. **Introduction of new members:** CCA/SAF new members Mary Crowley and Darren Crouse were introduced by their sponsors Dick Enerson and Bill Edinger, respectively and were welcomed to the Club by members present.
4. **Secretary/Treasurer's Report:** Zia Ahari reported that at this moment the bank balance was \$4,847.54. He also announced the availability of a burgee sticker to be obtained from the secretary.
5. **Membership Report:** Bob Van Blaricom reported that there were three new members being prepared for the fall meeting. He encouraged the

sponsors to fill out the necessary forms and obtain the letters necessary to complete the member application formalities.

6. **Entertainment:** Jerry Eaton mentioned that the June meeting on **Thursday, June 3rd**, will be held on board the historic Victory Ship “*Red Oak*” located in Richmond. The lunch will be prepared in the galley of the good ship. Members were encouraged to invite spouses and guests to participate in our visit to this historic ship.

7. **Cruise Report:** The first cruise on the program is the Half Moon Bay Cruise that is being arranged by Bob Van Blaricom and is going to take place May 14-16. A flyer with the details was sent out on April 14. So far eight boats have registered to participate. The next cruise June 25-27 will be at Solano YC, Suisun City and will be led by Chris Parkman. Our cruise chair Doug Finley will be aboard *Scorpio* with Skipper Bob Vespa headed for Hawaii.

8. **Environment:** Bill Foss could not make the meeting; however, he sent a copy of his report attached hereto. He would like to see the San Francisco Station participate as a group on The 26th Annual California Coastal Cleanup Day being held on Saturday, September 25, 2010. He feels that it would be great to have spouses and significant others as well as children and grandchildren to participate. The full report is enclosed .

9. **Gam/Historian/Newsletter:** No report.

10. **Cruising We Do:** No reports

11. **Old Business:** At the last meeting the station voted to sponsor a national spring cruise in 2013. R/C Robinson asked Wyman Harris to be the cruise chairman. Wyman accepted this very difficult task, and R/C Robinson thanked him. The planning and execution will require involvement of many of our station members and devotion of much time. Those members who have participated in national cruises can appreciate the task ahead.

12: **Introduction of Speaker:** R/C Robinson introduced Station member, Stan Honey, the day’s speaker. He read part of Stan’s considerable bio that was focused on his sailing accomplishments, attached hereto as an enclosure.

Then Stan Honey was invited to the podium to speak about his Jules Verne Non-Stop Round the Globe sailing on board the trimaran *Groupama III*, breaking the previously held speed record in 48 days 7 hours 24 minutes and 52 seconds.

Stan first described the rules governing the Jules Verne Trophy. In summary they are:

- Fastest non-stop circumnavigation under sail
- No restrictions for the size, weight, hull shape, number of crew
- Only human powered
- No outside *physical* assistance
- Start and end at Ushante, France
- Leave 3 great capes to port
- A condition that was set in 1980 at the start of the challenge was to complete the sail in less than 80 days.

The record has been broken 8 times, and 15 have failed not by slower speeds but due to breakdowns. Two of these breakdowns belong to *Groupama's* earlier efforts, the first due to a capsize, and the second due to a structural failure while in the Southern Ocean. The present attempt started in mid January. In seventeen years there have been twenty attempts to beat the record, only six of which have borne fruit: **Bruno Peyron** in 1993, **Peter Blake and Robin Knox-Johnston** in 1994, **Olivier de Kersauson** in 1997, **Bruno Peyron** in 2002, **Olivier de Kersauson** in 2004 and **Bruno Peyron** again in 2005.

The distance sailed by *Groupama III* was 28,691 miles with an average speed of 24.7 knots.

According to Stan, after WWII, the people of France got involved in an increasing competition with the British in sailing adventures. This resulted in sailing as such to become a national passion in France. The government following the people is always ready to lend a helping hand to all the attempts at sailing adventures. As a result, even the sponsors not only foot the bills but get deeply involved in the adventures in a much more serious manner than elsewhere. For instance, the skipper and overall manager of the present Jules Verne, Franck Cammas, has been supported by the Groupama

Bank for the past 16 years that incidentally also owns the boat, *Groupama III*.

Groupama III is a comparatively light, partially (60%) foil-board boat at 17 tons. Her dimensions are at a L.O.A of 103 feet and a beam of 74 feet. She performs best at winds between 25-33 knots. During the course of the race she achieved the highest speed of 45 knots in a squall, sustained speeds of 38 knots for almost one hour and 36 knots for 3.5 hours. Stan commented *Groupama III* would tack through 95-100 degrees. The propulsion engine is removed, and a small one cylinder diesel engine installed to generate electricity for electronics and water-making. This and other restrictions are used to reduce the weight as much as possible as this is a deciding factor in the multihull boat's performance.

She is relatively small and very nimble, capable of achieving speeds of 21 knots in a 6 knots breeze. With this performance *Groupama III* was able to break the record of crossing the Indian Ocean by 17 hours.

The boats participating in Jules Verne competitions do not have to carry any regulated safety equipment but, *Groupama III* could have passed the test anyway. The boat had two life rafts that were to be used only in case of fire on board. However the most impressive safety device on board was the MOB system. It consisted of a MOB module operated by pressing of a button close to the helmsman's station. On pressing the button a compressed air canon deployed the module, simultaneously recording the MOB position on the GPS. This arrangement allowed the crew time to stop and turn the boat around while the man overboard had access to the deployed rescue module.

Considering the qualities of the boat described above, the role of the navigator was to try and find areas with moderate winds and relatively smooth waters to allow the boat to sail fastest. Stan mentioned that *Groupama III's* incredible speed allowed them to go through or around adverse weather situations. The result of the effort was an outstanding achievement accomplished by participation of the world's ten best sailors with the mean age of 45 years. In this crowd, the skipper Franck Cammas was the youngest, and the oldest was Stan Honey the navigator.

On answering the question regarding the morale and sense of camaraderie on board, Stan described it more relaxed and less dogmatic compared with

other nationalities, especially adapted to the typical French individualism. Attention was paid to the quality of food, general well being and comfort of the crew as much as the situations permitted. For instance because of high speeds and the effect of the spray on the crew, sail changes were reduced to a minimum or at reduced speeds.

The plans for the future of *Groupama III* is to change the mast to a smaller one and convert her to an under-rigged boat suitable for a single-handed Atlantic crossing and for the sale of the boat in a later date.

The presentation was made using a fascinating video and a number of slides. The following question and answer session was lively and showed the appreciation of the audience.

12. **Next Meeting:** Will be held on board the Victory ship “*Red Oak*” located in Richmond on **Thursday June 3.**

Respectfully submitted,

Zia E. Ahari
Secretary/Treasurer

2 Enclosures
As stated

Please visit the CCA, San Francisco Station and the National website:
<http://www.cruisingclub.org/mo/stations/sfnew/default.htm>

For planning a cruise please visit:
<http://marine.geogarage.com/routes>

“ Attachment 1”

Cruising Club of America
San Francisco Station
Environment of the Sea Report – May, 2010

Greetings from Turkey.

1. The spring, 2010 Environment of the Sea Notes have been posted on the Committee’s webpage.
2. The Environment of the Sea Committee has produced a paper entitled “Dealing With Trash During The Bermuda Race”, which encourages a leave-no-trace approach. The Race Committee for this year’s race has incorporated it into the Race Instructions. It will be posted on the Committee’s webpage soon.
3. The Committee has also prepared a paper entitled “Yacht Club Standards for Ocean Stewardship” which was published in the current issue of the GAM. Please read it if you have not and encourage your yacht club to consider adopting the standards if it has not already done so.
4. World Ocean Day, 2010 will be observed on June 8. Watch the Environment of the Sea webpage for forthcoming information about this celebration and please take the message to heart.
5. As previously discussed, I would like to see the San Francisco Station, as a group, participate in this year’s International Coastal Cleanup. The 26th Annual California Coastal Cleanup Day will be held on Saturday, September 25, 2010. As I am out of the country and will be in September, I would like to ask for a volunteer(s) to head this up. I can do some of the work from where I am and during July and August I will be in Michigan. It would be great to have wives and significant others, as well as children and grandchildren involved. If someone would be willing to take this on, please send me an e-mail at wsfoss@gmail.com. And we can get started. It would be good to see our Station take the lead on this and encourage other stations to do likewise.

Thanks. Bill Foss

Stan Honey Sailing Bio (Partial)

Stan Honey has sailed professionally as a navigator for fifteen years.

- Most recently he served as the navigator on Groupama 3, setting the Jules Verne, non-stop, circumnavigation record which he'll discuss today.
- prior to that he navigated ABN AMRO, winning the 2005-2006 Volvo Ocean Race.
- Stan navigated Roy Disney's Pyewacket for fifteen years as well as Speedboat, Sayonara, Playstation/Cheyenne, Alfa Romeo and others.
- Stan's offshore victories as navigator include the Transpac, Bermuda Race, Swiftsure, Fastnet, Chicago-Mac, Pacific Cup, Singlehanded Transpac, Jamaica Race, SORC
- Stan has owned and raced a Cal 40 for twenty years with his wife Sally Lindsay Honey, a two time Rolex Yachtswoman of the Year.

Stan serves on the Board of Directors of US Sailing, TransPacific Yacht Club, Sailing Yacht Research Foundation, World Speed Sailing Record Council, and is the US representative to ISAF for Oceanic and Offshore. Stan has served on the Northern California PHRF Committee for many years.

Stan is an electrical engineer and has founded two companies:

- Etak in 1983, which pioneered vehicle navigation systems, and
- Sportvision in 1998, which developed the yellow first down line used in televised football games, as well as the tracking systems used in baseball, motorsports, hockey, and other sports