



Cruising Club of America, San Francisco (SAF) Station Meeting Minutes

Meeting Date: June 5, 2024

Location: Santa Cruz Yacht Club, Santa Cruz, CA

Guests: Mark English, son and guest of Peter English, Tim Gilmore, Commodore, SCYC, guest of R/C Chuck Hawley, Homer Lighthall, Jr. Staff Commodore, SCYC, guest of R/C Chuck Hawley, and other guests, Mike & Joan Mellon, and Dave Wahle.

Call to Order: R/C Chuck Hawley called the meeting to order at approximately noon and he began the meeting by re-introducing the 9 local members of the CCA, most of whom belong to the Santa Cruz Yacht Club: Beau and Stacey Vrolyk, Bill and Lu Lee, Randy and Sally-Christine Repass, Chuck and Susan Hawley, and Skip Allan.

Chuck noted that the 2024 Fall CCA meeting is going to be held in Annapolis, MD on October 16 and 17. Chuck said he thoroughly enjoyed the spring meeting in New York City, and encouraged members to attend if they haven't in the past. So far, Moe, Rowena and Richard have shown interest in attending.

Treasurers' Report: Treasurer Synthia Petroka reported that CCA-SAF has funds in its bank account but \$1,163.32 less than she reported at our May 1st Meeting at Spaulding. The bank account now stands at \$2,133.47 with \$643.00 in petty cash. While no CCA members in attendance at this meeting were in arrears, Synthia reported that some 20 percent (19 members) of the station's 98 members have yet to pay their station dues for 2024, which are \$50.00 per local member and \$25.00 per non-resident SAF member, totaling \$750.00.

Membership Committee Report: There was no membership report.

Historian Report: There was no Historian Report.

Safety At Sea Committee Report: Instead of a Safety Moment for today's meeting, Chuck decided to present a *School of Hard Rocks*. For those of you who don't know what that is, a School of Hard Rocks story is one where you have done something pretty bone-headed while sailing, and you're willing to share the story with 1400 circumnavigators and Bermuda Race trophy recipients! (Appendix A.)

Environment of the Seas Committee Report: Rowena Carlson, Chair of the CCA Environment of the Sea Committee, was not in attendance as she is cruising in Sweden, but she emailed these comments:

This environmental moment comes to you from Sweden. It is a very clean place with very little trash in the water or on land. But they are working to do

even better. I was surprised this year to find that the plastic bottles of water and other drinks and the cartons with plastic tops now have the caps designed to not be separated from the containers when opened. So, no plastic bottle caps littering the landscape or floating around for unfortunate critters to mistake for food. Hopefully the bottle manufacturers in the US will do something similar, and soon, although it would still be better not to produce so much single use plastic.

Mary Crowley also gave an Environment of the Seas Report. Mary reported that one determined Japanese businessman, Hideki Tokoro, has built and launched *Kangei Maru* a USD 48 Million whaling mothership to, in spite of world condemnation and a lack of market for whale meat, be a factory ship to process whales killed by Japanese whalers. (See Appendix B.)

Mary also reported that her friend Locky MacClean, the former skipper of the sailing cargo ship *Kwai*, which Mary chartered in 2022, to harvest plastic from the North Pacific Gyre and a “Sea Shepherd” veteran, has taken command of a new ship, *Bandero*, to harass the new *Kangei Maru* in the Southern Ocean using Hobart Tasmania as its home port. (See Appendix C.)

Mary commented that UNESCO has elevated World Ocean health to its high-level platform of important items to be managed by the United Nations. (See Appendix D.)

Events Committee Report:

Program Chair, Mary Crowley, mentioned that our next meeting will be at the Sausalito Cruising club on September 11th. This will be our annual “*Where I Cruised During the Summer*” where everyone is welcome to summarize their summer cruises in a five minute presentation to the station: Our October 9th meeting will be held at Encinal YC on the 9th where our speaker will be Ruben Gabriel (CCA-SAF); Our November 6th meeting will be held at Marin Yacht Club where our speaker will be Geographer Lida Teniva; and, finally, our Holiday Dinner will be held at some lovely place around the Bay and likely on December 4th.

Speaker and presentation: Mary Crowley introduced our speaker and CCA-SAF Member Ronnie Simpson. (Appendix E.)

Ronnie enlisted in the U.S. Marine Corps Infantry during his senior year of High School, in 2003. He was wounded in combat near Fallujah, Iraq just a year later in June 2004. After a lengthy recovery and physical rehabilitation, Ronnie discovered sailing and he has worked in the marine industry since 2010. He has cruised, raced and delivered yachts all over the Pacific. Now after 19 crossings between California and Hawaii - four of them solo - two South Pacific voyages, and over 130,000 nautical miles sailed, Ronnie was ready for his biggest personal challenge yet, The Global Solo Challenge. This was a single-handed, non-stop, around the world race from Spain, via the three Great Capes, which Ronnie started in September 2023. Ronnie’s presentation, well-illustrated with slides, took us through his preparations for the race, his acquisition of an Ocean-50 yacht named *Sparrow* and how he connected with a naming sponsor, “Shipyard Brewing” of Portland, Maine and how he skippered *Sparrow*, now *Shipyard Brewing*, around all three Capes and was in 3rd place when he was dismasted coming off a huge storm-wave. Ronnie was rescued at sea and was forced to scuttle *Shipyard Brewing* some 850 nautical miles off of the coast of Argentina. Disappointed in his failure to finish but buoyed by his accomplishments as well as his ability to sail fast across oceans, Ronnie will mount a campaign to compete in the 2028 Vendée Globe Ocean Race.

Next Lunch Meeting: Our next meeting will be Wednesday, September 11, 2024, at the Sausalito Cruising Club when SAF members will report on their summer cruising adventures.

SAF Member Attendees: Skip Allan, Don Bekins, Mary Crowley, Peter English, Dick Enersen, Doug Finley, David Fullagar, Ruben Gabriel, Bob & Kristi Hanelt, Chuck & Susan Hawley, Stan & Sally Honey, Fred Huffman, Bill & Lu Lee, Mary Lovely & Jim Quanci, Stephen & Ginger Souders-Mason, Christopher Parkman & Joan McCune, Michael Moradzadeh, Bruce Munro, Synthia Petroka, Rodney & Jane Pimentel, Randy Repass & Sally-Christine Rodgers, Robby & Dolores Robinson, Maureen “Moe” Roddy, and Ronnie Simpson.

PHOTOS:



APPENDIX A:

See attached Safety Moment.

APPENDIX B: JAPAN IS DETERMINED TO KEEP HUNTING WHALES. AND NOW IT HAS A BRAND NEW 'MOTHERSHIP'

By Mary Crowley

Click on or copy this link to your browser:

<https://www.cnn.com/2024/05/30/asia/japan-whaling-mothership-kangei-maru-intl-hnk/index.html>

APPENDIX C: CAPTAIN PAUL WATSON FOUNDATION BRINGS NEW ANTI-WHALING VESSEL TO HOBART

Click on or copy this link to your browser:

https://tasmaniantimes.com/2024/05/captain-paul-watson-foundation-brings-new-anti-whaling-vessel-to-hobart/#google_vignette

APPENDIX D: UNESCO LAUNCHES NEW STATE OF THE OCEAN REPORT

Click on or copy this link to your browser:

<https://mailchi.mp/unesco/ioc-news-may?e=bdf888a17e>

APPENDIX E: RONNIE SIMPSON & SHIPYARD BREWING

For the Latitude 38 “Good Jibes” Interview with Ronnie,

Click on:

<https://www.latitude38.com/electronic/good-jibes-115-ronnie-simpson/>



Photo Courtesy of Shipyard Brewing, Portland, ME.



Navigare Necesses Est

“From the CCA School of Hard Rocks

...lessons learned in pursuit of the Art of Seamanship”

By Chuck Hawley, San Francisco Station, July 2024

Many race organizers require a qualifying voyage of a certain length prior to allowing a vessel/skipper to participate. For that reason, I found myself heading out of the Golden Gate in April of 1982 on Collage, my Olson 30, in preparation for the 3rd biennial Singlehanded Transpac for a 300nm out-and-back romp. A vital lesson in seamanship, and a cold dose of reality, lay in store for me.

I had installed what was then a cutting-edge Loran-C in my Olson by Micrologic, made in Southern California. In 1982 it was possible to manufacture electronics in California and compete on the World Market. The ML-2000 was a wonder of sophistication because it could show your position in latitude and longitude, and navigate to waypoints, and it only cost \$1500. In truth, I had borrowed it from the electronics display at West Marine in Sausalito (where I worked), and I hoped that no one would notice it was gone while I was on my two to three day voyage.



Olson 30, one of the great lightweight boats built in Santa Cruz.

After being at sea for a little over 36 hours, I found myself 150 NM away from the Gate, whereupon I tacked Collage and headed for home. Optimistically, I had made a date with a young lady for the following night, so speed was of the essence. To ensure that I sailed the shortest distance, I entered a waypoint that was to the west of Southeast Farallon Island to ensure that I would sail the shortest distance, and set an arrival alarm with a 5NM radius to warn me as I approached the island. I set my autopilot on a course to the waypoint, again to shorten the distance and time.

For warmth and quiet, I dove headfirst into the weather quarterberth, with my head aft, and curled up in my sleeping bag. Collage happily reached along at 7 knots, and I fell sound asleep.

I woke up after what I assumed was a few hours due to the alarm coming from inside the boat. "Aha!" I said to myself, "I've entered the alarm zone and I'm close to the Farallones." I struggled out of my berth, reached up for the companionway hatch, and slid it open. I had



The approximate route of Collage during the qualifying sail for the 1982 Singlehanded Transpac.

apparently overslept because it was pretty bright outside and the weather was glorious, with the wind blowing about 8 knots. As I gazed forward, under the boom and the foot of the jib, I was surprised that I couldn't see the island up ahead. The weather was clear; where was the 400' tall island?

As I pivoted around in the companionway, the island came into view, directly astern of me, perhaps three miles away. It lay directly behind Collage, bisecting the vessel's wake. I could see no other solution to how I had managed to avoid the island other than perhaps there was a heretofore-unknown tunnel directly through the island that had allowed me safe passage. From my vantage point, there was no way that I could have missed it.

It took me several hours to shake off the feeling that I could have been killed due to a series of poor decisions that I had made which put me in this lethal situation. Among those decisions were the following:

1. I entered a course into the autopilot towards a known hazard.
2. I did not keep a proper watch.
3. I relied on a single electronic device to alert me of a hazard.
4. I let an appointment influence my decisions instead of good seamanship.
5. I had intentionally isolated myself from the subtle sounds and signals that warn someone of danger (like the sound of surf on rocks.)

After the Aegean incident during the 2012 Ensenada Race, the question that inevitably came up was "how, with all of that electronic gear, could they have run into an island that's clearly on

the chart?” The same question was asked repeatedly after Vestas Wind ran up on Cargados Carajos Shoal in 2014. “How could it happen?”

Embarrassingly, I know from personal experience exactly how incidents like these happen. It starts with a decision that, deep inside, you realize is not good seamanship, since a less convenient or slower solution to a problem would be safer. But you elect to take the shortcut, to cut it too close, or to proceed too fast. It’s a conscious decision that leads you to take imprudent risks with horrendous consequences if you’re wrong. If we take enough risks, eventually, most of us will experience a completely avoidable incident, and we have no one to blame but ourselves.

Note: this Safety Moment originally appeared in 2016, and was published in Latitude 38 for West Coast sailors. Due to the frequency with which sailboats end up grounded on islands, especially off the California coast, but elsewhere as well, and in celebration of Ronnie Simpson being our speaker at the June 2024 luncheon, I thought it appropriate to republish the story.

The Cruising Club of America is a collection of passionate, seriously accomplished, ocean sailors making adventurous use of the seas. All members have extensive offshore boat handling, seamanship, and command experience honed over many years. “School of Hard Rocks” reports, published by the CCA Safety and Seamanship Committee, are intended to advance seamanship and help skippers promote a Culture of Safety aboard their vessels.