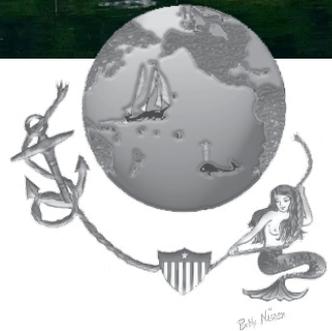


Seven Seas Cruising Association

11



Congratulations to Betty Romberg, s/v Bright Ayes, September's photo contest winner. See pg. 26 for more information on this beautiful anchorage.



Commodores' Bulletin

November 2018

Cruising Station Update

Puerto Lucia Yacht Club – La Libertad, Ecuador



Galo Ortiz has been welcoming SSCA members to the Puerto Lucia Yacht Club (PLYC) for 22 years. The pleasant weather and no risks of hurricanes make this a favorite destination for cruisers heading north or south or a base for exploring South America. Galo was involved in the construction of PLYC in the 1990's and was then later hired to manage the Club and marina. He has

a Captain's License and is the local harbour master. Now Galo is semi-retired but still spends a great deal of time at the Club ensuring that visiting yachts are taken care of. Galo lived, studied and worked in Southern California for 20 years as an engineer and speaks excellent English. He loves to interact with the visiting yachtsman and has supported several Blue Water rallies that have called here in the past. Galo helped author the first *La Libertad Cruising Guide* which he now maintains and is full of really useful information for visiting cruisers.

Puerto Lucia Yacht Club has great facilities. They have transient docks and moorings as well as a 50-ton travel lift and 2-ton crane for removing masts. The marina has hot showers, free WiFi, water and 110/220 (60 Hz) power, a laundry service and visiting yachtsmen have use of the club facilities including swimming pools, sauna, gym, restaurant and bar. The marina and Club is a very safe environment with 24-hour security. Stewart Yacht Services provides great service to visiting boats, from cleaning and painting to woodwork and engine repairs at a very reasonable cost. While anchoring is not recommended, the yacht club will send out a tender to greet you and bring you into the fuel dock or to a mooring while you await official clearance. Clearing into Ecuador has become much easier and cheaper thanks to PLYC who lobbied the Ecuadorian Government to remove the need for visiting yachts to employ an agent. If you clear in at PLYC, they will also provide support to complete the forms and deal with Customs and Immigration on your behalf.



The marina is in a great location, close to many supermarkets and hardware stores etc. that make provisioning and taking care of boat projects easy. There is also a good bus service and many local taxis making it easy to get around. Salinas is a destination in its own right. Ecuadorians come here for their vacations enjoying great weather, the beautiful water and seafood. PLYC is also a

good base for exploring Ecuador and other South American countries either via the cheap and efficient bus system or by taking a flight to Quito the Capital from the local airport.

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No. 798

CONTENTS

November 2018

Cruising Station Update: La Libertad, Ecuador Inside Cover

Recommended Commodores 2

Letters From Recommended Commodores..... 3

Letters From Members-*Sloepmouche*: Philippines
Visiting & Diving in Tubbataha Reefs National Park 5

Letters From Members-*Kalunamoo*: Columbus’ Footprints 11

Letter From Members-*San Clés*: Galapagos Islands, Ecuador..... 13

Cruisers’ Workshop: Anchor Chain Swivels 20

Website Tips Provide Easy Navigation: Part 2 24

2018 Photo Contest 25

Melbourne Gam 26

Annapolis Boat Show Report 27

Annapolis Gam: New Venue Was a Hit 28

Dominica Cruisers Week 30

Announcements 31

Nautical Book Review: A Satisfying Sail Around the World 32

2018 SSCA Awards 34

Cruisers’ Thanksgiving: St. Marys 38

Cruising Station Update: Havana, Cuba 39

New Members-September..... 44

Member Boat Ads 44

A View From the Bridge..... 45

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Welcome Aboard

Marc Bodian and Nicola Kamper *Averi* Boulder, CO

Fourth Month

Melissa and Anne Feinmel *Moondance* New Bern, NC

Second Month

Michelle Bennett and Anthony Boldt *Aquamarine* St. Augustine, FL

Gust and Jan Stringos *Bluebird* Rockland, ME

David and Linda Witham *Frisky* Ventura, CA

First Month

Tom and Anita Kintz *Lone Star* Mystic, CT

David and Vicki Lane *At First Sight* Honolulu, HI

We “B” Gammin’ | 2018 SSCA Gams

Melbourne Gam (Melbourne, FL) – November 9-11

**gam: A social visit or friendly interchange,
especially between sailors or seafarers.**

Important Note from the Editor

SSCA reserves the right to edit the letters printed in the *SSCA Commodores’ Bulletin*. Additionally, the SSCA reserves the right to publish letters on appropriate websites and in compilations, unless specifically requested otherwise. SSCA assumes no responsibility for the accuracy or validity of information printed in the *SSCA Commodores’ Bulletin*. Furthermore, the opinions stated in the *SSCA Commodores’ Bulletin*, either expressed or implied, do not necessarily reflect those of Seven Seas Cruising Association, Inc. SSCA greatly appreciates the support of its sponsors, but in keeping with our tradition, our acceptance of sponsorship does not constitute an endorsement of any company or product. ©2018, Seven Seas Cruising Association

Letters From Recommended Commodores

Recommended Commodores: Tom and Anita Kintz

Boat Name: *Lone Star* – 39’ TriStar trimaran – 4’ draft

Home Port: Mystic, CT – **Re-joined SSCA 2012**

Sponsors: Commodores Ed & Sue Kelly, s/v *Angel Louise* and
Commodores Curt & Kathy Barth, s/v *Five & Dime*



Dear SSCA,

We are Tom and Anita Kintz aboard *Lone Star*, our TriStar 39’ custom trimaran. During our first cruise aboard *Sundsvalla*, a Prout Snow Goose 34’ catamaran purchased in England in 1987, we became Associate members of SSCA in the Canary Islands. We sailed there by way of Spain, Portugal, and Madeira. We crossed the Atlantic in the second annual

Atlantic Rally for Cruisers which landed at Barbados that year. We sailed up and down the island chain, had a baby in Isla Margarita, VZ; and continued cruising the Caribbean and Bahamas before returning to New England and a working life in 1989. We continued living aboard at least six months every year and kept the dream alive to go again. Now we have embarked on our second extended cruise, we are open to all possibilities and look forward to seeing what lies beyond the horizon aboard *Lone Star*. Cruising with our SSCA flag flying has provided memorable opportunities to meet new friends. We are so thankful to be part of this unique cruising family.



WORLDWIDE YACHT SALES

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Recommended Commodores: David and Vicki Lane
Boat Name: *At First Sight* – 48’ Sunward monohull – 6’ draft
Home Port: Honolulu, HI – **Joined SSCA 2014**
Sponsors: Commodore Scott Berg, s/v *Chardonnay*
and Commodore Dave Skolnick, s/v *Auspicious*



Dear SSCA,

Vicki and I feel privileged to at long last have this opportunity to apply for SSCA Commodore status. We have talked and dreamed about living and cruising aboard a sailboat for most of our 36 years together, but being a Navy family always seemed to get in the way, so we had to scratch our wanderlust itch with bareboat charters near to where we were stationed in the US,

Europe, and Asia. That is until 2014, with retirement from the Navy looming, when we bought and moved aboard *At First Sight*, our 1988 Sunward 48’ ketch, learning about and joining SSCA at the same time.

For the first three years of living aboard, we cruised the Potomac River and Chesapeake Bay, but since retiring earlier this year, we’ve voyaged offshore to Bermuda, Dominican Republic, Turks & Caicos, Bahamas, and the US east coast from Florida to Southern New England. And, we have aspirations to sail everywhere we were stationed, which still leaves Spain, Southern California, Puget Sound, mainland Japan, Okinawa, and Honolulu.

We have truly valued our SSCA membership. First of all, we have been lifelong believers in and practitioners of leaving a clean wake for others and for our environment. But, in addition, reading letters from members about their experiences, participating in webinars, and attending gams have helped us build our fund of knowledge and confidence for long-distance cruising and passage making. And, it’s been a joy to see SSCA burgees flying on neighboring vessels in the ports we’ve visited, or hear friendly voices over local or HF radio nets.

Thank you, SSCA, for enriching our lives as liveaboards, as cruisers, and as would-be sailors of the Seven Seas.



Cover Photo Opportunity!

Want to see your photograph grace the cover of the *Commodores’ Bulletin*? Email high resolution images with descriptions to editor@ssca.org.

LETTERS FROM OUR MEMBERS

Sloepmouche - 46' Norman Cross trimaran - 5' draft
June 2018

Subject/ Area: **Philippines: Visiting & Diving in
Tubbataha Reefs National Park**

Dear SSCA,

Sailing to Tubbataha

Before you sail to Tubbataha, you have to obtain a permit from the Tubbataha Protected Area Management Board. You can contact them via www.tubbatahareefs.org for info on rules and documents needed. Once you have all the documents ready and a fair idea of your visit dates there, you can visit them at their office, a short tricycle ride away from the anchorage. The office is hidden out of sight with the Shell corporate building right behind the Tom Tom Restaurant (tricycles know this restaurant) on Manalo Street extension. In my contacts with the management, I felt that private boats were just tolerated versus the 16 commercial dive charter boats that bring in obviously a lot more fees to the park and are easier to control. I offered to make some video to show the positive work of the park rangers and to give some equipment but my offer did not create any interest!

Our timing to go right at the very end of the season worked perfectly as we were not in the way of anyone since only two boats were there during our first two days! Your permit covers a specific 7-day period (no more days permitted). The fees in 2018 were 5000p/person (\$100 US/pp for a week) and 3,000p to 6,000p for the boat, depending on size. If your dates change, contact the office ASAP. Here is the list of documents required in 2018: copy of boat registration, last port call clearance, crew list, record of custom arrival, record of custom boarding when you first arrived in the Philippines, copies of passports, certification you have a holding tank & AIS transceiver. You have to keep your AIS on and stay in touch by VHF radio with the rangers and report any movement. Strictly forbidden to go ashore except at the ranger station ... big fines for any violation. The park opens from April to the end of June. We took a chance going so late but we lucked out with a 10-day period of light winds mid-June.



Things to Consider If You Go with Your Own Boat

During the season, there are 16 commercial dive boats running dive charters and there

are 19 mooring buoys around the 3-reef systems, and though some charter boats just drift in open water for the night, getting a buoy can be a game of musical chairs. We were lucky that by the time we went only two boats were still chartering and the rest had left for the season. Unfortunately, the rangers had already pulled out some of the moorings, as the office did not inform them we were coming so we missed being able to dive at the south of the South Atoll. If you buddy boat with another sailboat so you can make safety surveillance for each other, it gets even trickier for the moorings. Lastly, the diving at Tubbataha involves deep drop-offs and mostly drift diving in moderate to strong currents, so you should have experience in these conditions and good security measures for surface safety and pick-up. An option some friends took was to leave their boat in a secure port and go with one of the many choices of dive charters.

Clearing Out of the Philippines

Just before we left, we cleared out first with Immigration (at Robinson Mall). No cost other than the exit clearance certificate required if you have been present in the Philippines for more than six months (1240P/pers). You have to give them copies of passport info page as well as copies of all pages with temporary visas since your arrival, a copy of your boat papers, and two crew lists. You will get your clearance paper after waiting there a short time. From there, you have to check out with Customs (on Manalo St., same long street as the Tubbataha Park Office). Customs requires copies of passport ID page as well as the page with the immigration exit stamp you just received; a copy of the crew list with immigration stamp you just got, copy of the custom declaration of entry into Philippines; copy of your yacht papers; a copy of the Immigration exit clearance document (If you were more than six months in the Philippines). Cost is 115p and you have 48h to leave port.



Our Time in Tubbataha

After an easy motorsail in 10kts of southerly wind, we arrived in Jessie Beazly Reef first. The ranger station about 15nm away called us on VHF (they could already see us on their radar) and five minutes later, eight out of the nine rangers came to visit us in their sleek fast patrol boat, thinking when they left that we were a fishing vessel. We gave our permit copy to a ranger named Second and he reminded us of the no fishing, no discharge and other rules. After straightening the decks, we did our first scuba right there from the SE mooring we were on, as the northern mooring was missing. It was quite an exercise to pick up that mooring in a strong current that was running almost reverse on the wind; the current did not give any slack to the mooring line that has a float tied at the loop but no smaller pick-up line! Hauling up that heavy line and 20-liter float after two tries to snag it in the crazy current was no mean feat! Luckily for us, the wind was very light after our arrival mid-day so we stayed here overnight.

The park rangers were much more welcoming than the bureaucrats in Puerto Princesa. They monitored VHF 16 and our AIS signal. The nine park rangers are in fact a mix of representatives from the Park, the Philippines Coast Guard, and the nearby island that owns the reefs. We dove along the SE wall as well as the NE wall and the best dive as far as multitude of fish was at the end of the afternoon (often the reefs seem more alive then). After a 15nm motoring in calm waters, we picked up one of three moorings at Shark Airport on the NE tip of the north lagoon. Here too, picking up the mooring when there is current is not easy. The current must have picked up just after our arrival, as the seas got very turbulent just north of us, eventually overtaking our mooring. We learned that during about one hour, when the east current along the north side of the reef meets the southerly current coming on the east side of the reef, this area is called Washing Machine, apt name! Thankfully, this happens one time a day and does not last long.

We did several wall drift dives with little or strong current on Shark Airport and Sea Fan Alley. After a few dives in the area (also Sea Fan Alley), we motored in calm weather along the west side of the north lagoon to Malayan Wreck. More wall diving after snorkeling



on the remains of that shallow wreck. Luc was even lucky to see a whale shark cruising by while diving on the Malayan Wall. We moved to Wall Street for another nice wall dive and another whale shark sighting for Luc. The next day we went to Amos Rock where the Park's patrol boat came out to have us complete their forms promising compliance with the rules, and having a holding tank, which they took photos of. You can dispose of wastes 2nm away from the reef area. We did not visit the Ranger Station since they came to us, but were curious to see it built on stilts over a small islet that covers at high tide. They sell souvenir items there, mostly to the liveaboard guests that come to visit.

Rather than speak about each dive site and what we saw, we'll give a general overview of what it's like to dive Tubbataha's three atolls. It was indeed the best diving we've done in the Philippines from the perspective of dramatic drop-offs, great visibility, vibrant marine life, as well as fish variety, size and action. It may well be the last sanctuary for marine life in the country. We have dived some of the world's premier destinations and have become rather spoiled, so we are pretty hard to impress. Tubbataha was not the best of the best, but it WAS refreshing to jump in and see the amount of vibrant colors and lively action of the reef dwellers and passing sizable pelagic visitors.



The moorings are positioned mostly right on the edge of the drop-offs. In some places, the most life and color are on the plateau on top of the wall, and more drab and lifeless the deeper you go along the wall, but some places, like Sea Fan Alley, had huge colorful fans and soft corals and giant barrel sponges thriving as deep as 30 meters or more, in a rainbow of bright colors that came to life with the dive lights. It was great to see sizable vivid fish that you could approach with a camera and fill the frame. Great to see old friends such as Napoleon Wrasse, Clown trigger fish, Emperor angels, Masked angels, Sweet Lips, and Pajama fish, many varieties of butterfly fish, and clouds of those small neon-colored fish that dart in and out of the hard corals. There was also an impressive number of and variety of large groupers that were approachable, a sure sign of an area



that's been protected from fishing for a long time. We spotted a few Black tip and grey reef sharks and many White tip lagoon sharks commonly. Blue spotted Jacks frequently cruised all sites like packs of coyotes on the hunt. Untimid turtles were pretty common. And when lucky, off in the blue or closer up, we could see great schools of barracuda and jack and snappers and spade fish, and once in a while a tuna, and Luc was blessed to get close enough to a whale shark on two different dives to get some great footage with a Go Pro...that's CLOSE! This season, we heard of many whale shark sightings...also mantas. . .and at one site, if you go to 50 meters or so in the right place, hammerheads.

The week we dove the currents were slight or moderate, except once in a while when a phenomenon would occur on the corners of the reef system where two different currents would come together and boil and churn and create upwelling or down drafts, or as we noted before, the "washing machine" effect where you could be swept half a mile away in no time. Supposedly, one can see a lot more large pelagic fish action when the currents are strong. Perhaps that could have something to do with the phase of the moon. At any rate, we enjoyed doing some great diving again...what a pleasure.

We dove every dive with a dive buoy on the surface the entire dive so that the person in the dinghy doing surface surveillance could find the diver at anytime--much easier than trying to follow bubbles, and less stressful. The buoy is a little more of a hassle for the diver, but worth the peace of mind. Being only two, we had to take turns diving because you realistically can rarely dive from the big boat on the mooring and navigate back even in light current.

Tubbataha is not an easy place to dive from your own boat, especially if no buddy boat or crew, but the diving there was indeed the best we have experienced in the Philippines. Far better than Apo Reef which is said to be #2. Don't let bureaucracy discourage you from visiting ...diving is well worth it!

Sailing to Malaysia

Sailing from Tubbataha to Kudat at the end of June turned out better than we had feared months ago when we planned our cruise. The south-westerly did indeed start around the beginning of June but we were still in that 10-day period of very light SW wind at the very end of June making for very calm conditions in Tubbataha for the diving and anchorages and making for a passage to Kudat, motorsailing against very light wind and current. If trade winds had been strong in June, we could not have dived and our passage to Kudat would have been miserable! Sailing from Tubbataha direct to Kudat has the advantage to be well away from the south coast of Palawan which is an area of Abuh Sayef terrorists and their accomplices. In Puerto Princesa, I spoke with the Coast Guard Commander and he recommended we not stop and anchor anywhere south of Sir James Brook Point. We have friends who stopped in Rasa Island on the way to Sir James Brook. It looks as if during the past two years the terrorists are finally getting a hard time with the combined military forces of Philippines, Malaysia & Indonesia. One can hope that some day soon, these terrible kidnappings will be in the past!

We are now in Sabah, Malaysian Borneo and love it! After six years based in the Philippines, it is nice to deal with a different culture! Our next letter will cover our arrival & haul out in Kudat and cruise along the west coast of Borneo.

As always, feel free to watch any of our new videos and subscribe to see our cruising, scuba, Schiperke, technical, food videos on www.YouTube.com/sloepmouche

COMMODORES LUC CALLEBAUT & JACKIE LEE AND ZOTKE + ZONNE,
S/V SLOEPMOUCHE

island & anchorage name	position	depth/type of bottom	Globe / Smart signal
Palawan - Puerto Princesa n/wharf	09 44.86 N - 118 43.87 E	12m sand & mud	good/good
Tubbataha - Jessie Beazly SE	09 02.64 N - 119 49.13 E	mooring in 12m	none/none
Tubbataha - Shark Airport	08 55.68 N - 120 00.89 E	mooring in 13m	none/none
Tubbataha - Malayan Wreck	08 53.21 N - 119 53.47 E	mooring in 11m	none/none
Tubbataha - Amos Rock	08 50.72 N - 119 53.82 E	mooring in 10m	none/none
Tubbataha - Ko-ok	08 48.54 N - 119 48.45 E	mooring in 8m	none/none
Tubbataha - Black Rock #1	08 48.08 N - 119 50.53 E	mooring in 11m	none/none
Malaysia - Kudat Fishing Harbor	06 52.55 N - 116 50.58 E	8m mud	good/good

LETTERS FROM OUR MEMBERS

Kalunamoo - Vagabond 47' monohull - 6' draft

October, 2018

Subject/ Area: Columbus' Footprints

Dear SSCA,

On the south west corner of Central Park in New York City on a very tall pedestal stands a statue of Christopher Columbus. Columbus Circle. We have been there many times. Columbus, however, was never closer than 1500 miles from that spot.

In 1492, Christopher Columbus came across a small sand spit of land after sailing west from Spain. Without the aid of GPS, or even a good time piece, it was difficult for his navigator to determine how far west (longitude) he was from Spain. He guessed he had arrived at some small offshore islands of India or China. It was later that he learned he had run into another continent.

It is guessed that he landed in San Salvador in the Bahamas or another small Bahama cay. He sailed around there for a while. How could he resist the beautiful clear waters



of the Bahamas? We sailed the same Bahama waters a few years ago and one day climbed up to an out-of-the-way Columbus monument on Long Island in the Bahamas. (The dirt road ended, and we had to hike that last mile to the monument). We were as close to Columbus's footprints as possible. San Salvador, Samana Cay or other possible landing spots were not far off. Eventually he sailed back to Spain, making the first (that we know of) great Atlantic Loop Cruise: sail west down the trades, back east in the westerlies. Meanwhile, we sailed back to New York.

He came back three other times. The second voyage landed him in Dominica and he cruised the middle of the east Caribbean islands before going north to Hispaniola. We sailed to Dominica on our second Caribbean voyage and who knows, maybe we got really close to his footprints! But he, like us, didn't spend much time in Dominica. We did hike around Dominica and the island hasn't changed much in 600 years. After one day in Dominica, he went to Marie Galante. Much more pleasant island, and great French food. We had a lovely time there and I'm sure Columbus did too. Maybe we walked the same footpaths! After that, he spent some time in Guadeloupe, much like we did last year.



His third voyage landed him in Trinidad. He landed on the south eastern coast while we are here in the northwest coast. No chance he landed up this way, but he did pass thru the gap between here and Venezuela. He should have stopped in for some good boat work here in Chaguaramas. Well, maybe he was in a hurry. By this time, he was the “Governor of the Indies”. Unfortunately, he was a rather harsh ruler and he was returned to Spain in 1500 in chains, his reputation having caught up with him.

He was eventually released and permitted to sail a 4th voyage which landed him in Martinique, a great place to get great French food. But, he was not in charge and just there to explore. On this voyage he did step ashore, and for this one time only, was on US soil. It was on St. Croix, but he did not get a good welcome. In fact, a small skirmish occurred with the locals and he high-tailed it out of there pretty quickly. We did visit the same landing spot when we were in St. Croix and can state unequivocally we had a much better reception.

He sailed north to Hispaniola as a hurricane was approaching but was refused entry. As many cruisers do today, after sailing the eastern Carib, he explored the western Carib and Central America. That is something we haven’t done, yet. He returned to Spain in 1504 and died there in 1506, 14 years after “discovering America”.

So, have we stepped in Columbus’s footprints. Possibly. Ironically, Columbus is not a towering figure in the lands he explored. Recognized, yes, but not towering. But, cruising in these waters now one can only imagine what he saw and experienced. Yes, it was a whole new world to the Europeans who followed. However, reading the book *1491* by Charles Mann about the people and civilizations that were here and thriving well before Columbus, gave me an appreciation of the rich history of lost societies. In other words, his footprints, our footprints, are only impressions over many others and will undoubtedly be followed by many more in the future. We owe it to those who came before us to pass their stories to those who will follow us.

COMMODORES BILL & MAUREEN WOODROFFE, S/V *KALUNAMOO*

LETTERS FROM OUR MEMBERS

Sans clés - Passport 43' monohull - 6' draft
June-July 2018
Subject/ Area: Galapagos Islands, Ecuador

Dear SSCA,

A Wildlife Extravaganza in the Enchanted Islands

A common question amongst cruisers heading into the Pacific is whether to stop at the Galapagos Islands or sail right past. True, stopping can be expensive; we paid nearly \$1,850 to stop at three islands during a 60-day period. Also true, the officialdom can be overwhelming. The stories are legendary about boardings, inspections, being turned away, and the myriad of rules you must follow while in the islands.

But after having been, we can say we did not regret the decision. Not only was it a welcome break in what might have been a 5- to 6-week passage to the Marquesas, we have never experienced such an abundance of wildlife or visited such pristine islands as we did in the Galapagos.

San Cristóbal, is the “official” first port of call for cruisers. All boats must use an agent regardless of whether you are doing a One-Port Stopover, Multiport Call or an Emergency Stop. If you want to sail your vessel from inhabited port to inhabited port, you must obtain an ENTRY PERMIT called AUTOGRAFO from the Ministry of Defense of Ecuador before entering. Six weeks prior to leaving for the Galapagos we contacted our agent and requested an AUTOGRAFO. We chose to use Javier Plúa Rizzo at Yacht Gala (E-mail: agent_01@yachtgalayachtservices.com), one of several recommended on Noonsite.com. This required us to provide several documents to the agent and pay 50% of the fees up front. Prior to our departure, we paid the remaining balance and then notified our agent of our planned departure date.

Note that in Galapagos there are only four inhabited ports – Santa Cruz / Puerto Ayora, San Cristóbal / Puerto Baquerizo Moreno, Isabela / Puerto Villamil and Floreana island / Puerto Velasco Ibarra.



David Greets Darwin on arrival in San Cristóbal

San Cristóbal has plenty of room to anchor in 15-25 ft. with good holding. You can use your own dinghy to go ashore but it is not recommended as the seals and sea lions will climb into your dinghy and make a mess. They also love climbing onto boats to sunbath and Catamarans tend to be most vulnerable to this. Most people use the water taxis that are readily available (call on Ch. 14 or 16) and cost \$1/person rather than deploying their dinghy. Puerto Baquerizo Moreno is a quirky little town that provides basic cruiser needs (restaurants, bars, markets, laundries, tour companies, and hardware stores) within easy walking distance from the beautiful harbor. It is also one of the great destination islands in the Galapagos, so it is no surprise that there are a lot of souvenir shops as well, with the favorite tee shirt sporting the logo “I love Boobies” and a picture of a blue-footed boobie.



A view of the anchorage at Puerto Baquerizo Moreno

The lovely waterfront is designed with lots of places to sit and chill, while observing the harbor goings on and the amazing wildlife. We're pretty sure that the sea lions think that the benches are designed for them, and not people, because they take up most of the seats on the waterfront leaving the tourists to find other places to sit and watch.

Although any number of tours is available, we opted to explore the beaches and snorkeling spots we could reach on foot, and were not disappointed! While the beaches from a distance looked like they were covered with sunbathers... it was only as you approached, that you appreciated that they were sunbathing seals, sea lions, and marine iguanas! Our favorite spot, only a short walk from the town pier, is the Darwin Interpretation Center which, in addition to the numerous displays educating visitors about the islands

and the endemic wildlife, also includes a paved volcanic-stone path to beautiful beaches, observation platforms over the cliff-side nesting area for *Tijeritas* (frigate birds), and an excellent snorkeling spot where we had our first of many experiences swimming with marine iguanas, sea turtles, huge rays, seals and sea lions, to say nothing of the tropical fish that abound in the Galapagos.

Not surprisingly, in this pristine ecological destination, the water was crystal clear and as soon as you got into the water the fearless sea lions would swim around and up to you with the hope that you would play with them. On one occasion a marine iguana swam by us, closely followed by a playful sea lion that relentlessly tried to nip his tail. At one point, he got hold of the swimming iguana's tail and proceeded to gently pull him backwards through the water! I'm sure that the seal was playing his favorite practical joke on the iguana; we saw that happen on a couple of occasions.

San Cristóbal has one primary road serving the southern end of the island, and virtually all of the local sites are accessible from this road. Taxi drivers happily provide a half-day tour of the sites for \$60 with lots of information about the history, geography, and wildlife. Our favorite stop was the Galapaguera Center or tortoise sanctuary. We had been advised to be there by the 10:00 feeding time for the best opportunity to observe these amazing creatures. Although we were a little late, we figured that even if the tortoises were moving "quickly", they were still probably not that fast. This theory proved correct and we got some great video of feeding time. It was touch and go for a moment, when David was in danger of being run down by a group of stampeding tortoises! If you are familiar with the running of the bulls in Pamplona... this was nothing like that.



Feeding time at the Galapaguera Center

David's top stop was "Casa de Tarzan", a whimsical garden complex that displayed the creator's art, sculptures, and intriguing collections of found items. We entered the site by crossing a seemingly rickety hanging rope bridge that climbed up into the main tree (over 300 years old) and up into "Tarzan's" tree house. (Think Swiss Family Robinson). You could continue onward into the garden by climbing down a stairway built into the tree, or via a fireman's pole 30' down. Try to guess which one David tried! Apparently, you can actually stay the night in the tree house. Another installation was made of an old lifeboat that had been hoisted into the trees. The owner, whom we met and spoke with, also had a small restaurant and a duck sanctuary (I hope none of them ended up on the menu!).

After a couple of weeks, we decided it was time to move on to Santa Cruz, the main island, to provision but not before taking on more fuel. Fueling is an interesting process, as it involves estimating how much you need, paying your money, then wrestling the 125 lb., 18-gallon drums onto your boat from the water taxi in the roly anchorage. We syphoned these into our tanks and jerry cans, which was much easier than trying to pour them! Note that ahead of time you need to notify your agent that you want to purchase fuel and pay a \$50 fee for a permit. Fortunately, the fuel is quite cheap so even though you have to pay this extra \$50 the fuel is still cheaper than most of the places we refueled in the Caribbean.

The next day we were off early having requested a national *zarpe* to move to our next port. *Zarpes* are international documents that are issued by the country when you depart to another country. They are also used by some countries to manage the movement of vessels within the country and were a requirement in Ecuador. We picked a lovely day for a sail; gentle breezes off our beam and with a fair tide and soon found ourselves at our destination. We notified our agent of our arrival and then tidied up the boat while we waited for the port captain to arrive and check us in, a procedure that cost nothing and only took a few minutes. Having a phone with a local SIM card or, like us, a cell service that works in most countries outside the USA is helpful for communications with your agent.

Santa Cruz is a lively island and Puerto Ayora is the main settlement. The place is filled with bars, restaurants and gift shops as well as some well stocked super markets and, of course, lots of hostels/hotels and tour operators. We enjoyed several days just walking around the town and eating at the local restaurants. Most of the restaurants had a *menu del dia* (menu of the day) for a few dollars and usually very tasty. The meal is mostly made up of soup then meat with rice and beans or plantains followed by some small sweet treat and accompanied by a freshly squeezed local juice. Not bad for \$5-6.

The down side to this island is the anchorage is very exposed and roly. Fortunately, there is little wind here but as there is no shelter from the seas, the waves roll in and you rock and roll all day and night. David took this as a challenge to design and deploy some "flopper stoppers". The idea being to slow the roll of the boat down. We bought a couple of vegetable crates, which David adapted by adding flaps and weights. Then we dropped them off each side of the boat. The weights held the crates under the water and the flaps allowed the water into the crates as they sank, then closed to prevent the water emptying as the crates rose with the boat as it rocked. The Mark 1 design is pretty effective but we have a few ideas on how to improve it. Apparently, these are very popular in the roly anchorages of the South Pacific.



The local market at Puerto Ayora, Santa Cruz

Santa Cruz is also the main port where the small cruise ships or liveboards, as they are called, pick up their passengers so every night the anchorage would fill up and then empty again the next day so there was lots of action on the water. Once again we were not able to use our own dinghy to go ashore; in this case, it was not because of the sea lions but because dinghies are not allowed on the town dock. The water taxis are, however, plentiful and only cost 0.80cents so this was not a big deal and given all the swell, you would not want to leave your dinghy on the dock anyway.

We explored the Darwin Research Center where we learned a lot more about the history of the islands and native flora and fauna and, of course, the Giant Tortoise. And, we also took a really nice walk to Las Grietas, which translates literally to mean “the cracks,” a series of volcanic crevices that were formed during the cooling of molten lava. The porous lava stone of the island allows water to filter down from the highlands into Las Grietas where it mixes with seawater filtering in from the ocean.

After a week here, we were ready to move on as the rock and roll seemed to be getting worse and we were keen to spend as much time as we could on Isabela Island as we had heard this was the jewel in the crown of the Galapagos. So, we requested permission to leave and once again enjoyed a really nice sailing day with gentle breezes and lots of sun. We picked our way into the anchorage which is hidden behind some small outlying islands. The holding is good in 10-15 feet with a sandy bottom and we were soon settled in and enjoying this incredible bay surrounded by seals, sea lions, boobies, small sharks, rays and yes, the Galapagos penguins who were sunbathing on the rocks near to our boat.

We initially spent two weeks here and in all this time we never tired of just floating in the dinghy and watching the wildlife around us. The early morning feeding frenzy of the boobies and pelicans was spectacular to watch, as hundreds of birds would dive headlong into the water. In the afternoons, we would watch large groups of golden rays and sting rays swimming slowly through the water and then stop by the rocks to watch the penguins sunning themselves and occasionally going for a swim to fish or just clean themselves in the water. We took a couple of tours while we were here but our most exciting tour was a panga ride to the lava caves, “Los Tunelos”. This involved an exciting ride through breaking surf, while dodging rocks to get into and out of the flat water where we had lunch, watched a boobie chick just a few days old being cared for by its parents, and then swam through the caves and lava arches with sharks, sea lions and rays, seahorses and giant sea turtles. The boat ride back out to sea was just as exciting and most of the passengers had no idea how skilled the captain was to get us in and out safely!



The Galapagos penguins



Marina iguanas sunbath on the beautiful beaches of Isabela

We did a lot of walking on the island as well as exploring the quaint little town of Puerto Villamil. The town was about 1km walk from the dinghy dock and mostly made up of dirt roads. Be careful when heading into the dinghy dock as there are a lot of rocks so going straight to the dock from the anchorage is not possible unless you are close to high water. Otherwise, you follow the channel that the local boats use and pass through their mooring field before heading for the dock. We hiked along the beautiful white sand beaches and trails to the Wall of Tears known as *El Muro de las Lágrimas* in Spanish. This is a stark reminder of Isabela's darker times when a penal colony existed on the island between 1944 and 1959. The wall was constructed of big rocks by prisoners in the penal colony and is about 65 ft. tall. It is said that there was no real reason for the construction of the wall and that it was built purely as a way to punish the prisoners and break them physically and spiritually. Some locals in town believe that the wall is a haunted place, and many claim that at night they can still hear cries of those that died at the wall during its construction.



The anchorage at Puerto Villamil, Isabela Island

horizon.... The Galapagos Islands had been everything and more than we could have hoped for and we are glad we had included them in our cruising plans.

COMMODORES SUE AND DAVID TORGERSEN, S/V *SANS CLÉS*

You can follow Sue and David's adventures at www.Getjealous.com/sailingsanscles/

There are also several active volcanoes on Isabela and one or two on the nearby islands. We took a tour to Sierra Negra, which has the largest caldera of all the volcanoes in the Galapagos and is one of the most active volcanoes in the region. It had, in fact, erupted just days before we arrived on the island and from our vantage point, we could see the clouds of gas rising from the caldera. We were lucky as the day of our tour the clouds shrouding the volcano lifted and the sun came out giving us a spectacular view.

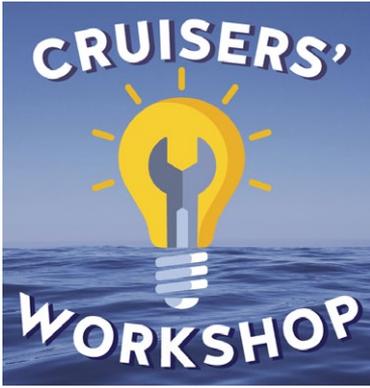
It was soon time to plan for our departure. This would be our biggest passage to date 3000 miles to French Polynesia. A couple of days later we left with perfect winds and watched Isabela slip below the

DO YOU HAVE AN SSCA STORY WORTH TELLING?

Share it with fellow members!

Every SSCA journey is unique. We want to know what sets yours apart. Capture memories and document details for readers in the pages of the *Commodores' Bulletin*.

Send your story with photograph for publishing to editor@ssca.org



Anchor Chain Swivels

Recently, there has been a good deal of interest in swivels placed between one's anchor and chain. Besides the obvious question of whether one is necessary or not, there are at least three issues worth careful consideration before purchasing a swivel. They are:

- Size and strength
- Design characteristics
- Construction material and mixed metals

Why. There are at least three reasons to use a swivel.

First, they make the attachment between the anchor and chain. Second, they minimize dangerous chain twist, especially in the chain locker. And, third, they allow rotation of a large anchor hanging below the anchor roller tray in order to facilitate smooth retrieval over the roller. Both of these latter reasons assume that the swivel moves easily under load, a feature that is not true for most galvanized swivels. For those of us with a really big anchor, the roller issue is the major reason to use a swivel.

Modern scoop, plow and claw anchors do much better coming over a roller if the tip of their blade is pointed aft rather than forward. For anchors on the bow heavier than about 60 pounds, turning the anchor over is near impossible without a swivel. Leaving an anchor to turn itself over during retrieval is asking for trouble from the shock loading it puts on all the ground tackle.



Anchor swivel types (left to right): disassembled Mantus, Ultra ball and socket Flip, Chinese galvanized 5/8" bail to bail, disassembled Kong. All have suitable ratings for 3/8" G4 chain.

Size/Strength. When it comes to sizing an anchor swivel, bigger and stronger are usually better, within reason. The primary consideration is to ensure it has at least similar safe working load (SWL) and ultimate breaking strength (UBS) as the chain so that it does not become the weak link. That also goes for the connecting shackles. See the below graph indicating, for example, that G4 3/8" chain needs at least a 5/8" galvanized swivel and 7/16" G4 or 5/8" mild steel or stainless steel (SS) shackle in order to match the chain strength. BBB or Proof Coil 3/8" galvanized chain has about half that working strength, 2650 pounds, so smaller sizes could be used.

One of the other issues here is to make sure the shackle pin will fit through the chain end link. A 7/16" shackle pin is the largest that will fit standard 3/8" chain. If your chain is a different size, first determine whether it is BBB/G3 or HT/G4, and then check the strengths and fit of all your associated hardware carefully. One good source for strengths is the West Marine catalog, also online.

It goes without saying that cheap swivels and shackles, especially some unrated SE Asian brands, are far riskier than the more expensive and rated swivels made by reputable companies. The recent loss of a boat on a mooring in St Croix, with an inexpensive, but properly-sized galvanized swivel, is further proof to exercise caution here. The same goes for shackles and chain. Any metal components constantly immersed on moorings are a significant problem requiring constant monitoring.

Finding Ground Tackle Weak Links			
	• Chain 3/8":		SWL
	- BBB/G3	\$5	2650#
	- HT/G4	\$5	5400#
	- HT/G7	\$10	6600#
	• Shackles:		
	- 3/8" MS/SS		2000#
	- 7/16" MS/SS		3000#
	- 1/2" MS/SS		4000#
	- 7/16" G4	\$12	5300#
	- 5/8" MS/SS		6500#
	• Swivels:		
	- 1/2" MS	\$39	3600#
	- 5/8" MS	\$58	5200#
	- Kong 1/2" SS	\$240	6600#

Prices (as of 2014) and safe working loads (HT=high tensile, MS=mild steel) for various pieces of ground tackle. As an example, red items are full strength for HT/G4 chain, blue for BBB/G3. Side loading at the anchor shank is an issue for the galvanized jaw swivel in the top photo and for the SS shackle in the lower.

Design. There are dozens of swivels currently on the market. Some are designed specifically for marine use and others for construction purposes. For example, Crosby says their common bail to bail G-402 Swivels are "Positioning devices and are not intended to rotate under load". Wichard says their forged 316 SS mooring swivel is designed for "permanent immersion".

Quality swivels will have a rated SWL stamped on them. Others, including some from SE Asia, may also have the same stamp but are a risk. If there is no stamp then consider them disposable and probably not approved by your insurance company.

One important design characteristic for any swivel is the ability to take it apart and inspect every square millimeter. There are over 625 square millimeters in a square inch of surface area, so for us more elderly cruisers it is probably best to use a magnifying glass. Stress corrosion cracking almost always starts with very small surface cracks that can be detected by several methods including rust stains, x-ray and die penetrant testing. It is also possible, especially with cheaper metals, for there to be internal imperfections that won't be immediately visible. The SS Mantus and Kong are two swivels designed to be completely disassembled for inspection and cleaning. Many other swivels cannot be fully disassembled, including most galvanized swivels.

Another feature to look at closely is a swivel's connecting devices, including the pins between the two halves of the swivel and those that connect the anchor and chain. Are they properly sized for the rated load? Threading and welding, especially if in line with the load, as on most galvanized and some SS swivels have caused failures. Machined parts are better. The SS Mantus swivel has oval pins that increase the strength along the load axis, and the connection on the anchor end is designed to orient a shackle properly so there is no side loading. The Ultra Flip, Wasi Powerball and a few others use a strong machined ball and socket arrangement between the two swivel halves.

Side loading is a significant problem. Crosby degrades the strength of their shackles for offline pulls as follows:

0-5 deg = 100% SWL 45 deg = 70% SWL 90 deg = 50% SWL.

The strength degradation in Crosby swivel SWLs will be similar.

Kong says their swivel will lose up to 2/3 of its strength if loaded at 90 degrees to a straight line pull. So, always use a full-strength shackle between the anchor and swivel. Mount it so that the rounded bail is through the anchor shank to prevent dangerous side loading.

Construction. An important decision to be made here is what metals are not suitable for use in swivels and other ground tackle. For those that prefer galvanized steels the choices are:

G7 high test

G4 high tensile

G3 mild steel

But only hot-dipped galvanizing should be considered, not hot flame or cold galvanize sprayed, or cadmium-plated. We tried once having our chain re-galvanized using hot flame sprayed with zinc by a well-respected firm in Fiji, and it lasted less than a year.

G4 metals have a much greater strength, but do not stretch as much as G3 metals before failure. Both can be re-galvanized without significant loss of strength. G7 metals are only somewhat stronger than G4, much more expensive and cannot be re-galvanized. I believe that of the three, G4 has the best combination of desirable characteristics.

Common SS metals come in a variety of types. 200 series SS is a bit stronger than the 300 series but not very resistant to corrosion. Among the 300 series 316 is the most corrosion resistant but about 10% weaker than 304 SS. Forging and heat treating improve strength, longevity and reliability. Machining is better than welding. Almost all standing rigging

and most deck fittings, for good reason, are made these days of 316 SS. Most SS swivels claim to be made of 316 SS, but as evidenced below, that is not always true. See this link for an informative look at a failed swivel's metallurgy and failure analysis:

<https://www.fsc.com.au/wp-content/uploads/2016/07/Anchor20Swivel20Report.pdf>

Flawed metallurgy is certainly a possible cause of swivel failures. There are some scary pictures on the internet showing swivel failures, but little good documentation. So, if purchasing any swivel, it is best to stick with a known reputable major brand for the best chance of getting a high quality product. This applies to both SS and galvanized swivels.

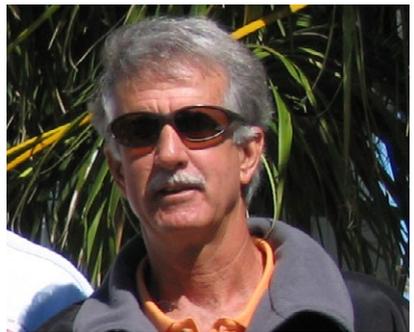
Despite claims from others, I have found little evidence of failures from electrolysis. Based on the laboratory analysis of a failed swivel above, an analysis by an engineer from Mantus and the track record of quality SS swivels, as a cruiser, I would be much more concerned about stress corrosion cracking than with galvanic corrosion in swivels.

Summary. Some of the better swivel-making companies have a good track record with few or no failures. My own experience includes 15 years cruising with a big SS Kong swivel that still shows no sign of deterioration. It gets taken apart, greased and carefully inspected at least once a year. Spade claims over 10 years with no breaks and no returns for their SS Wasi Powerball. Other quality SS swivels include the Ultra Flip and Mantus, both are well-designed of quality material but have a relatively short use history. Crosby (who also makes SS swivels) and Acco/Peerless both make forged, galvanized, bail-to-bail "positioning device" swivels, and have a good reputation.

Google "Anchor Swivels" for additional information on this important issue. Just remember that not everything you read on the internet is true, and some of the shorter negative comments on forums are based entirely on unsubstantiated opinion. Unfortunately, there is little firsthand, well documented or laboratory analysis on the internet regarding swivel failures. What is there, as you would expect, mostly involves incorrect installation, undersized models, poor design, or flawed metallurgy.

A swivel, like other parts of your ground tackle, is not necessarily a weak link unless you make it so.

Dave McCampbell is a retired US Naval Diving and Salvage officer with over 40 years cruising and 8 sailboats worth of maintenance experience. He and wife Sherry, based in the Philippines for the past 4 years, recently have cruised the Philippines and SE Asia. Earlier they spent 8 years slowly crossing the Pacific. They have sold Soggy Paws, their CSY 44 monohull of 19 years, and moved to the 'enlightened side', purchasing in 2015 a St Francis 44 catamaran also named Soggy Paws.



Website Tips Provide Easy Navigation: Part 2

Last month, we published the first five daily website tips that were posted in the General Forum right after the new website launched. This month, we are continuing with Tips 6-11 In an effort to get you better acquainted with the new website. As always, if you have issues accessing your account, have questions about website features and navigation or wish to opt in or out of a forum, don't hesitate to contact Home Base at 754-702-5068 or office@ssca.org.

Tip #6-Mobile App

If you are accessing the website through a mobile device, it is recommended that you download the mobile app from your app store. The Member Locator/Mobile App page under the Services menu provides links to the Android and Apple stores and details on how the Meets portion of the app works. For those on iPhones and iPads and wishing to continue using a browser, it is recommended that you enable javascript by going to settings-->safari-->advanced on your device. But, we highly recommend downloading the app as it provides a more user-friendly version of the website for all mobile users.

Tip #7-Photo Albums

You can create a photo album that can be displayed on the website. Just go to your member profile and then go to the Website section and click the link for Photo Albums. After you click the Add a Photo Album button, follow the prompts to create your album. You are able to upload photos and add captions. Once your album is completed, it can be seen with all the other photo albums. Photo Albums can be accessed from the Services menu.

Tip #8-Homepage/SSCA News

Unlike the old site, which had a separate homepage for members and non-members, this site has the same homepage whether you are logged in as a member or not. The new homepage contains general articles of interest to any cruiser visiting our site. Information that was posted on the members-only homepage on the old site is contained in a section called SSCA News. The articles are categorized by such things as Events/Activities, Governance, Cruisers' Workshop, SSU, etc. There is a link on the homepage you can access after logging in or SSCA News can be accessed from the Membership menu after log in. If you are not logged in, the menus will be a little different and contain only information for the general website visitor. So, to benefit from all the website features for

Share Your Ideas in the Cruisers' Workshop

Cruisers' Workshop is an SSCA initiative to promote and facilitate what SSCA is known for: cruisers helping other cruisers. You are invited and encouraged to submit articles that describe helpful hints, things that work, or out-of-the-ordinary products that have improved your cruising life. As articles are received, they will be categorized and published in the SSCA website. Some articles will also be printed in the *Commodores' Bulletin*. Submit articles at any time to editor at cruisersworkshop@SSCA.org

members, it's important that you log in. If you feel you are missing information on the latest SSCA happenings, make sure you check the SSCA News page.

Tip #9-Automated Nomination Form

For SSCA award nominations, there is an automated survey form that makes it easy to nominate someone for an award. You will find the link for the nomination form on the general Awards and Recognition page found under the Services menu. In addition to that link, there are also links on the overview pages for each of the awards.

Tip #10-Board Governance

Information pertaining to the board and governance of the Association can be found under the About SSCA menu. Just select the SSCA Governance sub-menu. You'll find links to the Board of Directors page, SSCA Bylaws, Articles of Incorporation, Policy & Procedure Manual, Monthly Board Meeting Minutes and Annual Meeting Minutes. These documents can also be accessed directly from the Document Library under the Services menu as well.

Tip #11-Mobile Handle

If you have downloaded the mobile app and you are using the Meets feature to make yourself known to other members, you might want to change your mobile handle to your boat name. The default is your name. To change your handle to your boat name, go to your member profile and then to the Mobile App section and select Mobile Profile. Put your boat name in the Handle field. You can also add a photo as well in the Avatar Type field. Once you have made the changes, click Save at the bottom of the screen. For more information on the mobile app, visit the Member Locator/Mobile App page under the Services menu.

2018 Photo Contest

September's Winner



Congratulations to September's photo contest winner – **Betty Romberg of s/v *Bright Ayes!*** As featured on the cover, Betty's photo was taken in an anchorage in Fretheim, Norway in the Aurlandsfjorden. According to Betty, "This was THE only anchorage recommended in this Norwegian fjord since it was, at 105 feet, the only 'shallow' spot. We dropped all 250 feet of chain and were relieved that our windlass could retrieve it again!" This fjord is one of the most picturesque in the world and large parts of it are included in the Naeroyfjord section of the West Norwegian Fjords UNESCO World Heritage Site. The fjord is surrounded by high mountains that reach over 4,500 feet.

The photo contest wrapped up at the end of October and the October winner will be featured in next month's *Bulletin* along with the overall winner for 2018 which will be announced at the Melbourne Gam.

Melbourne Gam Still Accepting Registrations

It's not too late to still join us for the Melbourne Gam November 9th-11th at the Eau Gallie Civic Center. Registration is \$40/person until October 31st and then it increases to \$45. Meals are additional. For all the details, go to www.ssca.org/melbourne

TIMES	TRACK 1-LG. ROOM	TRACK 2-SM. ROOM
THURSDAY, NOVEMBER 8, 2018		
3:00-4:30 PM	Heading South, Eau Gallie Public Library, Moderated by Curt Barth and Sue Kelly	
FRIDAY, NOVEMBER 9, 2018		
8:00-9:00 AM	Registration	
8:45-9:00 AM	Welcome and Announcements	
9:00-10:15 AM	The Boat I Bought Has An HF (SSB) Radio, Now What? Scott Berg	Safety & Security Aboard & Ideal iOS Cruising Apps Ed & Sue Kelly
10:30-11:45 AM	Technical Forum Dave McCampbell, Scott Berg & Wayne Romberg	Women's Forum Barb Hart
11:45 AM-1:00 PM	Lunch (Pre-registration Required)	
1:00-2:15 PM	Refrigeration Dave McCampbell & Wayne Romberg	*The House Is Sold! Tips on Voting, Residency and Mail TBA
2:30-3:45 PM	Medical Issues David Lane	Why & How Should I Be a Commodore Kathy Barth
4:30-5:30 PM	Cocktail Reception & Jam Session (Pre-registration Required)	
SATURDAY, NOVEMBER 10, 2018		
8:00-9:00 AM	Registration	
8:30-9:30 AM	Annual Meeting, Introduction of New Board Members	
9:45-11:00 AM	Who Do You Trust (Charts and Navigation) Bob (Bob423) Sherer	CBP ROAM App Christopher White
11:15-12:30 PM	Philippines Dave & Sherry McCampbell	Florida Anchoring Update Kim Russo
12:30-1:30 PM	Lunch (Pre-registration Required)	
1:30-2:45 PM	What a Weather Season! Chris Parker, Stormy Stickle, Shawn Rosenthal	Historical First! Great Loops of Europe & America Ed & Sue Kelly
3:00-4:15 PM	Dinner Set-Up	*Inspecting Your Rig TBA
4:45-6:00 PM	Cocktail Reception (Included with dinner registration)	
6:00-8:30 PM	Dinner, Raffle/Auction, Awards, Keynote Mission Joyful: Circumnavigation of the World with Worthwhile Goals Jeff & Anne Posner, s/v <i>Joyful</i> (Pre-registration required for dinner)	
SUNDAY, NOVEMBER 11, 2018		
8:00-11:00 AM	Nautical Flea Market	
8:30-11:00 AM	Roundtables	
11:00 AM	Waterway Radio & Cruising Club Picnic-Wickham Park Lunch served at noon, more info www.waterwayradio.net	
TBA	Ham Exams-Location TBA	

Dates, times and speakers subject to change.

Annapolis Boat Show Report



President Kathy Barth and husband Curt (s/v *Five & Dime*) spearheaded the volunteer efforts at the US Sailboat Show October 4th-8th in Annapolis, MD. Volunteer members had a great time flying the SSCA burgee recruiting new members and renewing current ones in the SSCA booth. Long-time booth coordinators Joan and Greg Conover (s/v *Growltiger*) were greatly missed due to their medical recoveries and we wish them

well. An undertaking like this takes a lot of effort and the SSCA Board of Directors would like to thank the following members for donating their time during this annual event.

Robin Armhold & Pat Tilson, *Buddha Moon*

Spencer Bailey, *Willow*

JD Blackwell & CJ Jonasen, *Serenity*

Doug Brown & Ann Westergard, *Galivant*

Sharon & Mike Crothers, *Monarch*

Dave Disney

Ziya & Joyce Gun, *Island Time*

Susan Hancks, *Troubadour*

Karen & Steve Haver, *SoulShine*

Mary Jerrell, *Remedy*

Christopher Johnson, *The Twin Brothers*

Lesley Johnstone & Hartley Gardner, *ATSA*

Nicola Kamper & Marc Bodian, *Averi*

Sue & Ed Kelly, *Angel Louise*

Anita and Tom Kintz, *Lone Star*

Vicki & David Lane, *At First Sight*

Carla Meister & Dwayne Boettcher, *Foreign Affair*

Nina & Don Preuss, *Enjoy*

Deborah & John Rapp, *Mahayana*

Betty & Wayne Romberg, *Bright Ayes*

Susan Sharkey & Robert Bell, *Ariake*

Dave Skolnick, *Auspicious*

David Smith, *Love & Cheer*

Priscilla Travis, *Nomad*

Thom Unger, *Baggywrinkle*

Beth VandeGeijn, *Wayward Wind*

Larry Webber, *Catriona*

Rose & Major Weber, *Airborne*

Charles Wilding & Fung Lai, *Wilderness*



Annapolis Gam

New Venue Was a Hit



Over 170 attendees descended on the Maryland Yacht Club (MYC) for the 32nd Annual Annapolis Gam September 29th-October 1st. Everyone arrived to spectacular weather and it continued throughout the gam. Those that anchored out or stayed at the marina had nothing but great things to say about the staff and how accommodating they were. And, the MYC staff inside the facility was just as accommodating. MYC certainly rolled

out the red carpet for us and their venue was ideal with the facility, marina and anchoring all conveniently located on eight acres of beautiful property with spectacular water views.

The gam got a jump start with the Heading South discussion on Saturday afternoon under the picnic pavilion at the Maryland Yacht Club and boy, did we have a crowd! 75-100 folks turned out to share and learn about various topics pertaining to Heading South. Gam Coordinator Greg Jarrell (s/v *Remedy*) moderated the discussion. And, MYC Board Member and SSCA Associate Frank Smith and his wife, Judy, (s/v *Athenea*) welcomed attendees with gracious hospitality by serving beer, wine and hors d'oeuvres on behalf of MYC. After the discussion when the sun went down, cruisers enjoyed yummy s'mores courtesy of Beth VandeGeijn (s/v *Wayward Wind*), gam committee member, at a bonfire made with a wood pile provided by the yacht club.

The gam got underway on Sunday with the traditional coffee and donut breakfast sponsored by St. Brendan's Isle (SBI). Scott Loehr from SBI and his wife Katie were on hand to greet attendees for the breakfast and it was followed by a welcome from President Kathy Barth and announcements by Greg. Sessions then began. The morning was filled with the "Scott Show" as Scott Noyes from Fawcett Boat Supplies presented on outboard engines and Scott Segal of AR Marine presented on diesel engines. The dynamic duo then came together for an engine Q & A session to round-out the morning for the Track 1 sessions. Meanwhile, those in the Track 2 sessions were learning about safety and security and iOS sailor apps from Commodores Ed & Sue Kelly (s/v *Angel Louise*), learning how to operate drones and camera from Ted Graves and learning the ins and outs of narrow boats from Commodores Freddy Lipstein and Scott Berg (s/v *Chardonnay*).

After lunch, sessions picked back up with presentations on medical issues by Associate David Lane (s/v *At First Sight*), batteries by Nigel Calder and communications by Commodore Dave Skolnick (s/v *Auspicious*) in Track 1. In Track 2, Dave presented a session on working while cruising while President Kathy explained the value of SSCA membership and Rick Garvin did some show and tell in his session about canning aboard.

When the sessions wrapped up, attendees mingled and networked during the cocktail reception before enjoying a BBQ buffet in which mac and cheese quickly became the star. Raffle prizes were distributed after a record-setting ticket sales effort by Janet Gellici (s/v *Auspicious*) and Deborah Rapp (s/v *Mahayana*). Scott Berg auctioned off a myriad of auction items from sponsors and members to raise funds for the SSCA Foundation before Nigel Calder gave the keynote. Nigel's presentation was every entertaining and informative as he shared the mistakes he and his family learned early on in their sailing adventures which are highlighted in his recent book, *Shakedown Cruise: Lessons & Adventures from a Cruising Veteran as He Learns the Ropes*. Attendees enjoyed talking with Nigel after the presentation and getting books autographed. Some lucky attendees even got to sit with Nigel at dinner after Beth VandeGeijn raffled off the seats to increase interest in the raffle prizes.



Even though this was the first time that sessions were held on a Monday, it didn't hinder attendance. Attendees fueled up on the breakfast buffet and were eager to digest more information from another day of sessions. Weather was the name of the game in Track 1 as Lee Chesneau, Dave Skolnick and Chris Parker gave back-to-back presentations all before lunch. In Track 2, Associate Marc Bodian (s/v *Averi*) and Commodore Tom Hale (s/v *Tadhana*) put forth a tag team effort to present on the ICW.

In the afternoon, Track 1 was all about how-to as Marc Luebstorff of Swab, Inc. gave a presentation on woodworking/varnishing accompanied by his wife and sweet dog Pepper. Tom Hale returned for a presentation about tool boxes and their contents and Mark Brownhill, SSU administrator, showcased the SSU webinar platform by presenting a remote session from Rich Boren on watermakers. For Track 2, Chris White, from US Customs and Border Protection, gave a presentation on the CBP ROAM app. The track then shifted to destination presentations as Associates David and Linda Witham addressed frequently asked questions in their presentation on long-distance cruising. Ed & Sue Kelly gave an entertaining presentation complete with music about the European Rivers Loop and America's Great Loop, both of which they have completed. Track 2 concluded with the Women's Forum which was moderated by Tara Flanagan. And, the gam came to an end with the ham exam session.

The gam was a huge success due in part to the following:

Gam Committee: Greg & Mary Jerrell, Beth VandeGeijn, Scott Berg, Dave Skolnick and Thom Unger

Gam Volunteers: Mary Pasourek, Phil Gurlick, Mike & Liz Hatton, Zia & Joyce Gun, Jessica Graves, Rich & Gail Inman, Priscilla Travis, Hartley Gardner, Janet Gellici

Gam Speakers: Listed above

Gam Sponsors: St. Brendan's Isle, Cruising Outpost, Hydrovane, Weems & Plath

Annual Sponsors: Marine Weather Center, Curtis Stokes & Associates, Ocean Navigator Magazine, IMIS/Gowrie, DANBoater, Sailrite, CruiseRO Water, Bloomsbury Publishing

SSCA Cruisers Week - Dominica

February 4 - 10, 2019



Mark your calendar now and make plans to attend the SSCA Cruisers Week in Dominica next February. Here's just a few of the things Dominica has lined up for cruisers. More details will be featured in the January 2019 *Commodores' Bulletin*.

Feb. 4th - Official Opening & Expo

Official opening and welcome by Cruising Station Hosts Toni and Jeff Smith and the Dominican Government. There will be a

cultural performance. Come see what the local businesses have to offer, with prizes and giveaways. (Smithy's 11am-6pm)

Feb. 5th - Emerald Pool Hike & Potluck

Take a trip to beautiful Emerald Pool. Bathe if you like and there is a potluck at the end of the hike. (Buses leave Smithy's at 9am)

Feb. 6th - Rum & Roti

Join us as we enjoy local flavored rums and scrumptious *rotis* (flexible bread usually wrapped around curried meat and/or vegetables). (Smithy's 11am-3pm)

Feb. 7th - Humanitarian Activity

You can help beautify the St. Johns Primary School by painting and making a garden. We would also like to provide each child a package with a toothbrush, toothpaste, floss and brochure in an effort to promote dental awareness to the children in the area. (To get an idea of items needed as donations, please contact Toni or Jeff at 767-445-5871 or annjeffsmith@gmail.com)

Feb. 8th - *Trois Poissons, Trois Façons*

Dine with us! Three types of fish will be on the menu, served three different ways. It's a Friday night feast, there will be lots to drink as well. (Smithy's 5pm-11pm)

Feb. 9th - No Activities (Rest Day)

Feb. 10th - Texas Style Hoe-Down

We bring the curtains down with a Texas style Hoe-Down. Various BBQ dishes, beers and cocktails will be served. There will be live entertainment by Julian Riviere- The Caribbean Cowboy. Come line dance and party like you mean it!!!

Announcements

Hurricane Damage Updates

If you are looking for the latest information on hurricane damage, Waterway Guide is maintaining a webpage with information compiled from boaters, marinas, partners, the US Coast Guard and their staff. The page offers updates on facilities, bridges, locks and waterways. You can find the page at <https://www.waterwayguide.com/hurricane-status-updates>. To submit information and help inform your fellow boaters, send any updates to stormreports@waterwayguide.com

Trinidad Gam

2019 is right around the corner and so is the 2019 Trinidad Gam. What better way to start the year off than by attending the New Year's Day Gam! It will be held at the Trinidad and Tobago Sailing Association compound in Chaguaramas from 12 noon until 3:00 pm. Cruising Station Host Jesse James will be providing BBQ chicken for everyone so just plan to bring a dish and your beverage of choice. If you are interested in registering and/or volunteering for this event, you can email Jesse at jessejamesmembersonly@yahoo.com. He can also be reached on the morning Cruisers Net at 8:00 am on VHF CH#68. In addition, Jesse has offered to assist cruisers with securing tickets for some of the wonderful Christmas activities in the area for the holidays.

Go Fund Me

Commodores Mark & Willie Haskins (s/v *Liahona*) have created a Go Fund Me account to assist Cruising Station Host Jesse James and his family. His wife, Sharon, was diagnosed with breast cancer and is currently undergoing treatments. If you would like to contribute to the fund, go to <https://www.gofundme.com/sharon-rose-james>

Is Your Member Profile Up-To-Date?

If you haven't updated your profile lately, log onto the website and make sure it contains your current email address, mailing address, phone numbers, boat information and other pertinent information.

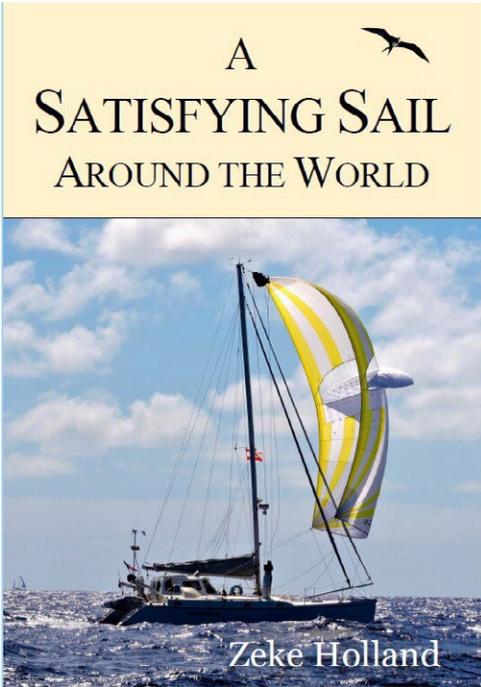
Download the *Bulletin* to Your Tablet

The SSCA *Commodores' Bulletin* is available for downloading as an EPub File to your Tablet, Kindle, Nook or other eReader. Take advantage of this great way to enjoy the *Bulletin* on the go.

IMPORTANT: Members using Google Chrome to view the PDF version must have the latest PDF Plug In for optimum viewing.

A Satisfying Sail Around the World

By Zeke Holland



I had the honor to review *A Satisfying Sail Around the World* written by Associate Zeke Holland. Sailing has been a big part of Zeke's life for the past 50+ years. He learned to sail in the Sea Scouts at age 13, crewed on an Atlantic crossing at age 18 then taught sailing (and life skills) at Hurricane Island Outward Bound School at age 24. Zeke also sailed with his wife across the Atlantic 30 years prior to the circumnavigation.

Zeke always thought that he might sail around the world, but kept that as an option out there in the future. The wake-up call came when he heard this, "You're not going to sail around the world. You're getting too old for that."

This led to the forming of an equal partnership and ownership in an Atlantic 42 catamaran, named *No Regrets*. The partners--Tim, Bill and Zeke (all experienced sailors)--agreed to

sail westward around the world joining in the Blue Planet Odyssey rally, organized by world renowned sailing authority Jimmy Cornell.

The rally included an additional important component: participants were asked to call attention to global issues of climate change while incorporating an educational element. They were encouraged to reach out to local schools and connect with students and teachers. Zeke partnered with a local public school who incorporated the voyage into their 7th grade curriculum. The crew would provide updates along the way and students would post questions on the blog or via email.

Zeke and partners worked through 18 months of planning and preparations to set sail from Key West. They would pass through the Panama Canal, then on towards Tahiti, Tuvalu, and destinations westward. From tropical islands to deserts in Namibia, for the next 2 1/2 years, they made new new friends, learned new cultures and talked about the effect of climate change while experiencing it all with the 7th grade class.

Out there in the wide Blue, repair shops are kind of hard to find and usually, as Zeke puts it, “It’s never just one thing going wrong that gets you into trouble.....”. Improvising with what you have makes for interesting projects to stay afloat, being able to manage on your own, and thinking on your feet are definitely needed. Regular experiences of these are evident throughout the book.

This is a story - in Zeke’s own words - to be enjoyed by all. So, whether you are an experienced sailor or have never set foot on a boat, you will find joy in reading this book - not only for the sailing adventure, but also for getting to know different lands and cultures. Since the Blue Planet Odyssey was also about climate change, the book addresses the issue and its effect on all of us, but specifically the effects on the small country of Tuvalu.

Throughout the book, you will experience the ups and downs of co-owning a sailboat, dealing with immigration offices all over the world, conducting ever-ongoing maintenance, doing fair-weather sailing and then weathering through the inevitable squalls and storms. The pictures add life to the book giving us insights into places unknown. We too can dance with the drums, shop in markets all over the world, dive deep and experience beautiful scenery.

Most other books I’ve read have focused on families/couples owning and sailing boats, this was different since a partnership was formed and hands changed at the wheel throughout the voyage.

Zeke has written this book for all to enjoy, and he certainly has achieved that.

When we follow our dreams, we never know where they may lead us. For Zeke, it led around the world and to sum it up in the words of Enele Sopoaga, Prime Minister of Tuvalu: “Thank you, Zeke, for sailing to Tuvalu and writing about your personal experiences here. Climate change is a matter of survival for our citizens and our culture. I hope readers take to heart your motto of One Ocean, One Planet, and One Future.”

Review by Karin Smuts



Karin was born and raised in South Africa and moved to the United States in 2001 with her hubby and kids. Her interest in sailing started in 2011 when her family started lake sailing in Georgia on a 26 ft. sloop. Currently, they are refitting a 32-year-old Cabo Rico 38 in NE Florida for future adventures.

If you have a book you think other members need on their bookshelves, send us (editor@ssca.org) your suggestion for a future book review.

Readers can contact Zeke through his website at www.satisfyingsail.com with any questions and/or comments.

2018 SSCA Awards

Honoring Our Fellow Cruisers

Congratulations to the following 2018 SSCA Award Recipients! Awards will be presented at the Melbourne Gam later this month.

Seven Seas Award- David and Candy Masters - *Endeavor*

Nominated by Scott Berg, *Chardonnay*

David and Candy totally rebuilt their 1962 steel yawl *Endeavor* (including replacing 30% of the plating over a period of approximately 15 years), and after a few shake-down cruises sailed her from Seattle around Cape Horn, out to Ascension Island, back and forth on the Atlantic seaboard, north via Iceland to Ireland, Scotland, and beyond. Along the way they wrote, mentored many sailors, and worked as crew, shipwrights, canvas workers, and master ships carpenters. While in Patagonia, they did a special charter with *National Geographic* taking a camera crew to waters rarely explored, and shared all of this in the *SSCA Commodores' Bulletin*, at many gams and in other published articles. They were true experts at high-latitude sailing. It was a great honor to sail with them and have Candy crew for us. We lost David this year and the cruising world is a lesser place because of it. David and Candy Masters are the finest sailors I have ever known, and they are better people than they are sailors. David and Candy represent the finest traditions of SSCA.

The Seven Seas Award signifies the highest international recognition to a cruising sailor whose experiences on the sea demonstrate a deep commitment to good seamanship and an understanding of his ship and environment. Selection is on a worldwide basis and is not restricted to SSCA members. Since SSCA came into existence over 60 years ago, this honor has been awarded in only about one-third of those years.

Southbound II Award – Terry Sargent - *Valhalla*

Nominated by Luc Callebaut, *Sloepmouche*, and Leslie Linkkila and Philip Dinuovo, *Carina*

For over a decade, Terry has been working countless hours compiling navigation resources for cruisers sailing around the Philippines and the entire SE Asia. Compiling series of anchorages sent from cruisers in the area as well as developing precious corrected chart overlays using the latest and best satellite imagery available, Terry has made navigation and cruising safer for all sailors. He maintains up-to-date info and has hundreds of sailors getting his free, short monthly updates with links to all his navigation resources with newest releases in color to make it easy for sailors to update their files. Terry is also a top contributor in the development of OpenCPN, by cruisers for cruisers, the best free open-source navigation software. He also gives lectures to interested cruisers that meet him and is an SSCA Volunteer Ham Examiner. Terry does not seek any awards; he just does all this work to give back to the sailing community.

Southbound II Award – Paul Higgins – *Gday II*

Nominated by Sherry McCampbell, *Soggy Paws*

Paul Higgins has had a HUGE positive impact on the cruising community with his program called GE2KAP. This program will take a screen shot from GoogleEarth or SASPlanet (satellite imagery display programs) and create a properly geo-referenced electronic chart file, in KAP format. I first heard of GE2KAP in 2011 when we were in Tonga, struggling with cruising in reef-strewn waters with inaccurate charts. It has revolutionized our cruising, as we can use the very detailed charts that we create with his program to navigate safely in poorly charted off-the-beaten-path areas. Paul has not been happy to just put his program out there, but he has continued to add features to it, making it more and more useful to the cruising community. In addition to the program itself, Paul has created a massive amount of help and documentation, and also personally provides technical support for his program via a Facebook group. And, it is downloadable for free, with no gimmicks, no adware, no compensation.

Southbound II Award – Glenn Tuttle, *Tothill*

Nominated by the SSCA Board of Directors

Glenn Tuttle is the founder and net controller for SSCA's High Frequency Radio Service, KPK. When Glenn Tuttle was asked to join the SSCA Board of Directors in 2014, he thought to himself, "How could he combine his passions--cruising and radio communications and serve SSCA?" He realized that perhaps he could make useful contributions to the organization and the cruising community by promoting the use of radio communications among cruisers.

A full-time liveaboard for over 30 years, who's cruised 10 years in remote areas of the Southern and SW Caribbean, spending months at a time at anchor without cellular or Internet access, Glenn realized the importance of the HF/SSB radio aboard cruising vessels.

Glenn established an SSCA Voice Service (not a formal net) on the HF Marine radio band to assist cruisers in remote locations who are without cellular and Internet access, in order to relay priority and emergency information and to provide any vessels needing assistance with additional resources. The assistance includes radio checks, float plans, telephone contact with family/friends, boat-to-boat relays, access to medical or mechanical professionals, marinas, Internet searches, or other assistance that he might be able to provide to cruisers in remote locations. All vessels are welcome to participate in this service provided by SSCA.

Since 2015, Glenn has broadcast every morning and developed KPK into an internationally recognized safety net and service for cruisers by utilizing his unique investigative skills, and coordinating the assistance of multiple organizations. Glenn developed a partnership with the Caribbean Safety and Security Service, regularly coordinates with the US Coast Guard Rescue Coordination Center in Miami, FL as well as with Chris Parker's Weather Service, Dick Giddings' Do Dah Net, and is often a relay station on the Cruiseheimers Net. In April of this year, he implemented the seasonal Trans-Atlantic Cruisers Net with three other FCC Coastal Maritime Stations, Chris Parker, Dick Giddings and Jim West.

This has resulted in the rescue of persons and boats lost at sea, the location of stolen vessels, emergency communications provided during Hurricanes Irma and Maria, and assistance to cruisers with emergencies at sea. Glenn's KPK has received coverage in *Ocean Navigator*, *Cruising World*, *The Compass*, *Harbor Magazine* and the news media. Glen represents SSCA's best qualities with the international cruising community on a daily basis. We are proud to honor him with this recognition.

The Southbound II Award was created to recognize individuals and/or organizations whose volunteer efforts have rendered a valuable service to the well-being of the blue water sailing community. It is presented on a periodic basis when appropriate (not necessarily annually).

Service Award

Rick Peterson, *Believe*

Steve Rosenthal

Kathy Barth, *Five & Dime*

Bob Osborn, *Pandora*

George VanDrasek, *Peace & Quiet*

Keith Davies and Nicki Dunbar, *Sionna*

Greg and Mary Jerrell, *Remedy*

Beth VandeGeijn, *Wayward Wind*

Rick has served with distinction on the Board of Directors for three years and is responsible for starting our photo contest which allows all of us to experience moments and places all around the world. Rick and his wife, Julie, have thousands of blue water miles to their credit, but still find time to volunteer in Rwanda providing surgical skills and counseling for months each year since 2015.

Steve has served as our treasurer for the entire three years of his term. He has significantly increased our sponsor contributions and your benefits using his sales talents. Though he and his wife, Ruth, have swallowed the hook in Massachusetts, their years of cruising experience and their contributions to SSCA speak volumes.

During Kathy's three-year term on the Board, she served one year as vice president and this past year as president. Honoring Kathy with the Service Award does not speak strongly enough of her dedication to SSCA, her outstanding leadership and her caring, cheerful approach to moving the Association forward. As she and Curt continued to maintain their cruising lifestyle, Kathy was always available. Kathy's style of management, her willingness to listen, and her ability to bring people together sets a high bar for future leaders of SSCA.

Bob and George approached the Board of Directors more than six years ago about starting the Essex Gam and took on the task themselves. They developed the gam into an excellent program that members look forward to each year. Bob and George are passing the torch as coordinators but SSCA is grateful for their contributions and initiative.

When Keith and Nicki took over as coordinators of the Penobscot Bay Gam they elevated the event by creating a partnership with the Maine Sail Power & Steam Museum where the event is now held each year with a potluck and keynote speaker. Keith and Nicki recently evaluated their life goals and are moving in another direction so they have stepped down as coordinators but SSCA is appreciative of their years of service to this gam.

Greg and Mary had been attendees at the Annapolis Gam for several years before taking on the daunting task of coordinating the gam late in the planning process this year. They

agreed to the role and quickly stepped into action leading the planning committee on a search for an alternate venue when the first location fell through. Greg and Mary kept the committee focused with their effective leadership style and produced a successful gam along with their team despite the location and timeline challenges.

Beth served as a volunteer at the Annapolis Gam for many years but stepped up to the plate as volunteer coordinator this year. Not only did she coordinate the volunteers but she served as an integral member of the planning committee by acting as logistics liaison with the Maryland Yacht Club since she conveniently lives in the area.

This award may be given to any person who has helped cruisers, particularly SSCAers, or who has made a significant contribution to the running of the organization. Members are encouraged to nominate possible recipients. This award is also given to retiring Board members who have served their full term.

Harry and Melinda Schell Volunteer of the Year Award

(Formerly the Member of the Year Award)

Harry and Melinda Schell, *Sea Schell*

Thom Unger, *Baggywrinkle*

Volunteer extraordinaires and some of SSCA's most loyal and dedicated supporters, the Schells cruised and lived aboard *Sea Schell* for many, many years exemplifying SSCA's beliefs. Melinda served on the board of SSCA from 2011-2013 and has served as volunteer coordinator for the Melbourne Gam and gam coordinator for the St. Pete Gam. Harry's booming infectious laughter kept all smiling and his contributions with technical and destination presentations are legendary. Sadly, we lost Harry this year very unexpectedly. In recognition of their varied, long-time SSCA contributions, the Board voted unanimously to honor them by re-naming this award after them. They are among the first of the award recipients for this year.

With Melinda's endorsement, this year's co-recipient is Thom Unger, SSCA Corresponding Secretary. Thom voluntarily took on the monumental task of first acquiring, then evaluating, then reformatting the entire membership database so that it could be uploaded to the new website. This took months of work while interfacing with developers of the old site in the UK, all on his own time. The success of our new website is in no small part due to his efforts.

The Board may from time-to-time, at its sole discretion, acknowledge individual members whose contributions to the SSCA, to our traditions, and to the commitment of leaving a Clean Wake deserve particular recognition.

Circumnavigation Award

Jeff and Ann Posner, *Joyful*

The Posners started their trip on March 15, 2015 in Key West, FL and ended back where it began on May 11, 2018. During their circumnavigation, they found ways to assist the homeless, the poor, the elderly, orphans and people with special needs, often using art and leaving behind art and school supplies among other gifts.

Cruisers' Thanksgiving: St. Marys



St. Marys, GA, the gateway to the Cumberland Island National Seashore, invites all cruisers to their annual Thanksgiving week gathering and meal. This is their 18th year providing a stopping place for boaters travelling south for the winter. Cruising Station Hosts Jerry & Gaila Brandon are the founders of this annual event.

According to Charles Culp, one of the local organizers, "Our waterfront has still not recovered from the hurricane (Irma) damage of last year causing boaters to anchor out in the river and dinghy in (use the DNR dinghy tie-up for the shore trips) but we anticipate a good level of participation. Last year, we had about 65 boats and 150 people for dinner. The residents are looking forward to seeing old friends and meeting new ones."

Below is the list of scheduled events for the week. You can check out their facebook page by searching for St. Marys Cruisers Thanksgiving for updates to the schedule.

Daily	7:00 am-Close Rides to markets	WiFi & 25-cent coffee at Riverview Hotel in Lobby or Dining Room 9 am & 1 pm M-W, F (Not Thurs) by St. Marys Yacht Club (Free) Schedule rides by calling Yacht Club at 912-409-6996
Nightly	5:30 pm	Informal gatherings at Seagle's Saloon starting Saturday before Thanksgiving (Corner Osborne & St. Marys St.)...BYO Snacks...Cash Bar
Monday, 11/19	5:30- 8 pm	Sailors Happy Hour at Seagle's BYO Snacks...Cash Bar
Tuesday, 11/20	5:30 pm	Boaters Party w/ snacks to pass at Seagle's Saloon...Cash Bar
Wednesday, 11/21	5:30 pm	Oyster Roast Happy Hour @ Seagle's Saloon Oyster Eaters Gather...BYO Snacks...Cash Bar
Thursday, 11/22	8:30 am 12:30 pm 1:00 pm	Coffee and table set-up Turkeys, Hams, Side Dishes and Desserts arrive Turkeys & Hams provided by townspeople and hotel, Side Dishes & Desserts by boaters Eat...Happy Thanksgiving!!! At Captain Seagle's Restaurant & Saloon Ice Tea, Kool-Aid, plates, plastic ware & napkins will be provided, BYOB until 5:00 pm when the bar opens then Cash Bar
Friday, 11/23	8:30 am 9:00 am til 5:00 pm	\$5 Pancake Breakfast @ Hotel; Coffee & Swap Meet-Seagle's Patio Coffee & Swap Meet @Seagle's Patio Yacht Club Social on the Patio behind Seagle's Snacks by Yacht Club...Cash Bar

Check the Welcome Center for any Boater Discounts available at downtown shops.
Free WiFi at Riverview Hotel and the St. Marys Welcome Center.

DNR Dock (next to ramp being reconstructed) is available for short term tie-ups for loading supplies
(3-4 hours...no overnights). Lang's Marina is not open.

For sign up, questions and check-in, contact:

Riverview Hotel	info@riverviewhotelstmarys.com	912-882-3242
St. Marys' local contact: Charles Culp	popculp@aol.com	912-882-2779
St. Marys Welcome Center (400 Osborne Street)	www.visitstmarys.com	912-882-4000

Cruising Station Update: Havana, Cuba



The Hemingway International Yacht Club of Cuba Celebrates the 500th Anniversary of Havana

The following article was provided by our Cruising Station Host, José Miguel Diaz Escrich, in Havana.

The Hemingway International Yacht Club of Cuba (The HIYC of Cuba), headed by Commodore José Miguel Diaz Escrich, best known as Commodore Escrich, has prepared an extensive program of recreational and academic nautical activities in regards to the 500th Anniversary of the founding of Havana, which will be celebrated on November 16, 2019 and hereby invites the members of the Seven Seas Cruising Association to participate in these events.



This program of nautical events will begin on November 16th of this year and will run until November 16, 2019, in greeting to the 500th Anniversary of the foundation of Havana. On the eve of November 16th, 2019, there will be a Nautical Parade from the headquarters of the Yacht Club to the height of Christ of Havana, in the interior of the bay of the city. At night, the boats participating in the Nautical Parade will be located along the Malecon of Havana decorated for the new day, with the launching of firelights that will light the most popular of Havana avenues, along which, tens of thousands of Havanans will be waiting for the arrival to the 500th Anniversary of the founding of the capital of Cuba.

Later this month, on Friday, November 16th, motor and sailing boats of members of the HIYC of Cuba, in transit through Marina Hemingway and those based on the nautical bases of the Havana neighborhoods of Santa Fe, Jaimanitas and Río Almendares, will make a Nautical Parade to the interior of Havana Bay, which will aim to publicize the start of the Nautical Activities Program of the HIYC of Cuba in regards to the 500th Anniversary of the foundation of Havana.

The nautical activities in greeting to the 500th Anniversary will continue during the course of 2019 with the celebration of the St. Petersburg - Havana Regatta from March 16th to 23rd. On March 23rd, another Nautical Parade will be held with the participation of the boats of the St. Petersburg - Havana Regatta and members of the Hemingway International Yacht Club of Cuba to the interior of Havana Bay. Once completed, the sailing boats will meet in front of Morro Castle in Havana to start the first edition of 500th Anniversary of Havana Foundation Regatta, in a parallel circuit to the Havana Malecon.



In the month of April, taking advantage of the school recess week, another 500th Anniversary of Havana Foundation Regatta will be held in close coordination with the Cuban Sailing Federation, with the participation of Snipe classes, 470, Hobbie Cat, Winsurf, Optimist and Laser tables. It will be an opportunity for children and young people from all over the country to greet the 500 years of life of our capital.

Next, on April 29th, the boats participating in the Conch Republic Cup Regatta will be arriving at Marina Hemingway, where the headquarters of the HIYC Club of Cuba is located. This event was born in 1997 and was one of the first to resume after the process of normalization of diplomatic relations between the United States and Cuba.



On Friday, May 3rd, with the participation of the boats of Conch Republic Cup Regatta and members of the HIYC of Cuba, a new edition will be held of the 500th Anniversary of the Havana Foundation Regatta.

On May 5th, about 20 boats participating in the Cuba Rally 2019, organized by Harmony Cruising, will be arriving at Marina Hemingway. There will also be a Nautical Parade to the interior of Havana Bay and a new edition of the 500th Anniversary of Havana Foundation Regatta.

On Saturday, May 18th and Sunday, May 19th, the last days of the 27th Anniversary Annual Fishing Tournament of the Hemingway International Yacht Club of Cuba will take place. Along with the awarding of the winners, the 27th Anniversary of this Cuban nautical institution, founded on May 21st, 1992, will be celebrated.

In July, from the Malecon, the citizens of Havana will be able to enjoy the Kite Surfing Festival, also contemplated in the activities for the 500th Anniversary.

Currently, Commodore Escrich is working hard on every detail so that the HIYC of Cuba is a worthy host of the XXXIII Ordinary General Assembly of the International Federation of Leagues and Maritime and Naval Associations (FIDALMAR), with the participation of some twenty countries from Europe and America. There is great expectation among the members of FIDALMAR for participating in this important Assembly that will also be celebrated in greeting to the 500th Anniversary of Havana.

Also, Commodore Escrich has proposed to hold, in October or November and close to the date of the 500th Anniversary, the International Colloquium on the Maritime History of the Port of Havana, given its close relationship with the emergence of the city and its subsequent development, being the port of meeting of all the boats, coming from the Spanish colonies loaded with treasures, to leave together to the metropolis.

For nearly three quarters of a century, Havana was a great provider of the Spanish army. Between 1724 and 1796, 104 vessels were built in the shipyard in Havana with 3902 guns.

As a preamble to November 16th, 2019, in close coordination with the Cuban Federation of Sport Fishing, the HIYC of Cuba will gather 500 fishermen along the Havana Malecon; a fisherman for every year of life in Havana, dressed in an 500th Anniversary allegorical pullover.

And, as it was expressed at the beginning of this article, on November 15th, dozens of ships, arriving from all over the world, along with those of HIYC of Cuba members, will make the 500th Anniversary of the Havana Foundation Nautical Parade and at twelve, at night, dressed in all their finery, they will sound their horns and light the most famous avenue of Cuba with firelights.

Brief History of Havana

Havana is the capital of the Republic of Cuba as well as a main port, an economic-cultural center and a main tourist pole. It is the most populated city in the country, with a population of 2,106,146 inhabitants according to data from 2012, and the most populated of the Caribbean.

With the name of Villa de San Cristóbal de La Habana, it was one of the first seven villages founded by the Spanish crown on the island. Due to its privileged location, facing the North Atlantic coast and the characteristics of its bay, the then village became an important commercial center, which is why it was subjected to attacks and looting by pirates and corsairs. In 1561, Spain provides that the town is the place of concentration of Spanish ships, Fleet of the Indies, from the American colonies before crossing the Atlantic Ocean together, thus building, for their protection, military defenses at the entrance of Havana Bay and surrounding sites.

On December 20th, 1592, the Spanish King Felipe II confers the title of “city” on the village. In 1634, by Royal Decree, it was declared “Key of the New World and Safeguard of the East Indies” and in 1665, it was granted the right to show his own shield, in which were represented, by three turrets, the fortresses: The Royal Force, the Morro Castle of Havana and La Punta.

Havana counts on a rich historical, architectural and especially cultural heritage make of the city an important recipient of international tourism and the center of national life. Its historic center, Old Havana, declared a World Heritage Site by UNESCO in 1982, is today one of the best preserved architectural complexes in Latin America. Among its most representative monuments are the Cathedral of Havana, the Plaza de Armas, Morro of Habana, the Museum of the Revolution, the National Palace of Fine Arts, the Great Theater of Havana, the Capitol, the Revolution Square and the Malecón, perhaps the most recognized symbol of the city at the international level.





The 6th of June of 1762 an English fleet occupied the city, until halfway through 1763, the date in which the British returned it to the Spaniards, in exchange for La Florida.

In 1898, the US troops intervened in the war of independence waged by the Cubans against Spain. They withdrew in 1902, with the establishment, on May 20th of that year, of the Republic of Cuba. Until 1959, the influence of the United States was constant and decisive, especially in the economic sphere.

The historic center of Havana, declared a National Monument by the Cuban Government in 1976, is the subject of restorations, directed by Eusebio Leal Spengler, Historian of Havana.

Finally, Commodore Eschrich reiterates the invitation to all SSCA members to participate in the nautical celebrations for the 500th Anniversary of Havana and in particular to those who are sailing in the Caribbean, to organize a Rendezvous in Havana, close to the date of November 16th, 2016, to participate in the Nautical Parade that will be done recalling what was once the fleets of boats that met in the bay to start the journey to Spain.

The Power of Social Media



Connect with SSCA online. Like our Facebook Page and join our Facebook Group for access to current events, news, and contacts from around the world.

Visit www.facebook.com/groups/191122128313/ or search for **Seven Seas Cruising Association.**

Welcome New Members

Welcome to all of our new members who joined in September

Win Scudder	Allan & Finoa Poole, <i>Sea Biscuit</i>
Julie & John King	Mark Costello, <i>SSRI</i>
Whit & Cathy Waldo, <i>Bountibou</i>	Tom Lundin, <i>Tallawah</i>
Joseph Molony, <i>Dawn Treader</i>	Alan Wagner, <i>Passage of Time</i>
Lowell & Julie Potiker, <i>Runaway</i>	Connie McBride & Geoff Trott, <i>Eurisko</i>
Charles Wilding & Fung Lai, <i>Wilderness</i>	Arthur Kramer, <i>Sweet Harmony</i>
Trevor & Cornelia Chatelier, <i>Witte Kreeft</i>	Dave Disney
James & Darlene Howard, <i>Sabbatical</i>	Anne & James Richardson, <i>Jackson</i>
Dale Davis & Gale Montague, <i>Quetzal</i>	Alex & Joy Weiss, <i>Abeona</i>
Craig & Peggy Campbell, <i>Orion</i>	Galo Ortiz & Jorge Delgado
Robert & Toni Erdman, <i>Our Time</i>	Michael Scott, <i>Aine</i>
Paul & Judy Cohen, <i>Seawif</i>	Ronald Costley, <i>Following C's</i>
David Howes, <i>Margalo</i>	Arthur & Rosann Faull
Helen & Chris St Clair, <i>Tyee</i>	Hans & Jean de Gruyl, <i>Tranquility</i>
Donna Ferron & John Pittman, <i>Halcyon</i>	Kenneth & Laura Yagelski
Jeremie & Diane Mailloux	

We endeavor to be as accurate as possible and apologize if we inadvertently missed someone.

Member Boat Ads

Members who would like to place an ad should call SSCA Home Base at 754-702-5068 or email office@ssca.org for payment and instructions. Cost: 50 words maximum \$35/month with no photo (or \$100 for three consecutive months with no photo) or \$75/month with photo (or \$200 for three consecutive months with photo).

Keep the Dream Alive!

When you sell your boat, tell the new owners about SSCA. Encourage their cruising dreams by sharing a few *Commodores' Bulletins*. Invite them to join SSCA, the largest and one of the oldest cruising organizations in the world. Let them know that we share information, enjoy camaraderie and leave a clean wake.

A View From the Bridge

It's that time again when our thoughts turn to autumn sailing, heading south toward a warmer winter climate while dodging hurricanes (!), or winterizing the boat. Here's hoping for all of you more of the former and very little of the latter.

It's been a challenging time for weather forecasters and those of us who depend on their expertise to validate our own. It certainly appears that we can throw historical trends out the window these days. Our thoughts are with the people who have been hard hit by hurricanes and their terrible aftermath this season. To those who helped with shelter, transportation, repairs and moral support, you represent the best of SSCA. Our collective thanks to you all.

The Annapolis Gam at the Maryland Yacht Club was one of our best. The weather, the facility and the staff were great and so were the speakers. Nigel Calder has been such a good friend to the organization and had a wonderful time, too! We all learned and laughed all weekend. Big thanks to our volunteers and the committee led by Greg and Mary Jerrell. Venue challenges in Annapolis were met and a great time was had by all.

This month I will rotate off the board after my 3-year term. I have had the pleasure of working with some of the most talented and dedicated people I've ever known. Your SSCA is in good hands going forward, but needs your support. Please consider volunteering for a committee, an event, or the board. We are at our core a volunteer organization.

Thank you for your support over the years.

Kathy Barth, s/v *Five & Dime*
SSCA President



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November 2018