



Cruisers' Bulletin



"Sunrise over the Rivah"
Wilton Creek, VA
Rear Commodore Laurie King
s/v Horizons

Seven Seas Cruising Association, Inc.

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Recommended Commodores

Month	Name	Boat Name	Homeport
Welcome Aboard	None	-	-
Forth Month	Dan & Marlene Reasoner	<i>Trance</i>	Philadelphia, PA
Third Month	None	-	-
Second Month	None	-	-
First Month	None	-	-

Important Legal Stuff

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January New Members

Member(s) Name	Boat Name	Home Port
Alan Parker	<i>Latitude Adjustment</i>	St. Thomas, USVI
Mark Hanley	-	Arlington, VA
Michael Freeland	<i>I Yaa</i>	Green Cove Springs, FL
Steve Etling	<i>Noeta</i>	Portland, OR
Chad French	<i>Tulumi</i>	29 Palms, CA
Don and Lorraine Romard	<i>Breezin</i>	South Jamesport, NY
Geoffrey Mintz	-	Lake Worth Beach, FL
John Voris	-	San Clemente, CA
Jason McKinley	<i>War Story</i>	Southport, NC
Paul Guenette	<i>Aramis</i>	Victoria, BC Canada
Ali Ege	<i>Levantes</i>	Daniel Island, SC
Michael and Pimonpan Bentz	<i>Genesis</i>	Bend, OR
Joey and Pamela Sowell	-	Melbourne, FL
James and Meryl Felds	<i>Kokomo</i>	Boca Raton, FL
Paul Andersen	<i>Jylland</i>	Deltaville, VA
Michael Sanio	<i>Sun Rae</i>	Harrington Harbor, MD
Carole Fontaine	<i>Windsong</i>	Portland, ME
Michael Donatz	-	New York, NY
Bill and Lisa Caswell	-	Redwood City, CA

Member Benefit: Fleet Locator Map

You can find the locator and instructions for use [HERE!](#)



This member benefit is sponsored by [Cruise RO Water](#)

SSCA Members who renewed their membership in January!!

Member(s) Name	Boat Name	Home Port
Stephen and Shirley Ackerman	<i>Nordic Belle</i>	Cape May, NJ
James and Susan AuBuchon	<i>Ms Chievous</i>	Robinhood, ME
Ann Beardsley and Elliott Walsh	<i>Kathryn</i>	Dallas Bluff, GA
Donna Blaszcak	<i>Calypso Voyager</i>	Marathon, FL
Andy Bound	<i>Volare</i>	New Bern, NC
Brian and Joyce Clark	<i>Pawsitive Latitude</i>	Beaufort, SC
Webster Crew	<i>Plan B</i>	Millsboro, DE
Clive Daem	-	Knoxville, TN
Keith Davie and Nicole Dunbar	<i>Sionna</i>	Rockland, ME
Sanders Davies	<i>Ardea</i>	Waquoit, MA
Frank and Tena DeBaggis	<i>Mistress</i>	Key West, FL
Gino and Carolyn Del Guercio	<i>Andiamo</i>	Tiverton, RI
Todd Duff	<i>Ocean World</i>	St. Thomas, USVI
Tim Dunlap	<i>Heart & Soul</i>	Quean Anne, MD
Stephen Emmerman and Kathryn Weber	<i>Joli Bateaus</i>	Southhold, NY
Byrne Falke	<i>Spray</i>	Incline Village, NV
Diane Fitser	<i>Jabulani</i>	Ft. Lauderdale, FL
Juan Florin	<i>Pacu</i>	Portsmouth, NH
Ben Fulton	<i>Loon</i>	Annapolis, MD
Genko and Tamara Ganev	-	Green Cove Springs, FL
Michael Goetz	<i>Sea Lion</i>	Gloucester, MA
Steve Grieveson	-	Round Lake Centre, Ontario, Canada
John Hall	-	Pasadena, CA
James and Jennifer Hamilton	<i>Dirona</i>	Seattle, WA
Mark Hazlett	<i>Pua'ena</i>	Honolulu, HI

<u>Member(s) Name</u>	<u>Boat Name</u>	<u>Home Port</u>
Christine and Wayne Hodgins	<i>Mobius</i>	Victoria, Canada
Sandra Kelting	<i>KaSondera</i>	Merrimack, MA
Gailard Kunkle and Annette Orynawka	<i>Red Pepper</i>	Galveston, TX
Thomas Longstaff	<i>Vela</i>	Portsmouth, United Kingdom
Joanne and Jim Matthews	<i>Grayce</i>	RI, USA
Guenter Michelfelder	<i>Uhle</i>	Hamburg, Germany
Michael Mullins	<i>Raven</i>	St. Louis, MO
Ralph O'Connor	<i>Sannyasi</i>	Rye, NH
Robert Osborn	<i>Pandora</i>	Newport, RI
Cindy and Rick Patrinellis	<i>Cool Change</i>	Sausalito, CA
Lanny Pirtle and Ginger K Hawkins	<i>Swiftsure</i>	Laguna Beach, CA
Peter Smith and Liang-Hsia Chen	<i>Touche'</i>	Sydney, BC, Canada
George Smitte	<i>Neshema</i>	Jersey City, NJ
Alan Stevens	<i>Whisky Jack</i>	Waupoos, Ontario, Canada
Paul Warren and Janice N Holmes	<i>Anthem</i>	Weeki Wachee, FL
Kyle Webb	<i>Begonia</i>	Portland, OR
Gary and Robin Wells	<i>Adagio</i>	Spokane, WA
Kim White	<i>Gabrielle</i>	St. Thomas, USVI
Arthur and Cynthia Wohlers	-	Tucson, AZ

NOTE: Name(s) shown in **BOLD** indicate those members who are Commodores, Rear Commodores, or Lifetime Commadores.

Congratulations to January's New SSCA Cruiser Level Members

<u>Member(s) Name</u>	<u>Boat Name</u>	<u>Home Port</u>
Wayne Beardsley	<i>Long Legged Lady</i>	Cape Coral, FL
Clark & Evelyn Woodworth	<i>Sunset Delight</i>	Rumson, NJ
John & Jeri Bridwell	<i>Shea</i>	Oak Cliff, TX
Joel Block & Kathy Lucas	<i>Ocean Alliance</i>	Rockport, TX
Mary Beth & Joel Ward	<i>West Wind</i>	Drummond Island, MI
Mike Lewis	<i>Catherine E</i>	San Diego, CA
Harold & Lorie Boyd	<i>Gypsy Palace</i>	Green Cove Springs, FL
Kim White	<i>Gabrielle</i>	St. Thomas, USVI
Philip Chernin	<i>Lioness</i>	Lafayette, CA
Marybeth & John Amante	<i>Benedica</i>	Northport, NY



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Want a better weather understanding?

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Chris Parker and the Marine Weather Center Team are working on a 12-episode webinars series that is coming to Seven Seas University (SSU)

s/v Kathryn: A Reluctant Senior Citizen

Boat: Tartan 37'

Draft: 4' 6"

Homeport: Dallas Bluff, GA

Joined SSCA: February 2020

I am a reluctant senior citizen, closer to 70 than 65. My husband is nearly the same age. Trying to find something—anything—we could do together in our retirement. Two years ago we finally settled on sailing. This was after he wanted me to learn to fly (nope, not going to happen) and I wanted him to learn to quilt (no luck there). So, being semi-responsible inquisitive adults, we scheduled ourselves for a week of ASA classes—and fell in love with sailing. Within a few months, we found ourselves the proud owners of a 1979 Tartan 37.

Nobody told us we'd have to fit our not-so-limber selves into spaces that would turn a cat claustrophobic. Did anyone mention that bruises caused by daily living on a sailboat would raise the eyebrows of concerned social workers? Nope. What about finding places to store all the sentimental items we've accumulated after 35 years of living together—did we even think about that? Not hardly. And living on a boat is cheap, right? Well, yeah, until you have to paint the bottom, replace the alternator, install davits for a new-to-us dinghy, and find a motor for it. That list never ends.

We won't mention how two strong-minded, opinionated people coexist in more or less 175 square feet of living space, 24 hours a day. Thank goodness the cat is deaf. Yet here we are. The friends we've made, the sunsets we've seen, the adventures (mostly good) we've had have made it all worthwhile.

Sailing While Old (henceforth referred to as SWO) is not simply the same as Sailing While Young, when you're feeling invincible and immortal. We know better now. SWO is slower paced. We don't rush off, determined to make it 60 miles so we can have dinner with Uncle Fred and then get home by Sunday night. We schedule fewer miles per day and longer stops. If we need to be somewhere Sunday, we'll plan on getting there on Tuesday and then enjoy what life has to offer.

SWO means getting our eyes checked yearly. Thankfully, paper charts have mostly gone away and electronic charts have depth indicators that can be enlarged with a two-fingered gesture on our phones. (But we have a magnifier in a tool drawer, just in case.) SWO is being health conscious with regard to the rest of our bodies too. Now that we need yearly checkups with all sorts of physicians, we schedule these when we know we'll be home—and it keeps us aware of what needs to be checked and when.

Yearly skin checks are a must for me, and should be for most sailors. I'm not as good at applying sunscreen as I ought to be, though my hat is always there. Everyone is different with regard to medical needs, but we don't take the concerns as lightly as we did years ago. We also keep our CPR skills up to date, although we haven't gone so far

as to get an on-board AED and probably won't. Prop me up on the bow and let me watch the sunset as the light fades from my eyes—that's good enough for me. SWO is writing things down—good maintenance requires a record for everything—when we changed the oil, how long the zinc's been on the prop, and so forth. We know we can't rely on our memories anymore (at least, not for anything in the past decade), so we are less hesitant to write things down.

SWO is knowing your partner can't digest beans. When it happens anyway, it's being polite enough to give her the seat at the stern and not complaining even though the head is less than four feet from your bed. Digestion at sea for old folks is not to be taken lightly. Be aware of what sets you off.

SWO is acknowledging that launching, docking, and storms are the three scariest moments of sailing. Thankfully, they don't happen at the same time. But, they're especially scary because things happen quickly at these times, just when we're slowing down. So we practice, take lessons, hold safety drills—whatever we can do to make these activities if not automatic, at least sensible.

SWO is knowing when to hire someone and when to do it yourself. Climbing the mast is a thing of the past, but painting the bottom is something we can do. Squeezing ourselves into the lazarette takes planning, and we've gotten stuck more than once: not only are we not so limber, we're not so, um, small either.

SWO means you can entertain yourself and not be dependent on electronic devices. I say that knowing full well that if someone were to take my Kindle from me, murder would ensue. But, I think of it more as a library of favorite books rather than an electronic plaything. Whether it's books, cards, Sudoku, or some other form of entertainment, we don't need constant diversion.

SWO is, above all, patience with ourselves and others. It's knowing your partner needs ample notice to untie all the fenders from the stern and tie them again in the appropriate places on the starboard side, then get all the dock lines tied onto the right cleats, ready for you to get close enough to the dock for him to jump ashore.

Life on board, no matter what your age, has its ups and downs. I guess if I had to boil it down to a succinct lesson, it would be: Go with the flow. Literally.



Being a sailor at any age means learning that there are things bigger than you out there in the whole wide world—tide, thunderstorms, and oceans, for starters. It keeps you humble because you are constantly reminded what a small part you play in this world. Your world becomes focused on that one immediate problem in front of you, whether it's as big as a sail that needs lowering or as small as learning to make soup on a bouncing, bounding boat.

At the same time, sailing expands your horizons, making you bigger as you embrace the different customs and social mores, even if you never leave the East Coast of the United States. What works in Maine doesn't always work in Miami, and to get the job done you've got to adapt. Self-reliance becomes vital when your alternator stops working, whether you're 100 yards from harbor or ten miles beyond the international line.

Associate Member Ann Beardsley

SSCA's Newest Sponsor: Yacht Masters Brokerage



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Merritt Island, FL 32952

Contact: Larry Broome
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s/v Flying Pig: SSCA Skill Set Database/Mentorship Program

Boat: Morgan 46' Cutter

Draft: 7'

Homeport: St. Thomas, USVI

Joined SSCA: February 2004

Cruisers help other cruisers. It's a thing. The love of the lifestyle creates quite a community, and the Seven Seas Cruising Association (SSCA) plays a large part in celebrating, encouraging, and fostering this spirit with the development of a program to help connect people with others who can help with anything and everything sailing and cruising.

The SSCA is a volunteer-driven organization, and we believe many members may benefit from participating in a mentoring-type program. This could be someone willing to share their experience and expertise, or those seeking information, advice, and guidance, but probably BOTH!

After some research it seems that a less regimented program would be better received, so in order to provide the most benefit to our members, the SSCA is developing a Skill Set Database in order to connect people with others based on topic, location, etc, regarding a variety of information, and assistance.



Commodore Skip Gundlach
Director and SSCA Secretary

The goal of this program is to establish a framework where “mentees” can identify and contact potential “mentors” to get together in person, or via some other kind of exchange (text, email, zoom, etc) to share thoughts, ideas, help, and advice.

We hope to facilitate the exchange of information that will benefit members and allow them to make informed decisions on matters related to the cruising lifestyle. Number of years sailing or cruising doesn't limit anyone's ability to contribute because we all have

something we know well, and can share with others to promote their success. This can be anything from Cruising Station Hosts with local knowledge of a particular sailing destination, to planning and setting up a solar system, to advice on fishing, and so much more!

Connecting directly with others has advantages over posting in facebook groups, or other forum-type groups. For one, often the feedback received in online groups can be overwhelming because so many people respond. At times, some of the responses can be off-topic, or met with negativity which can be discouraging.

Perhaps, finding someone nearby to physically come and assist is desired. Or maybe it could be that posts get lost in the shuffle of all the various discussions. These groups do have great value, too, of course, but for those that would prefer, or like to try, connecting with someone specifically, the mentoring program could be an additional resource!

Please take time to fill out the survey that was sent to you by email to give us the feedback we need to proceed. You can also find a link to the survey at www.ssca.org/mentorship. The survey deadline is Friday, March 26th.

The Seven Seas Cruising Association (SSCA) is a volunteer-driven organization committed to helping interested members achieve a successful, enjoyable, and responsible cruising lifestyle consistent with the values set out in the SSCA Policy and Procedures. SSCA cannot accept responsibility for the advice given or taken. Just like sailing, you are the Captain and it's your decision and responsibility!

Commodore Skip Gundlach



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The advertisement features a background image of a sailboat on the water. A laptop is positioned on the right side of the boat, displaying a weather forecast map with color-coded temperature or pressure zones. The text is overlaid on the left side of the image.

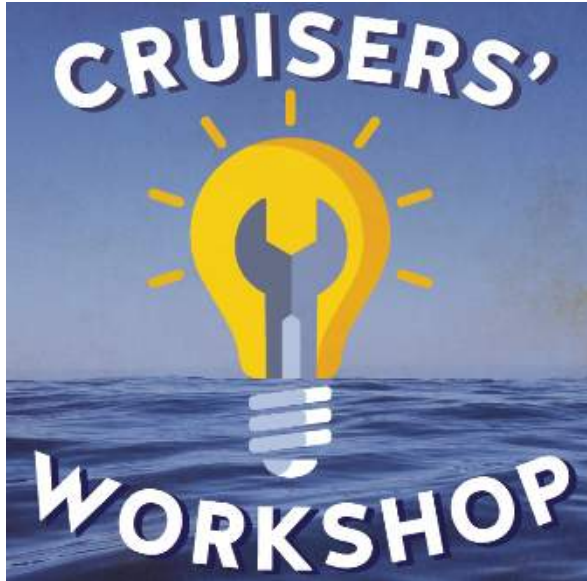
m/v Briney Bug: Water Depth Rules-of-Thumb

Boat: 34' Custom Sail Assisted Trawler

Draft: 4' 9"

Homeport: Miami, FL

Joined SSCA: June 2019



Now-a-days, it's the unusual boat that does not have charts of some type and an electronic depth sounder. But, there are other devices and even some clues that can help you estimate whether an area has enough depth for your boat. These devices and clues can complement and augment even substitute when necessary, for charts and sounders.

One of these devices, inexpensive and portable too, is a lead line, a hunk of weight, lead or some other metal, which is attached to a line marked at easy to remember intervals.

We find lead lines so useful that we carry two of them, both marked at 5 foot intervals which we find adequate for taking soundings. One of the lead lines, a forty footer, is handily stored just inside our pilot house.

The other, residing in our dinghy, is actually its rode which, being appropriately marked can also be called upon to take soundings.

There are also small, handheld, flashlight devices for taking soundings. Even though these devices require batteries and are pricier than a lead line, many folks find them useful.



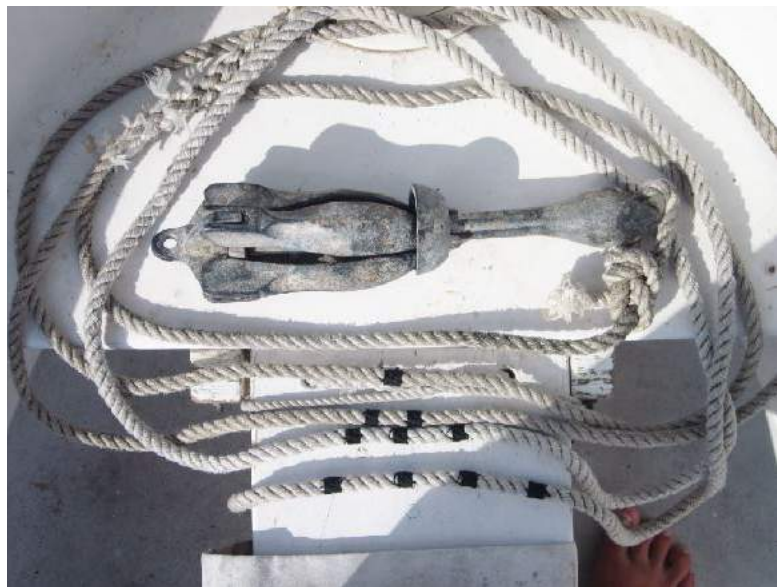
There are also clues, many visual, which can provide information as to water depth or the lack there of:

- Changes in current, water color or the surface appearance of the water may indicate a change in depth.
- In turns and bends the deeper water generally follows the outside third of the channel, but in 'S' curves, the deeper water is often in the middle third of the channel.
- The presence of wading birds, poles of some sort, vegetation, or snags suggests shallow water. When present, these are crucial clues for shallows extending a considerable distance from the shore line.



Lead Line

- Crab traps are usually set in depths of 10 feet or more; though in areas where shoal water predominates, this depth may be less.
- Water lilies seldom grow in depths greater than 6 feet, their edges often suggesting depths of 5 feet or less.
- Based on their draft, the presence of vessels can provide clues to the minimum depth in the immediate area: Small outboard powered barges and push boats- 2 feet; large tugs- 10 feet; large barges empty- 2 feet; large barges full- 10 feet.



Lead Line using dinghy anchor and marked rope

- Do not assume that the presence of another boat, especially a sailboat, suggests that the water is deep enough for your boat; even larger sail and power boats might have relatively shoal drafts.
- It is possible to estimate where the edge of a shallow area begins by noting on a chart how many multiples of an adjacent structure's length, such as a dock or jetty, would be required to reach this edge from the shoreline. Then using the actual adjacent structure as a measuring tool, imagine this 'number of lengths' as a guide to determine approximately where the edge of the shallow area begins.
- Be leery of using an aid to navigation for determining water depth; even adjacent depths revealed on a chart may not accurately show the depth where the ATON sits.

If you need to confirm depths, take soundings as your boat slowly approaches the area of concern, remaining alert and ready to stop quickly; or, using your dinghy with a lead line or a portable electronic sounder, sound the area in question.

Associate members Rudy and Jill Sechez

s/v Sloepmouche: 12th Circumnavigators Summit!

Boat Type: Norman Cross 46' Trimaran

Draft: 5'

Homeport: Brussels, Belgium

SSCA Members since: January 1992

Did you enjoy Bruce and Joan Kessler on m/v Zopilote Circumnavigation interview last month?

SSCA is proud to announce the posting of the 12th and last interview in the SSCA Circumnavigators Summit starting from March 9 to coincide with the birthday of Italian explorer Amerigo Vespucci (1451-1512). He explored South America and the Amazon River, believing he had discovered a new continent. In 1507, a German mapmaker first referred to the lands discovered in the New World as America.



This month, you pet owners will have the treat to hear our interview with Bruce and Pam Dage of s/v Ahquabi who completed their 10 year circumnavigation in 2006 – with a Schipperke dog aboard.

- Hear what convinced Bruce and Pam that their first boat was not the right one for their adventure.
- Find out what alarm system was so effective they never locked the boat at night.
- Discover how Bruce and Pam cleverly got Skipper from New Zealand to Australia without Australian Quarantine.

We again thank Bruce, Pam, Skipper and Zack for their special insights about pets aboard and their general advice to all cruisers, as well.

We know you will enjoy this great interview, and the great photos from around the world that the Dages gave us for the video portion.



As usual you can access our last interview of this series and all earlier interviews, both in video and audio-only formats on:

www.ssc.org/circumnavigatorssummit

SSCA Clean Wake Projects Update

- s/v *Mistress*: Friends of Rio Dulce, Guatemala

Boat Type: Tayana 37'

Draft: 5' 7"

Homeport: Port Credit, Ontario, Canada

SSCA Members Since: January 2012

Cruisers and concerned local citizens have formed a group, of visitors, cruisers, SSCA members, and family and friends, to provide help to the local community. Called Friends of Rio Dulce, they also join forces with other agencies, coordinate with them to where help is needed. Some of the projects concern education assistance for communities without formal schools, providing needed supplies of food and materials for hurricane recovery such as shovels and wheel barrows, cleaning products and, materials.

SSCA Cruising Station hosts Tutty and Muriel Lee are located in Rio Dulce and are providing major assistance and coordination with this cruising community. They are coordinating volunteers and projects to support this community.

About 1 1/2 hour drive from, Fronteras in the small village of Ensenada, there is an orphanage, called Aqua Azul. The children range in age, from babies to 13 years of age. Most of the kids have never been to formal school, it was discovered that they read at about a grade 1 level, if at all. Since the outbreak of the Pandemic, schools, have been closed.

We are providing an out of work teacher 2 times a week, to teach them a variety subjects. She will work along side the in-house teacher. We outfitted the classroom, and provided supplies. The teachers wage is approximately \$22.00, US, plus bus fare.



This is an on going project, which we hope we can continue, even after schools open again.

Since the out break of the Pandemic, and later after the floods, there have been many hungry people. We have been providing food bags, consisting of rice, beans, corn flour, pasta, sugar, enough for a family for a week. Since we have the use of a car, we deliver them to the outlying areas.

In the hills and mountainside, around Rio Dulce, Fronteras, the villages are still flooded or covered in mud that the storms left behind. It has been estimated that there are 9000 families affected, around 40,000 persons in this area alone.

be used for cleaning and disinfectant, and powdered soap. Cost is around \$20 US. We recently purchased 100 units.



TOC Seven Seas Cruising Association



Flood Cleanup Continues

You are invited to a Zoom webinar.

When: Mar 12, 2021 06:00 PM Eastern Time (US and Canada)

Topic: **SSCA Clean Wake: Disaster in Central America: Bay Island Honduras**

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_0L3-wZqdQyaFR2lw976wqA

Commodores Muriel and Tutty Lee

lee855@rogers.com

- **Sargassum Project**

Dear SSCA,

I am a PhD student at the University of Southampton (https://www.southampton.ac.uk/geography/postgraduate/research_students/yaf1g15.page).

I am supervised by Professor Jadu Dash and Professor Emma Tompkins and part of the SARTRAC project, long title: Teleconnected SARGassum risks across

the Atlantic: building capacity for TRansformational Adaptation in the Caribbean and West Africa (SARTRAC) (<https://generic.wordpress.soton.ac.uk/sartrac/>).

I am writing to you with a strange request. I have acquired five floating GPS trackers to attach to floating sargassum rafts at sea. These trackers can then be used to ground-truth the remotely sensed data of sargassum movement at sea. Unfortunately, due to COVID all of our University of Southampton ocean research vessels have been grounded for 2021, and so we are struggling to find ways to deploy the GPS trackers.

I was recently in touch regarding this with Franziska Elmer, who suggested I should contact you. I am writing on the off-chance that you might be able to help us or might know a friendly yacht owner who might be willing to travel away from any Eastern Caribbean island and deploy these trackers for us. Deployment would involve throwing the GPS tracker onto a raft, I can provide more guidance if it is a possibility.

We would courier out the trackers to you (or if flights are allowed, I could bring them out). I am not sure if you, yourself, might be interested in volunteering? Or, If you know anyone who might want to help us with our research? We would really appreciate it if you could please let us know.

Thank you so much for your consideration.



Miss Yanna Alexia Fidai

- SSCA Sponsor OPO: Humanitarian Support

While some Caribbean countries have resources to support their citizens, some poorer islands have been badly impacted by hurricanes and now COVID-19. For Dominica, two hurricanes, and the most damaging Hurricane Maria in 2017 stripped the land and people of their ability to survive the economic impact. They had started recovery, but COVID-19 lockdowns have impacted the fragile recovery.

Offshore Passage Opportunities (OPO), www.sailopo.com is a key supporting organization for this fragile part of the Caribbean, Dominica. OPO, for the past eight years has worked to develop not only the safety for cruisers, but also the business concept for the Portsmouth community.

When Hurricane Maria slammed into the Island of Dominica, OPO's Hank Schmidt and others such as SSCA, quickly organized a first response helping friends in the Caribbean. A \$6,000 donation to the International Relief Group paid for supplies and fuel for a big shipment via the British Tug, *Flying Buzzard*. SSCA assisted in coordinating this 'Boat lift'. In November 2017, Hank loaded *Avocation*, his personal boat, with generators, tools, repair supplies and sailed to Dominica. He worked with the Portsmouth Authority Yacht Services, PAYS Team and helped deliver provisions and equipment to help rebuild the PAYS infrastructure. PAYS is an organization of local Dominicans who manage the mooring field in Portsmouth Harbor, provide safety, launch service and access to tour to the interior of the island. They coordinate with the Dominican authorities and support community projects. In 2018, SSCA and other boat groups joined OPO efforts in Dominica, and assisted with relief work. Boats carried large boat loads of supplies from Antigua to Dominica, crews supported rebuilding efforts (schools, feeding programs, for example). Boats volunteered and helped with the mooring projects, and more.

Offshore Passage Opportunities began helping with the donation of the mooring field for over six years, and continues to assist the Portsmouth community. Now OPO is tailoring additional efforts to a specific goal of getting PAYS back up and running after COVID-19. Currently, OPO is on the ground in Dominica, assessing the needs cruisers could assist with.

With other groups like Macario Advantage a Non Governmental Organization, OPO is now helping with donations for humanitarian aid, food/supplies to allow the cadre of boating support people of Portsmouth Dominica to survive this coming season. Its expected there will be few if any cruising tourists, no tourism—and this is an island whose entire economy is dependent on tourism. They are destitute.

OPO efforts exemplify the SSCA Clean Wake philosophy, and deserves recognition as a CW project.



Watch this YouTube on the
Caribbean Mooring Field Development
Foundation

- **s/v Liahona: Hands Across the Sea**

Boat Type: Nautical 60

Draft: 6'

Homeport: Miami, FL

Joined SSCA: December 2006

Hands Across the Sea is a US-based international Non Governmental Organization, NGO, dedicated to raising the literacy levels of Eastern Caribbean children since 2007. Working directly with our stakeholders –principals, teachers, children, and communities, and in close partnership with the Ministry of Education and the Organization of Eastern Caribbean States – Hands is committed to ensuring access to literacy resources for children everywhere in the Eastern Caribbean.

It is a successor to a previous SSCA Clean Wake project, “Boaters for Books”. Hands’ three-step [**CLASS \(Caribbean Literacy and School Support\) Program**](#) aims to raise child literacy levels by: 1) Sending great new requested books that are culturally relevant and age appropriate, 2) Creating or rejuvenating lending libraries, usually in schools, and 3) Ensuring the sustainability of each project through ongoing support and mentorship. Hands Across the Sea deploys a methodology developed from best practices over fourteen years’ experience and outlined in the Hands Across the Sea Library Manual for Primary Schools. In 2020, Hands launched its Preschool initiative which reaches children ages 3-5 at nearly 500 preschools across six countries; at the core of this program is the goal of capturing the hearts and minds of early learners and setting children up on a winning trajectory for life. The preschool program makes literacy an explicit component in early learning and activates parental and community involvement in supporting youth literacy.

As of the 2020 school year, Hands has reached over 139,986 children on the islands of Antigua and Barbuda, Dominica, Grenada, St. Kitts and Nevis, St. Lucia, and St. Vincent and the Grenadines with over half-a-million new books as well as mentorship programs. Hands has helped create or rejuvenate over 873 school and 50 community libraries and is focused on long-term sustainability of libraries and instilling a love of reading in children’s and families’ lives.

There are many ways to help Hands, but if cruisers are in the eastern Caribbean during the winter months, there are hands-on needs such as painting, building bookshelves, culling a library collection; and working directly with children (reading aloud) or educators.

Hands Across the Sea, Inc. is a 501(c)3 non-profit charitable organization registered in Massachusetts. For more information see: [**www.handsacrossthesea.net**](http://www.handsacrossthesea.net)

Commodore Willie Haskins
Hands Across the Sea Liaison

SSCA Defends Anchoring and Navigation Rights

This is a very active year. Many State Legislatures in our coastal areas are in session at this time and many of us work every day to keep up. SSCA advocates for access to navigable waters and safe anchorages in North America and abroad. We urge States and municipalities to coordinate their regulations with neighboring jurisdictions so as to avoid a patchwork of disparate rules and regulations for a cruiser wishing to travel from place to place while respecting local rules.

Below are some of the issues we have been working on but if you have information on legislative and regulatory issues that we have not listed please let us know by sending email to advocacy@ssca.org

To cope with action in Florida in recent years, we have hired an experienced boater-lobbyist to help and that has been very effective. We hire him as part of a coalition of four organizations and fund this effort by reaching out to you for donations. So far, we have only raised about half of the \$4000 we need just for Florida.



Please consider contributing
by clicking [HERE](#)

In the United States

Florida

This year's session began March 2 and ends April 30. A total of 6 bills, 3 matched pairs – one each in House and Senate, have been filed to date which may adversely affect our ability to anchor or seek refuge in the presence of a named storm.

HB 639 / SB 1086 is a broad agency bill dealing with a number of subjects including no discharge zones (NDZ) and boater safety courses. The bill was amended at its first committee hearing to also restrict the duration of anchoring in Monroe County which includes Key West.

HB 1337 / SB 1515 expands the restricted anchoring areas in south Florida including Lake Sylvia and North and South Lakes and HB 223 / SB 578 erodes a 27-year-old safe harbor provision in existing law that prohibits marinas from requiring boats to evacuate in the presence of a named storm. The proposed change, at this time, applies to deep water ports but it sets a precedent that will likely usher in similar legislation for more marinas in the future.

New York

The Canal System Revitalization Act has been filed in Part VV of the Transportation, Economic Development and Environmental Conservation (TED) Budget Bill. If passed, the bill will move responsibility for oversight of the New York State Canals to a Governor-appointed Board of Trustees. This may be a first step in ending end-to-end navigation and presents a problem for cruisers exploring the central New York State corridors, from the Hudson River to the Great Lakes and Canada.

Long Island Sound, Gardiner and Peconic Bays – there is a battle between oyster fishermen and the Devon Yacht Club about unmarked floating gear. While we are not taking a position on this case, we are monitoring it so we can have input on how we can share the waters safely with commercial fisherman and aquaculture installations.

Georgia

A proposed Camden County Spaceport site located between the Satilla and Cumberland Rivers in southeast coastal Georgia plans 36 launch events per year all of which could result in shipping channel and ICW closures. Delays could be hours, and in the case of rocket failure, days. SSCA has expressed our opposition to this project to the Georgia Department of Natural Resources Coastal Resources Division.

Indiana

SB 266 would establish an annual user fee of \$30 for watercraft registered outside Indiana that are in the State for no more than 60 consecutive days in a calendar year. Current law says any boat kept in Indiana for 60 days or more must be registered in Indiana.

Louisiana

There is proposal for no wake zones statewide - 100' from persons in the water, docks and piers, bridges, moored or anchored vessels, and 50' from personal watercraft.

North Carolina

HB 161 addresses Abandoned and Derelict Vessels, and in the wording allows a 30-day permission for anchoring for provisioning, repairs, tourism or recreational use.

In addition, the Marine fisheries Commission is considering limits on shellfish lease acreage in high recreational use areas due to conflict.

Oregon

Willamette River area is coping with a “ghost boat” issue (a name they use for a derelict boat) and working with the Oregon Marine Board responsible for ADV's (abandoned and derelict vessels). In turn they delegate authority to enforcement agencies who remove them.

South Carolina

SB 497 HB 3101 require boating and safety training (with certificate) for persons born after June 30, 2006. Coast Guard and merchant marine licenses and certificates from other states will be accepted but there is no provision to accept foreign issued certifications

In addition, Rep. Spencer Wetmore and Sen. Chip Campsen filed bills that would allow cities and towns to require a permit for mooring vessels on public waters for extended periods. The bills are similar to what Folly Beach has already been implementing. The new proposal lets local governments require a permit for a watercraft or floating structure to be anchored on public waters within its jurisdiction for more than 14 consecutive days. The cost of a permit may not exceed \$15.

Washington

This state is proposing licenses for kayakers and paddleboarders and canoers (they already require safety courses for larger vessels).

Washington DC

An expanded security zone has been extended due to “credible risks” along the waterfront of Ft McNair near the Wharf District. The zone does not prevent accessing the Wharf area in Washington Channel and does not appear to eliminate the anchorage off Southwest Waterfront Park (Active Captain AS “P Street, south of the Police dock.”

International

New Zealand

is cracking down on boaters failing to wear life jackets after a survey revealed 10% compliance. Fines of \$200 are being issued.



It is easy to donate using PayPal

[Click Here NOW!](#)

SSCA's Easier & Safer Cruising Summit starting in April

SSCA is proud to announce the **SSCA Easier & Safer Cruising Summit starting in April** !To access these videos and their MP3 audio-only file (for those with limited internet access), open the Publications tab on the SSCA website www.ssca.org

Tricks, Tips, Techniques and Solutions to problems...All of us have them: special ways we have found to make our Cruising life easier & safer ... We have 1000s of members... many experienced - some even outright experts in their areas. All have valuable ideas to share.

In this new series, you will hear, not just circumnavigators, like in the last Circumnavigators Summit, but many different experienced SSCA cruisers. One of the tenets of SSCA is sharing information. No matter how long we've been living the SSCA life: Cruising for decades, weekendng, or making mistakes on other people's boats, we've learned invaluable ideas for making life aboard work better.



Each episode will be less than an hour and feature several different cruisers giving their ideas on 1 or 2 subjects of interest, like heavy weather techniques or encouraging reluctant cruising partners, and some quick tips and gadget ideas, like fishing tricks, or galley tips.

Don't be surprised to hear what seems like contradictory opinions. We purposely have individual conversations with each speaker or couple so they do not hear what others say. They are not arguing with, or biased by someone else. In Cruising, as in life, there is no ONE solution for everyone. We hope listeners realize these are personal opinions based on individual experience, and will form their own judgment for their own situation.

We would be delighted to have you as a speaker ... easy & fun to share anything about anything cruising related! We are pre-recording, via Internet calls and edit these calls so we all sound great! During your phone interview, you can cover as many different subjects as you like, speaking from a few minutes to 10 min per subject, and each of these subjects will be included in different episodes.

It is our privilege to share the many ideas of many decades of Cruiser-Years of experience with our members. If you are not a member yet, visit SSCA.org, to get in on the conversation and gain full access to the SSCA Easier and Safer Cruising Summit.

For details contact:

Lifetime Commodores Luc Callebaut & Jackie Lee at sscamembership@ssca.org



Watch and Learn from any of the 187
Projects and Tips Videos [HERE](#)

Cruising Station Host (CSH) News:

- Fuerteventura, Canary Islands

Dear SSCA,

As representative for several cruising associations in Fuerteventura I inform you of the following.

I do not recommend sailors try to book berths through “reservation/booking platforms”. These booking platforms a lot of times are not updated, in this case, all vessels are being diverted to Gran Canaria directly. Instead, for bookings send an email to operacionesfue@laspalmasport.es

Yesterday friends were advised that a booking was not possible stating that the marina was fully booked. I knew that there was a lot of space available and contacted directly the marina authorities who confirmed that there was space which we later saw at the arrival of our friends.

Puerto Rosario

In Puerto Rosario, the capital of Fuerteventura, you can find now new pontoons, with electricity, water, security, fuel station, a perfect place to stop and visit this town. This marina is in middle of the city with a supermarket and shopping mall within 5 minutes walking and 10 minutes from the airport.

The approximate price of the marina is 13€ (yes 13 euros) for a 38ft boat. This marina belongs to Puertos del Estado, the Spanish government, as do several other marinas. Call channel 09 for docking instructions and you will be advised by the friendly marina police.

Puertos Canarios

Puertos Canarios, harbours belonging to the Canarian Government. After an incident in La Graciosa, north of Lanzarote and belonging to Puertos Canarios, where a Polish Catamaran was refused entry and ended up on the rocks, with its two 62 year old crew, many sailors are skeptical about entering these harbors. [Anavre](#), the Spanish Cruising association has been advised and they are dealing with this.



Marina Hemingway, Cuba
View of canal style docks

Harbor officials only work from Mondays to Fridays from 0800 to 1500 and the rest of the time the marina is managed by the security staff. So it's like a lottery, you will find most of the time friendly staff that welcomes you, others will ask you for a booking, and others will just refuse entry, with no apparent reason.

If you need any more precise info, or updated photos, please do not hesitate to contact me. You can also send an email to solicitudes@puertoscanarios.es

With kind regards,
Oliver Solanas Heinrichs
skype: oliversolanas
Tel: +34 695 978 711 (whatsapp)

- Hemingway International Yacht Club of Cuba

Dear SSCA,

It pleases me very much to greet you on behalf of the Hemingway International Yacht Club of Cuba and on my own, as well as wish you, your family and all members of the Seven Seas Cruising Association (SSCA) excellent health and safety.

I consider the occasion propitious to congratulate you on your election as President of SSCA on past November 20 and wish you success in leading such a prestigious cruising association..

For our part, we are doing well and working to expand and strengthen the excellent relations of friendship and collaboration that we maintain with the international nautical community. In this sense, we are writing to inform you that we are updating the area of our Yacht Club where we have located the diplomas of the cruising associations that we represent in Cuba.

We would be very grateful, if possible, if you could send us an Official Cruising Station Host diploma from SSCA this year, in this same way. It is our intention to show our Yacht Club members and visitors that, despite the pandemic, the bonds of friendship and collaboration with the world's cruising community are being maintained and strengthened.

I take this opportunity to reiterate my warmest greetings and to express that I feel very honored to have the opportunity, as Official Cruising Host of SSCA, to assist and support SSCA members who sail through Cuban waters and arrive at our marinas.

Best regards,

Lic. José Miguel Díaz Escrich
Commodore
Hemingway International Yacht Club of Cuba
Facebook: Cnih de Cuba

- **Galapagos**

Dear SSCA,

I was thinking that it may be useful to share an update of the current situation in Galapagos with the SSCA members. Galapagos is 100% open to yachts and visitors. No curfew or restrictions.

All crew must have a negative RT-PCR (RT-PCR is a nuclear-derived method for detecting the presence of specific genetic material in any pathogen, including COVID-19) test taken within 96 hours of departure from the last port of call.

In ports, crew and guest must comply with the protocols: wear a face-mask, keep social distance, etc.

To date, Galapagos has approximately 76 active cases, 0.01% with respect to the local population of 30,000 inhabitants

The vaccination process has started, slowly but gradually, with the front line workforce: doctors, police, etc.

For onward cruising from Galapagos, it is now available PCR tests and Antigen tests for the next destination. Cost is about \$ 100-120 USD.

If you have further queries, please keep me posted, I will be more than glad to keep The SSCA updated.

Have a wonderful day!

Kind regards,

Javier Plúa Rizzo

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www.yachtagentsgalapagos.com

- **Salinas, Puerto Rico**

Dear SSCA,

Salinas, Puerto Rico is a small town (pop. just over 28,000) on the southern coast of the island. The Marina de Salinas, a very cruiser friendly facility, sits on the western shore of the well-protected harbor and boasts a fuel dock and the Marina Restaurant, part of the Salinas Ruta Gastronomica (the gastronomic route). Many local motor boats and sailboats berth at the marina, while others anchor safely in the large harbor. The marina can accommodate fairly large vessels and has several catamaran slips.

There is excellent security at the Marina with an attended guardhouse at the entrance to the grounds and locked dock gates. A lovely, newly renovated hotel provides a respite for those wishing to get off the boat, and a new pool, cruisers lounge, and shower and laundry facilities for boaters' use are available. The recently completed events center hosts weddings, birthdays or other celebrations catered by the newly expanded restaurant kitchen facilities.



Marina de Salinas

The area around the Marina is called Barrio Playa (the Playa neighborhood), while across the harbor are other smaller marinas and more restaurants in the neighborhood called Playita. Private residences and docks ring the harbor.

A leisurely walk through Barrio Playa reveals many local eateries. There are bakeries with fresh Puerto Rican pastries and bread (notably pan sobao) where you can get a breakfast of scrambled eggs and omelets. There are stand-up counters where one can get a beer and an inexpensive empanada (a hand-held patty stuffed with meat or seafood), moderately priced mom and pop type restaurants, and high priced waterfront restaurants featuring fresh seafood and Puerto Rican delicacies.


A well-stocked grocery store called Econo, a Walgreens pharmacy, an auto supply store, and a sports bar are a longish walk (or a short car drive) from the Marina. There are several doctors, dentists, and medical labs in the area, as well as a medical center with an emergency room and a wide range of outpatient services. Rental cars are available by the day, week, month, or long-term from Sidney, a well-known and respected businessman in the area.



The town itself is centered, as are most small towns on the island, around a plaza featuring some local sculptures, a church, government buildings, a public library, and a bank. Radiating from the center of town are other amenities like a barber shop, several beauty salons, and local bars. A U.S. Post Office is down the road from the center of town. It's not unusual to find horses being ridden along the side of the road, or grazing in an open field.

A short boat ride from the harbor are a series of mangrove islands, ideal for a refreshing swim, snorkel, or leisurely boat ride. Many of the locals go to the islands to raft up with their friends and family and spend the day eating and listening to music, particularly on the weekend. During the week, things quiet down significantly, as people return to work and school. Also a short distance away to the east, lies Jobos, a sizable mangrove area which provides an excellent and well-tested hurricane hole. A somewhat longer ride to the west lies Caja de Muertos (called Coffin Island because of its shape resembling a sarcophagus), a large, idyllic anchorage along an extended beach, and a very popular spot for locals and cruisers alike.



Jose A Mendez
Cabo Rojo, PR
info@marinapescaderia.com



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Gam News

- 2021 Trinidad and Tobago New Years Gam Report

As with everyone around the globe Trinidad was not spared the wrath of the COVID-19 Pandemic. Borders being closed since March 2020 have brought tough times for the yachting industry. Cruisers have been stuck both in and outside of Trinidad. Amidst all these perils facing the world, being the SSCA Cruising Station Host (CSH) for Trinidad, I decided against all odds to not break a 20 plus year tradition of hosting the very first SSCA GAM for 2021 anywhere in the world. The Pandemic may have had a global



CSH updating cruisers on the
COVID-19 situation in Trinidad

negative impact on the world, but this New Year's Day the SSCA GAM made a positive impact on the world.

A Tradition started way back by Jack Dausend who passed this mantle unto me continues to live on unbroken. Even though the number of cruisers were limited due to the Government restrictions and not very many cruisers being here, the event was a huge success. The restrictions actually worked in favor of all gathered as there were enough door prizes for everyone at the GAM. SSCA Member John from s/v *Swagman* who was the first member to join the Association for 2020 was present and give a short talk on his first year of being a member. One of his major points was the very important role of a CSH "Whether here in Trinidad or around the globe, just to know there is a CSH at your intended destination is such a warm welcoming feeling that words just cannot describe".

To know your CSH can be there to provide any assistance be it for direction to the customs and immigration office, for clearing in or for a medical emergency, making reference to an incident right here in Trinidad couple weeks ago. Allan from s/v *Latitude Adjustments* was on his way up the ladder one evening after having dinner, when somehow he fell off the ladder and very unfortunately broke his foot in a couple of places between his knees and ankle. His wife Shirley immediately called me and Alan was taken to the hospital. Surgery had to be done and a long piece of steel inserted in with screws to help him to be able to walk again. I was able to be of support to Shirley, taking her to and from the hospital and back to the boat. This unfortunate incident took away all doubts whatsoever as to the importance of joining SSCA and having a CSH to call upon in times like these. So Shirley and Alan were the



s/v Latitude Adjustments, Shirley and Allan, are the very first couple to join the SSCA family for 2021

first couple to join SSCA for 2021 and to put the cherry on top they also received a door prize for joining from Peakes Chandlery/Marina.

Being a Board Member of YSATT, the Yacht Services Association of Trinidad and Tobago and being very active in all that is happening to try and get cruisers to return to Trinidad I was able to give a comprehensive update to everyone and answer questions that were on cruisers minds. Thanks to the New President and Board of YSATT that took up office in Nov 2020 for their very active approach to finding ways to get cruisers to safely return to Trinidad. Our YSATT-PHSS Proposal for a safe reopening to the Chief

Medical Officer from the Ministry of Health has been Approved and we are now lobbying the Minister of National Security for him to facilitate or grant any form of Exemption for our Industry to safely reopen.

Lunch was delicious and there was a lot to spare. Many thanks to all sponsors for their door prizes namely: Peakes Chandlery/Marina, Budget Marine.. Superb Sails and Canvas, Wheel House restaurant, Power Boats Marina, Maxwill Inflatable dinghy and bicycle repairs, Alpha Canvas, Members Only Maxi Taxi and Tour Services. Thanks to my wife Sharon Rose James who is behind the scenes for all the organizing.

I wish to take this opportunity to wish everyone at SSCA for all their hard work, special thanks to Joan Conover the SSCA CSH Coordinator for all her support during these very challenging times, all my fellow CSH around the world and all the SSCA members a Happy New Year 2021 looking forward to great things this year and beyond!!

Jesse James
(1868) 683 5202

www.membersonlymaxitaxi.com

- SSCA's 35th Annual Annapolis Cruisers GAM Scheduled

Many are fascinated with the liveaboard and cruising life, but only a relative few actually make their home on a boat, travel the coastal waters, or set out to cross oceans. For over 65 years, Seven Seas Cruising Association (SSCA) has helped liveaboards and “want to be” cruisers share their stories & expertise while meeting others who follow the ocean currents. All are invited to attend Seven Seas Cruising Association's 35rd Annual Annapolis Cruisers Conference (GAM) from **September 24th thru the 26^h 2021**, to be hosted by the Maryland Yacht Club (MYC) in Pasadena, Maryland. The Annapolis Boat Shows (Power and Sail) follow the first weeks of October.

‘GAM’s are a ‘gathering of mariners’ . They are designed to allow those who dream of the cruising life meet with those who are living that dream and let everyone share their joys and their challenges. Experienced liveaboard cruisers know that maintaining the boat is one of the “joys” of the cruising lifestyle. Long-distance cruisers quickly learn that being able to anticipate potential problems is as important as being able to fix the real ones- while at sea or in a secluded harbor. It's the sharing and friendship, however, that makes our cruising lifestyle so beloved - and even more so in this difficult environment we all face.



Skilled presenters at the 2021 Annapolis Conference will include - professional expertise on weather considerations and routing, off and near shore communications, ICW passage making, medical issues for cruisers, sailing with pets and kids, anchoring techniques, diesel engine care, energy systems and electrical power options. This year's conference provides practical information for cruisers at every level of experience, including a number of Hands-on Seminars on the topics such as CPR, Sail repair, line handling, creating art while underway, passage making during COVID (SSCA has in depth knowledge of COVID details in Southern USA, Bahamas, and Caribbean), Weather and a HAM/SSB Radio Workshop. We will also sponsor the Women Who Sail Facebook group at the women's seminar.

The conference provides both experienced cruisers and those preparing for their first cruise, the opportunity to learn from each other - and to form connections with others heading in the same direction. New cruisers often express how important the GAMs have been to their enjoyment, safety and camaraderie.

MYC is located at the entrance to Rock Creek and will rent slips to those attending, provide dinghy access for those who want to anchor, and parking for those who arrive by land vehicle. There is ample anchorage with good holding and excellent facilities, and there is spacious covered areas for both outside, and inside programs.

The weekend plans begin Friday afternoon with Registration, a CPR Course , and choice of Traditional SSCA Raft up and/or Provisioning Runs, followed by a "Heading South" discussion at the pavilion, ending with a bonfire at the water's edge. Saturday starts with a Cruisers Breakfast, sessions and break out sessions, lunch, Happy Hour and dinner with the keynote speaker. Sunday kicks off with a flea market, more great topics, hands on sessions, lunch and provisioning runs, ending with the Women Who Sail Happy Hour!



MYC is located at the entrance to Rock Creek

SSCA's Annapolis Cruisers conference is open to members and non-members. To learn more and to register to attend, go to www.ssca.org.

NOTE: These events don't happen by themselves, VOLUNTEERS ARE NEEDED!! No pryor experience working at a GAM is needed. If you can help contact Commodore Beth VanDegeijn directly at Beth.vandegeijn@comcast.net

Trawler Fest

BOAT SHOW • EDUCATION • RENDEZVOUS

Follow the link below for official updates
for both virtual and live
[2021 Trawler Fest Events](#)

Out and About....

- Upcoming Webinars

Fri, Mar 12 06:00 PM	SSCA Clean Wake: Disaster in Central America: Bay Island Honduras
Wed, Mar 17 03:00 PM 12:00 PM Pacific Time (US and Canada)	SSCA West Coast Virtual Lunch
Wed, Mar 24 06:00 PM	Hampton, VA - A choice destination for cruisers
Thu, Apr 8 06:00 PM	SSCA CSH Series: Mobile Navigation APP, Chesapeake Bay
Wed, Apr 14 06:00 PM	SSCA Webinar Series Introduction Part 1: Cruising Sails, Function/Design and Extending Life of Old Sails
Wed, Apr 21 06:00 PM	SSCA Webinar Series: Part 2 Cruising Sails, Function/Design and Extending Life of Old Sails
Wed, Apr 28 06:00 PM	SSCA Webinar Series: Cruising Sails, Part 3 Function/Design and Extending Life of Old Sails

Free to Members check ssca.org for registration information

- Antigua Extends Curfew as COVID case increases

Back toward the end of January; facing an increase in new COVID cases, particularly 'non-imported' cases as opposed to 'imported' cases, Antigua extended its nightly curfew to the hours of 8:00pm-5:00am.

The Director of the country's only hospital says COVID is stressing the hospitals limits; currently 41 cases are hospitalized in the 80+ bed facility and he has called for another nationwide lockdown to relieve pressure on the country's medical establishment. Other members of the Antigua medical community have joined his call for a second nationwide lockdown.

Earlier, the government said it does not want to order a second nationwide lockdown and it will not order another national lockdown. Business leaders have begun issuing statements creating pressure against another lockdown by saying they doubt the country can survive economically if there is a second national lockdown.

Anyone testing positive, but not in need of hospitalization, will no longer be allowed to quarantine at home. They will have to quarantine in one of three government quarantine facilities, two of which have just been added.

The opposition political party has expressed concern over the increase in Covid cases but has not joined those urging a second national lockdown. The airport remains open, and there have been no changes for those entering the country by sea. Schools are in the second week of a two-week closure because of an increasing number of children being exposed to adults who have tested positive. No decision has been made whether schools will reopen as previously planned.

The Antigua Sailing Week

The Antigua Sailing Week (ASW) scheduled for April 24-30, 2021 has been cancelled. ASW is usually the last of the major winter Caribbean regattas and follows other 2021 virus-related cancellations: RORC Caribbean 600 (Antigua), St. Martin Heineken Regatta, St. Barts Bucket, and Les Voiles de St. Barth. The Antigua Classics Regatta (Scheduled for March 31-April 6, 2021) is still officially on the calendar, but it's difficult to see how they will be able to hold the regatta under the present circumstances. Last year's Classics was also cancelled before Antigua went into lockdown on March 26, 2020. Antigua's current extended curfew is scheduled to end May 15, 2021.



- **Atlantic Crossing Recognition**

The Board of Directors of the Seven Seas Cruising Association would like to congratulate those Captains and Crews, SSCA Members and non-members, who have completed an Atlantic Crossing and present each vessel with a custom designed decal.

If you, or someone you know, has recently completed an Atlantic Crossing contact Homebase at office@ssca.org

Based on participation and feedback, plans are in the works to expand this program, soon.

The first recipients are the members of the Viking Explorers Rally Atlantic Crossing from the Las Palmas, Grand Canaria to Port Louis Marina, Spice Island Grenada

Congratulations to:

- Robert Pederson of *s/v Aurora*, Hallberg Rassey 41 Ketch
- Robin Jan Vlug of *s/v Bilby*, Lagoon 42
- Anders Clemensson of *s/v Clementine*, Dufour 425 GL
- Terry Pimentel of *s/v INUKSUK III*, the Boreal 47
- Jim Greetham of *s/v Site Office*, Lagoon 52
- Mike Pope of *s/v Strummer*, Hinckley Pilot 35

- New experimental weather forecast elements added for “Blue Water” Mariners

The National Hurricane Center is now providing several new experimental weather forecast elements for mariners that travel the open oceans of the tropical North Atlantic, the Caribbean Sea, the Gulf of Mexico, and the tropical eastern North Pacific.

The Tropical Analysis and Forecast Branch (TAFB) of the National Hurricane Center (NHC) continues to work toward improving services for the “Blue Water” mariner well away from land. Toward that goal, TAFB is introducing new experimental weather forecast elements via our Marine Graphical Composite Forecast map. While this is internet-based and not necessarily available to everyone offshore, it is designed to help any mariners in port who may have limited access to the internet, such as relatively low-bandwidth wifi provided in many remote marinas and ports. The new weather elements have been added to the existing set to help keep mariners informed and safe.

These new experimental weather elements are available via the existing TAFB’s Marine Graphical Composite Forecast maps:

Gulf of Mexico, Caribbean Sea, and Tropical North Atlantic:

https://www.nhc.noaa.gov/marine/forecast/enhanced_atlcfull.php

Tropical Eastern North Pacific:

https://www.nhc.noaa.gov/marine/forecast/enhanced_epacfull.php

Final Passage: s/v Sea Fever

Boat Type: 42’ Ed Monk Sr. Design Ketch

Joined SSCA: January 1957

A little history about my folks. After getting out of the Navy we lived in Yokohama Japan, where he built a 42 foot, Ed Monk Sr. design, ketch s/v *Sea Fever*, we sailed from Japan, I was 3 years old, to Hawaii, and then on to Los Angeles, CA, where they joined SSCA in 1957.

In 1960 we sailed back to Hawaii, and then proceeded to head south to Tahiti, and continue west through the islands, ending in Sydney for about 6 months to work and build up the kitty.

Then headed up the east coast of Australia, then across the Indian Ocean, and up the Red Sea and through the Suez, stopping in Vouliagmeni, Greece, where we stopped for about 6 months again building up the kitty, then headed on through the Med, and across The Atlantic. Ending up in St Thomas VI,



A fitting tribute to long time SSCA members and Rear Commodores Larry and Margaret Alexander, from their son, John.

again for about 6 months to build the kitty. From there through the Panama Canal, up the coast back LA. Almost 4 years in total.

Then back to Hilo Hawaii, where we sold s/v *Sea Fever*, to raise seed money to build a small hotel, the Dolphin Bay Hotel which we still operate. After I took over the hotel operations, they then moved to Port Townsend WA, and built s/v *Sea Fever II*, a 45 foot version of the same boat.

Sailed to Hawaii several times, and a few times to SE Alaska. They then built a house in Port Townsend, and sold *Sea Fever II*, and proceeded to build a 38 foot Cape George cutter, s/v *Patience*, which they took to Alaska and Hawaii several times. Sold that and bought a 38 foot trawler, but after realizing that no sailboats would wave at them, they went back a 37 foot Cooper Seabird, s/v *Thursdays Child*. When Margaret turned 85 she put her foot down and said "I am not jumping off this boat to catch a line anymore".

Sold the boat, and moved back Hilo Hawaii and became land lubbers. We lost Margaret on Sept 24, 2019 at 92, and Larry Feb 11, 2021 at 92.

Final Passage: s/v West Wind

Boat Type: Westsail 28

Draft: 4.5'

Home Port: Long Beach, CA

Joined SSCA: July 2006

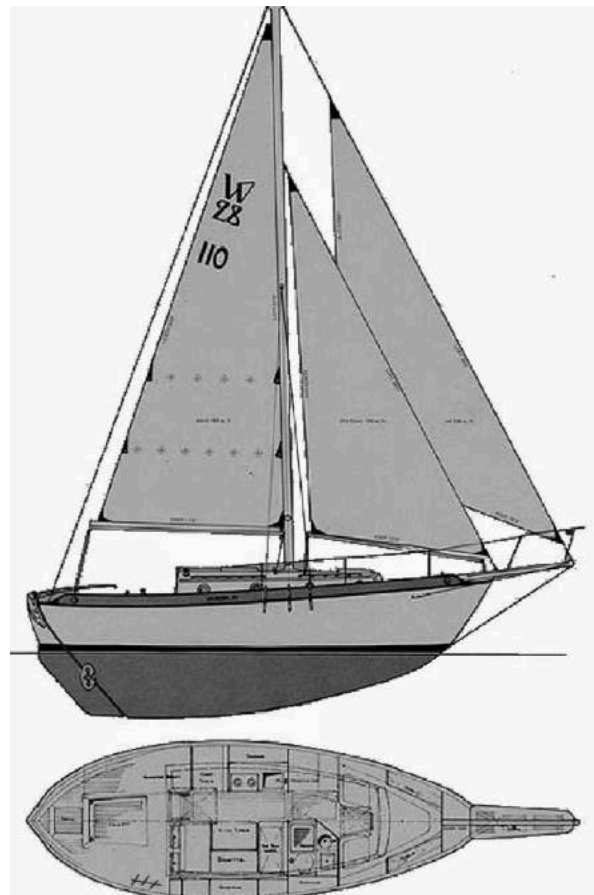
I regret to report that my brother, Luman Moody, died recently.

I know the sailing community is tight, which is why I wrote.

At the time of his death, "Lu" was living on a WestSail 28 in LA harbor, specifically at the Pacific Yacht Landing in Wilmington, and had been making plans to head out across the Pacific.

Lu was an old salt, sailing across the Pacific in the 60s and the Atlantic in the 70s.

Conner Bailey



Member Classified Ads

Large two-bedroom two-bath condo

Large two-bedroom two bath condo with deeded deepwater slip for sale in hurricane hole near Deltaville VA. Water views from every window.

Granite, hardwood, gas fireplace, freshly painted. Mostly new appliances. Carport and walkout shared basement with electricity.

Photos, more info, phone number, contact
Rear-Commodore Laurie King,
jandlking@gmail.com

\$349,000



“water views from every window”

30' 1978 Baba 30 s/v Moonshadow II

An exceptionally well equipped and maintained ocean cruiser.



Notable features include:

- NEW oversized standing and running rigging 2019 including Selden mast
- NAIS-400 Class B AIS Transceiver with NSPL-400 Splitter
- ICOM 801 SSB (2019) W/ Dynaplate & Backstay Isolators
- Little Wonder LVM145 Watermaker (2018)

Contact: Larry Broome (321) 459 0974

Note: 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 word 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)

s/v Growltiger: View from the Bridge

This past month has been busy for the entire Board of Directors.

Advocacy

SSCA is collaborating with the American Great Loop Cruiser's Association, Motor Trawlers Owners Association and the the DeFever Cruisers' Club, to insure a united effort with an organized approach. A recent SSCA webinar is available to review on the Seven Seas University, SSCA web page. Donations are needed to support theses efforts.

Fall 2021 Annapolis Cruiser GAM in Maryland

Fall 2021 Annapolis Cruiser GAM in Maryland, Sept 24-26th 2021 is being organized. Beth VandeGeijn, the Annapolis GAM coordinator has the event in hand. Anyone who would like to volunteer or be involved, please email Beth or sevensseaU@ssca.org.

SSU Webinars

They have become very useful in providing an 'infomercial' style for us all to learn what is happening where. Upcoming webinars are listed, with links to registration on the www.ssca.org homepage; completed webinars are posted under the SSU links. Over thirty new webinars are planned for members with a key series on weather, boat repair, sail repair and navigation are scheduled. Feel free to suggest webinars, or offer to help, email sevensseasU@ssca.org.

The Clean Wake Projects

There are several new projects, and older projects have been updated and validated.

All of this leads into spring, it's time to start thinking of Heading North with members congregating and passaging. SSCA hopes to support members with the tools they need, provide events designed for COVID-19 requirements, and provide the fellowship we all enjoy. With SSU webinars focusing on key aspects, with Clean Wake, Advocacy and now rolling out graphic maps to make our information more visible, and with the Board working hard to improve and energize our processes, this is becoming a good year to be SSCA!

Commodore Joan Conover
SSCA Vice President
Cruising Station Host Coordinator