

## The Blue Water Medal Awards 1923-2007

1923 *Firecrest* ALAIN J. GERBAULT France Left Gibraltar June 7, 1923, and arrived Fort Totten, L.I., exactly 100 days later. Nonstop. Dixon Kemp-designed British cutter, 34 feet oa. Single-handed.

1924 *Shanghai* AXEL INGWERSEN Denmark Departed Shanghai February 20, 1923 and arrived Denmark via Cape of Good Hope in May, 1924. Double-ended ketch, 47 feet oa., built by native laborers. Crew of three.

1925 *Islander* HARRY PIDGEON U.S.A. First circumnavigation-from Los Angeles to Los Angeles via Cape and Panama Canal, November 18, 1921- October 31, 1925. Home-built a 34-foot yawl of Sea Bird type. Single-handed.

1926 *Jolie Brise* E. G. MARTIN England Double trans-Atlantic crossing, including Bermuda Race. LeHavre pilot cutter 56 feet oa. April 3, 1926 from Falmouth, July 27 to Plymouth.

1927 *Primrose IV* FREDERICK L. AMES U.S.A. This 50-foot oa. Alden schooner had been sailed to England for the 1926 Fastnet. Medal was awarded for her return passage, from Portsmouth, north about, Iceland, Labrador, Cape Breton Island, 58 days to Newport, R.I.

1928 *Seven Bells* THOMAS F. COOKE U.S.A. An eastbound trans-Atlantic passage, Branford, Conn., to Falmouth, July 5 to July 31, 1928. Roue-designed 56-foot oa. ketch.

1929 *Postscript* F. SLADE DALE U.S.A. A 4,000-mile cruise in the West Indies with crew of two from and to Barnegat Bay, N.J. The 23-foot oa. cutter, designed by the owner, was subsequently lost with all hands under different ownership. No power.

1930 *Carlsark* CARL WEAGANT U.S.A. A 13,000-mile cruise of this 46-foot oa. ketch from Ithaca, N.Y. to Ithaca, Greece, and return to New York City. Started June 20, 1929, completed May 30, 1930.

1931 *Svaap* WILLIAM A. ROBINSON U.S.A. This 32-foot 9-inch oa. Alden ketch departed New London June 23, 1928, in the Bermuda Race of that year, and circumnavigated via Panama and Suez Canals with crew of two, except for period of race. Arrived N.Y. November 24, 1931.

No Date *Jolie Brise* ROBERT SOMERSET England Award for remarkable feat of seamanship and courage in rescuing all but one of 11-man crew of burning schooner *Adriana* in the 1932 Bermuda Race.

1933 *Dorade* RODERICK STEPHENS, JR U.S.A. A three-month, 8,000-mile trans-Atlantic crossing from New York to Norway and return, including victory in the Fastnet Race. The 52-foot 3-inch Stephens-designed yawl returned home from England by the

northern route in the remarkable time of 26 days.

1934 *Mav* L. W. B. REESE England A single-handed passage in a small double-ended ketch from England in the fall of 1933 to Nassau in January, 1934.

1935 CHARLES F. TILLINGHAST U.S.A. "For his seamanship in the effort to save three members of the crew of the Hamrah who were overboard in the North Atlantic, and in bringing the disabled and short-handed ketch safely into Sydney, N.S."

1936 *Arielle* MARIN MARIE France A single-handed trans-Atlantic passage in a 42-foot 7-inch oa. motorboat (July 23 August 10, 1936) with two self-steering devices. Marie had sailed the cutter Winnibelle II (without power) from Brest to New York in 1933.

1937 *Duckling* CHARLES W. ATWATER U.S.A. A voyage from New York to Reykjavik, Iceland and return to Newport via Trepassey, Newfoundland, June 19-August 26, 1937. A 37 1/2-foot oa. Mower cutter.

No date *Igdrasil* ROGER S. STROUT U.S.A. Circumnavigation in a Spray-type cutter (eventually re-rigged as yawl) designed and built by owner. He and his wife circumnavigated via Panama and Cape of Good Hope between June, 1934 and May, 1937.

1938 *Caplin* CDR. ROBERT D. GRAHAM, RN England Bantry Bay, Ireland, to Funchal and Bermuda, between April 20 and June 27, 1938, and then to West Indies. Graham's daughter completed crew of two in 35-foot oa. yawl.

1939 *Iris* JOHN MARTUCCI U.S.A. An 11,000-mile cruise from New York to Naples and return in a 36-foot oa. MacGregor yawl. The return home, including a non-stop 35-day run from Tangiers to Bermuda, was made after outbreak of World War II.

1940 BRITISH YACHTSMEN AT DUNKERQUE England Awarded to British yachtsmen, living and dead, who had helped in the evacuation of the British Expeditionary Force in June, 1940.

1941 *Orion* ROBERT NEILSON U.S.A. From Honolulu to San Pedro, Calif., June 5, 1941- July 15, with one companion, on a 30-foot auxiliary ketch, 10-foot beam and 4 1/2-foot draft, designed by John G. Hanna. Orion subsequently carried on through the Panama Canal to Tampa, Florida, a total distance of 7978 miles.

1947 *Gaucha* ERNESTO C. URIBURU Argentina. A cruise in a 50-foot ketch from Buenos Aires through the Mediterranean and to the Suez Canal and then to New York, following Columbus' route from Palos, Spain, to San Salvador.

1950 *Lang Syne* WILLIAM P. & PHYLLIS CROWE U.S.A. From Honolulu around the Cape to New England, from Easter Sunday, 1948, to the spring of 1950. After the award the 39-foot oa., home-built Block Island type double-ended schooner completed her circumnavigation to Hawaii.

1952 *Stornoway* ALFRED PETERSON U.S.A. A circumnavigation from and to New York

via the two major canals in a 33-foot double-ended cutter. Single-handed, June, 1948-August 18, 1952.

1953 *Omo* L. G. VAN DE WIELE Belgium A circumnavigation by owner and wife one other, plus dog, from Nice, France, to Zeebrugge, Belgium, July 7, 1951 -August 2, 1953, via Canal and Cape of Good Hope. Steel 45-foot oa. gaff-rigged ketch. Said to be first steel yacht and first dog to circumnavigate.

1954 *Viking* STEN & BRITA HOLMDAHL Sweden A circumnavigation by Canal and Cape of Good Hope by owner and wife from Marstrand to Gothenburg, Sweden, between June 17, 1952, and June 22, 1954. A double-ended 33-foot ketch converted by owner and wife from a fishing boat.

1955 *Wanderer III* ERIC & SUSAN HISCOCK England Circumnavigation by Canal and Cape of Good Hope by owner and wife, July 24, 1952 to July 13, 1955 in 30-foot Giles-designed cutter.

1956 *Mischief* H. W. TILMAN England 20,000-mile voyage of 50-year-old Bristol pilot cutter from England through Strait of Magellan, up west coast of South America, through Panama Canal and return to England, July 6, 1955-July 10, 1956.

No date CARLETON MITCHELL U.S.A. "For his meritorious ocean passages, his sterling seamanship and his advancement of the sport by counsel and example."

1957 *Landfall II* DR. WILLIAM F. HOLCOMB U.S.A. Circumnavigation westabout from San Francisco of Schock-designed 46.5-foot oa. schooner via the Suez and Panama Canals, with side trips to South America, England, North Africa and New York: September 18, 1953- September 15, 1957.

1958 *Les 4 Vents* MARCEL BARDIAUX France Singlehanded circumnavigation westabout around Cape Horn and the Cape of Good Hope, in home-built sloop 30-foot 9-inch oa. From Ouistreham, France, May 24, 1950 to Arcachon, France, July 25, 1958.

1959 *Trekka* JOHN GUZZWELL Canada Single-handed circumnavigation in home-built yawl 20-foot 10-inch oa. via the Cape of Good Hope and the Panama Canal. From Victoria, B.C. to Victoria, September 10, 1955 to September 10, 1959.

No date *Lehg I, Lehg II, Sirio* VITO DUMAS Argentina Global circumnavigation in *Lehg II*, 1942-1943. Other phenomenal single-handed voyages in *Lehg I*, 1931-1932; *Lehg II*, 1945-1947; *Sirio*, 1955.

1960 *Gipsy Moth III* FRANCIS CHICHESTER England Winner of the first Singlehanded Race across the Atlantic in 1960, from east to west across the Atlantic

No date *Seacrest* Dr. PAUL B. SHELDON U.S.A. Extended cruises along the coasts of Nova Scotia and Newfoundland

1962 *Adios* THOMAS S. STEELE U.S.A. Two circumnavigations in a 32-foot ketch; one in 1950-1955, the other in 1957-1963.

1964 *Pen-Duick III* ERIC TABARLY France Winner of the second Singlehanded Race across the Atlantic from Plymouth, England to Newport, R. I. in 27 days, 1 hour, 56 minutes.

1965 *Delight* WRIGHT BRITTON U.S.A. From New York to Greenland and return with his wife, Patricia, as sole crew.

1966 *Joshua* BERNARD MOITESSIER France From Moorea, west to east, around Cape Horn to Alicante, Spain. His wife, Françoise, was sole crew. 39 foot steel ketch (Jean Knocker & Moitessier designed)

1967 *Gipsy Moth IV* SIR FRANCIS CHICHESTER England Single-handed passage around the world, via the Cape of Good Hope and Cape Horn. Stopping only at Sydney, Australia, the distance was 29,630 miles for the whole voyage. 54' wooden ketch designed by John Illingworth and Angus Primrose

1968 *Lively Lady* SIR ALEC ROSE England Singlehanded circumnavigation with stops only at Melbourne, Australia and Bluff, New Zealand. He departed Portsmouth, England on July 16, 1967 and returned to that port on July 4, 1968. 36' - yawl

1969 No award was made.

1970 *Elsie* FRANK CASPER U.S.A. Extended singlehanded cruising including one circumnavigation and numerous trans-Atlantic passages. 30-foot Norwegian-type Walter Koenig cutter 1964

1970 *Carina* RICHARD S. NYE U.S.A. For meritorious cruising and ocean racing. 46-ft. yawl

1971 *Whisper* HAL ROTH U.S.A. A cruise of 18,538 miles around the Pacific Basin, with his wife as crew, aboard a 35 foot sloop. Spencer 35 fiberglass sloop (John Brandlmyr designed)

1972 *Awahnee* DR. ROBERT L., NANCY, AND REID GRIFFITH U.S.A. Since 1959 this family has cruised over 170,000 miles. Notable voyages include the first Antarctic circumnavigation, the first windward (east to west) circumnavigation south of all continents, and a circumnavigation via the canals. 53' ferro-cement cutter, built by Griffiths (Design by Uffa Fox)

1973 *Tzu Hang* BERYL AND MILES SMEETON Canada For many years of voyaging in the 45-foot ketch, covering, thousands of miles in all latitudes, climaxed by an east-to west rounding of Cape Horn, where they had twice previously been dismasted, in 1968. 46-foot wooden ketch (1951)

1974 *Angantyr* JAMES W. CRAWFORD U.S.A. With ten trans-Atlantic crossings, plus a

circumnavigation, perhaps the most outstanding feat was a 1970 single-handed trans-Atlantic passage in *Angantyr*.

1975 *Galway Blazer* WILLIAM KING England Started out in the Single Handed Around-the-World Race, but a roll over in a gale and a collision with a whale, eliminated competing in the race and made an interesting circumnavigation. 42" - junk rigged schooner

1976 *Reindeer* E. NEWBOLD SMITH U.S.A. For a well planned and executed round trip trans-Atlantic voyage to Spitzbergen including visits to many remote Arctic areas. Swan 43 (S&S design)

1977 *Sisang* GOSTA ERIKSEN Sweden For the extraordinary feat of salvaging his 41-foot ketch after being driven ashore by an unpredicted typhoon in the South China Sea.

No date HUMPHREY D. E. BARTON England For a lifetime of cruising, racing, twenty or more Atlantic Crossings, founder of the Ocean Cruising Club and promoter of long distance cruising.

1979 *Foreign Affair* MARY AND WILLIAM BLACK U.S.A. For a successful westbound circumnavigation from September, 1975 to September, 1979. Valiant 40 fiberlass cutter (perry design) 1975

1980 *Williwaw* WILLI de ROOS Belgium For a successful counter clockwise circumnavigation of North and South America starting from Belgium in 1977. 14.6m steel Ketch (1968) (designed by designed by L. Van de Wiele)

1981 No award was made.

1982 DR. DAVID LEWIS New Zealand "For an extraordinary, career of voyages, expeditions, research and races in small vessels." 32' steel sloop *Ice Bird* (among others)

1983 JOHN GORE-GRIMES Ireland For a decade of meritorious and seamanlike adventures including a circumnavigation of Ireland, Iceland, a cruise to 80 degrees North Latitude and visits to Spitzbergen, Jan Mayen Island and Greenland.

1984 ROLPH BJELKE AND DEBORAH SHAPIRO Sweden and U.S.A. For a cruise of 33,000 miles including both Arctic ice and Antarctic ice in a forty foot ketch with essentially zero material casualties. 40' steel ketch

1985 MARVIN C. CREAMER U.S.A For a series of off shore voyages culminating in a west to east circumnavigation via Cape of Good Hope and Cape Horn without navigational instruments - compass - chronometer, sextant or electronics. An GODERICH 35, 36-foot, steel-hulled cutter (designed by *Brewer, Wallstrom & Associates*) 1982

1986 *Palawan* THOMAS J. WATSON U.S.A. For a distinguished career of sailing, racing, and cruising, culminating in 15 years of outstanding sailing expeditions, the last of which was a cruise from Corner Brook, Newfoundland to Churchill, Manitoba and return.

Abeking and Rasmussen aluminum sloop (designed by S&S) 1984

1987 *Totorore* GERRY CLARK New Zealand For a three-year, eight-month ornithological research expedition in the Antarctic convergence zone involving a circumnavigation of Antarctica. Built by Gerry Clark in 1983 Allan Wright design. 36 feet long. bilge keeler with a cutter bow rigged with twin roller furling headsails and a main.

1988 *War Baby* WARREN BROWN Bermuda For a series of outstanding cruises in War Baby, North & South: Norway, Poland, the Arctic, Panama Canal, Galapagos, Patagonia, Straits of Magellan, the Falklands, South Shetlands and Antarctic Peninsula. 62' Aluminum Palmer Johnson sloop (S&S designed) 1973

1989 *Foxglove* ROY AND TEE JENNINGS U.S.A. For 4 years of seamanlike cruising the world, circumnavigating in waters from the North Atlantic to south of Cape Horn. Fiberglass sloop Freya 39 (designed by Halvorsen Brothers Australia) (1981)

1990 *Saint Patrick* PADDY BARRY Ireland For a series of voyages in the wake of Saint Brendan the Navigator in a traditional timber boat known as a Galway Hooker to many places in the far north such as Iceland, Spitzbergen and the Norwegian Arctic.

1991 *Curlew* TIM AND PAULINE CARR England For twenty years of cruising in the oceans and seas of the world without an engine, electrics or electronics of any kind in a 28 foot Falmouth Quay punt that was built in 1898.

1992 *Damien II* JEROME AND SALLY PONCET France/Australia For Antarctic cruising during twelve of the last eighteen summers which resulted in the publication of a handbook to assist and advise visitors, particularly on how to protect and preserve the beautiful, but fragile, region. 51' steel schooner, built by Jerome designed by Damien 1975

1993 *Assent* WILLIAM KER England For his courageous sailing in the many oceans of the world, much in the high latitudes. He has cruised to Greenland and Baffin Island, and it is believed he is the only man to have sailed into Gries Fjord on Ellesmere Island. On this voyage he reached 78 degrees 48 minutes north which is 850 miles from the North Pole. Contessa 32 fiberglass sloop (designed by David Sadler)

1994 *Maris Stella* Jacqueline & Christiane Dardé France For a circumnavigation from 1977 to 1983 in a 30' sloop, Ding Dinques, followed by a circumnavigation of the Pacific Basin in a 38' sloop, Maris Stella, from Panama to Japan, Alaska and Cape Horn, in a voyage commencing and terminating in France, all accomplished with competence, grace and humor, in the best tradition of amateur sailing.

1995 *Dodo's Delight* REV. R.L.M. SHEPTON England For a circumnavigation from 1993 to 1995 in a 33' sloop, England via Antarctica (twice), Easter and Pitcairn Islands, the South Pacific, New Guinea, Australia, South Africa and returning to England, with a crew of lads from the Kingham Hill School. 33ft Westerly Discus sloop

1996 *Rhodora* BOB & BETH LUX U.S.A. For a 7-year, 53,000-mile circumnavigation on a Bermuda 40 that included both coasts of South America, the Pacific Islands, Indonesia,

the Red Sea, the canals of France, the Orkney Islands, Iceland, and Greenland before returning back to Quissett, Massachusetts with seamanship and love of adventure intact. Hinckley B-40 yawl fiberglass (designed by Tripp Sr.) 1970

1997 *Aqua Quorum* PETER GOSS England For the extraordinary feat of returning 160 miles upwind, in a Force 10 gale, to locate fellow competitor Ralph Dinelli during the Vendee Globe single-handed, round-the-world race. After searching for 20 hours, he hoisted Dinelli, suffering from hypothermia, on board and sailed 1800 miles to Tasmania while caring for his passenger.

1998 *Night Runner* DOUGLAS M. FRYER U.S.A. For seamanship during 21,000 mile voyage from Seattle to Seattle by way of Cape Horn. His 10 months were plagued with hurricanes, squalls, and gear failures. He managed to jury-rig repairs at sea, even a loose skeg and bad rudder on a 1000-mile leg from Cocos Islands to Acapulco. Other stops: Puerta Vallarta, Falklands, Trinidad, Venezuela, Panama Canal. 42' cold molded bright finished wooden cutter (Perry design) built by Cecill Lange (1980)

1999 *Amelia* KAREN THORNDIKE U.S.A. For two-year circumnavigation in her 36-foot cutter, from San Diego, covering 30,000 miles to Hawaii, Tahiti, Cape Horn, Falkland Islands, the Argentine, Tasmania, New Zealand, and returning by way of Tahiti and Hawaii. She inspired school children with her daily reports, and encouraged them to make adventurous use of the sea. Rival 36 cutter (Peter Brett design) (1985)

2000 *Fiona* ERIC FORSYTH U.S.A. For a remarkable voyage in his 42-foot sloop to Antarctica from Patchogue, Long Island, via Panama Canal, Galapagos, Chile, Port Lockroy on the Antarctic Peninsula, South Georgia Island, Capetown, and home by way of St. Martin and Bermuda. 21,784 miles, 10 months with crew of 1 or 2 young men. Wrote copious descriptions of his cruise, and produced special guide to the Patagonian passages. 42' Westsail cutter (Crealock design) (1975)

No date *Cloud Nine* ROGER B. SWANSON U.S.A. For 160,000 miles of remarkable cruising in his 57-foot ketch. Prior to 1994, two circumnavigations via Antarctica. From 1994 to 2000 circled west to east from St. Thomas, V. I. to Seattle. Highlights included a Northwest Passage attempt stopped by impassable ice and extensive cruising in Europe, India, Asia and Australia. Swanson was dismasted in the South Pacific and sorely beset by ice floes in the Arctic, but through good seamanship, brought Cloud Nine through all danger. 57' fiberglass Bowman (Holman & Pye design) ketch (1975)

2001 *Apostol Andrei* NIKOLAI LITAU Russia For his circumnavigation of Europe, Africa, Australia, and Asia. He departed St. Petersburg, Nov. 1996, spent a winter laid up on the NE coast of Siberia, made it through the Bering Strait, where ice forced him to lay up again in Tiksy (Northern Siberia). In Aug. 1999, he made it through the Northeast Passage, a first in history. After 30,905 miles, he finally returned to St. Petersburg in November. 16.2m steel ketch (1996)

2002 *Masina* NOEL & LITARA BARROTT New Zealand For thirty years of ocean adventure on two boats, both built by Noel himself. Their first boat, Masina, was a 38'

cutter in which they circled the world, compiling 80,000 miles. Their second boat, Masina, is a 53' yawl, in which they completed a 57,000 mile circumnavigation including visits to Labrador and Iceland and an east to west rounding of Cape Horn in gale force winds. The crew included their daughter, Sina, who performed gallantly during a near capsizing when they were hit by a rogue wave off Cape Horn. Both boats custom wooden boats – don't know designer

2003 *Taonui* ANTHONY GOOCH Canada For his very well planned and executed single-handed nonstop circumnavigation from Victoria to Victoria, British Columbia.. His 177 day voyage began in late 2002 in his 42 foot cutter, Taonui and was completed in 2003. Prior to that, he and his wife, Coryn, had sailed about 115,000 miles over most of the world. Dubell design 42' aluminum sloop (1989)

2004 *Great American II* RICHARD B. WILSON U.S.A. For a series of three voyages in his 53' trimaran, *Great American II*, to equal or beat the record passages of famous 19 century clipper ships, including San Francisco to Boston (1993), New York to Melbourne (2001) and Hong Kong to New York (2003). His successful attempts were notable for the thoroughness of his preparations, the skilled but conservative way he sailed his fast vessel and the educational component he was able to generate for over 250,000 children who tracked his progress. Nigel Irens Custom Composite 53' Trimaran

## 2005 Blue Water Medal Awarded to Jarlath Cunnane



Jarlath Cunnane, retired construction manager, boat builder and adventurer from Castlebar, County Mayo, Ireland was selected by the Cruising Club of America to receive the prestigious Blue Water Medal at the Club's annual Awards Dinner in New York on January 17, 2006.

The award is made to Cunnane as builder and skipper of the Irish yacht, Northabout, which completed the first east to west polar circumnavigation in October 2002. The four year voyage started in Westport, Ireland in June 2001 and took Cunnane and his crew through the Northwest Passage to Alaska and Western Canada where they spent the next two years cruising. In 2004 they sailed to Russia, wintering the yacht at Khatanga, Siberia when stopped by the ice. In 2005 they completed the voyage to Ireland via the Norwegian coast and the Caledonian Canal.

## Through The Fabled Northwest Passage

Construction of the 49 ft. aluminum cutter began in Jarlath's workshop in April, 2000. By February, 2001 the hull was finished and on June 1st the boat was launched and taken to the quay at Westport, Ireland for rigging, final fitting out and loading of stores. Meanwhile

preparations in the form of charts, weather and ice information and communication with authorities was well under way. On June 23, 2001 with a crew of six aboard, some final details still to be done and sea trials not yet started, the boat departed for Greenland. Seven days later they sighted the stark headland of Cape Farewell, Greenland's southern tip.

During the month of July they sailed up the west coast of Greenland in increasingly icy conditions, while watching the ice maps for indications that Baffin Bay would be sufficiently clear of pack ice to make the crossing to Canada. On July 29th they had reached Qaanaaq, 70 miles north of the Thule Air Base and now with ice-free water to the west, they sailed to Lancaster Sound and entered the Northwest Passage. By good fortune, Peel Sound, the gateway to the inner sections of the Passage, was mostly free of ice at least two or three weeks ahead of normal. They now entered and successfully navigated the shallow, rock-strewn, difficult portion of the Passage with only a brief stop at two small settlements.

A final stop at Tuktoyuktuk, at the mouth of the Mackenzie River, for fuel and water and a few repairs and they were on their way for the final leg across the top of Alaska. At this point the weather forecasts warned that they could expect colder than normal conditions and indeed they were. With Point Barrow, the most northern point in Alaska still 500 miles ahead, the lead between the shore and the offshore pack ice began to close up and new ice began to form behind them. It became a race against time as they rounded the western tip of Alaska, passed through Bering Strait and entered Nome, AK on September 2, 2002. With the Northwest Passage successfully behind them, *Northabout* was hauled ashore for the winter.

### The Northeast Passage - Part One

Having sailed the Northwest Passage in 2001, *Northabout* spent the next two seasons cruising Alaska and Canada's Inside Passage. By 2004 the call of the north tempted them again and they set out from Prince Rupert, BC for the Northeast Passage over the top of Russia. The first challenge was to obtain the necessary permits, a difficult process which involved several trips to Moscow. On July 7, 2004 they departed Canada for the 2000 mile voyage to Anadyr, Siberia via Dutch Harbor, Alaska with a crew of 7 aboard. Once through the tedious but friendly formalities of entering Russia they were joined by *Slava*, the required Russian ice pilot and headed for Bering Strait and the start of the Passage.



The ice reports were favorable as they passed the easternmost tip of Russia on August 4th and headed west. Within four days "ice blink", a white reflection in the sky, was seen denoting the presence of sea ice ahead and prompting a course change toward shore to avoid the heavier pack ice outside. They stopped at a pair of depressing and partially deserted towns along the Siberian coast and at Tiksi caught up with a Dutch sailboat named *Campina* being sailed solo which had been forced to overwinter in this dreary place on the Lena river.

As they were approaching Cape Chelyuskin, the northernmost point on the coast and the halfway location on the Northeast Passage, they received a radio message from *Campina* that she was disabled in the ice and needed to be towed about 30 miles to deeper water to reach a rescue vessel. This was a very difficult and dangerous operation but it was undertaken without hesitation by *Northabout* and carried out successfully in spite of the heavy ice conditions. It was now September 7th and with new ice forming, the navigation season was clearly over. They

now retreated up the Kheta River to Khatanga where the boat was lifted aboard a large steel river barge and secured for the winter. .

## **The Northeast Passage - Part Two**

In June 16, 2005 an advance party of two came to Khatanga to oversee the lift-out from the barge, the stepping of the mast and other preparations. The remainder of the crew would arrive in mid-August when the sea ice was expected to break up. On August 21st *Northabout* departed and once out of the river found herself in heavy ice which soon brought her to a stop. With help from a large icebreaker nearby she was able to reach open water and proceed past Cape Chelyuskin and on to the west.

Their optimism was soon shattered when they learned a very severe northwesterly gale was imminent and that they would have to retreat to the lee of Bolshevik Island. Four days later the gale ended and they were able to join a convoy of ships headed by two nuclear icebreakers and enter the Kara Sea. With the sea now mostly ice free, they made a brief stop at the dreary, nearly abandoned port of Dickson and a short visit ashore at White Island. As they passed the forbidden island of Novaya Zemlya they were warned of an approaching major storm so they pressed hard to cross the Barents Sea and reach Murmansk.

On September 5th they entered Murmansk where they encountered the "paper curtain" again, spending 1 1/2 days getting their port clearance papers. Now, with the Northeast Passage behind them, *Northabout* rounded Norway's North Cape and sailed down the Norwegian coast and across the North Sea to Scotland's Caledonian Canal. The final leg down the Irish Sea brought them to Donegal Bay and their home port of Westport, Ireland on October 12, 2005.

## **2006 Blue Water Medal Awarded to Minoru Saito**

Minoru Saito, an admired Japanese solo sailor who at the age of 71 completed his seventh single-handed circumnavigation of the world, was selected by the Cruising Club of America to receive the prestigious Blue Water Medal for 2006. The medal was presented at the Club's annual Awards Dinner in New York on January 16, 2007 by Commodore Edward S. Rowland.

Saito, sailing his 50 foot sloop, *Shutendohji II*, first raced around the globe in the 1990-1991 BOC Challenge and has been sailing almost continuously in solo world-circling races and voyages ever since. On completing his latest voyage, which ended in June, 2005 in Japan, he had sailed 240,000 miles at sea.

Minoru Saito began serious sailing in 1973 at the age of 39 by participating in races in Japan. Thirteen years later he purchased a 43-foot sailboat in Australia and entered several grueling races between Australia, New Zealand and Japan, including the Melbourne to Osaka Race, the Around Australia Single-handed Race (where he suffered a heart attack, which forced him to retire from the race) and the Auckland-Fukuoka Race. Between races, while sailing from Japan to Sydney, he survived a typhoon, two cyclones and several knock-downs from gale force winds.





In 1991 Saito acquired *Shutendohji II*, a solid 50-foot blue water cruiser built in Australia and modified for long-distance solo ocean racing. To qualify for and participate in the third BOC round-the-world race, he sailed from Sydney, Australia to Newport, Rhode Island, then in the race itself. In 1994 he sailed from Japan to Charleston, South Carolina to participate in the fourth BOC Challenge, then back to Japan via the Red Sea, thus completing two circumnavigations in one continuous trip. In 1997 he

sailed from Japan to England via Australia and the Cape of Good Hope, South Africa, then in the Single-handed Trans-Atlantic race between Falmouth, England and Charleston, and then participated in the fifth BOC Challenge, renamed the "Around Alone." On returning to Japan via Cape Town and Tasmania, Australia, he completed his sixth circumnavigation.

His latest voyage, dubbed "Challenge-7," began in Tokyo in October 2004 in the form of an informal contest between himself and Japanese single-hander Kenichi Horie. Saito completed the route without stopping 7 1/2 months later on June 6, 2005, a few days ahead of Horie, to notch up his seventh circumnavigation.

Minoru Saito has always sailed without sponsorship, with a sparsely funded budget and with a long-running heart ailment. While seldom among the winners and sailing an ageing boat, his dogged persistence, cheerful attitude and indomitable spirit have been recognized and praised in yachting circles all over the world.

## **2007 Blue Water Medal Awarded to Peter Passano**



New York, N.Y., USA (January 15, 2008) – Peter M. Passano of Woolwich, Maine was selected by the Cruising Club of America to receive its prestigious Blue Water Medal for 2007. The medal was presented by CCA Commodore Ross E. Sherbrooke of Boston, Mass. at the club's annual Awards Dinner in New York on January 15, 2008.

Peter Passano is the skipper of his 39-foot, home-built steel cutter *Sea Bear*, which during the past 17 years has taken him on ocean voyages spanning the length and breadth of the Atlantic and Pacific oceans. Taken together with his previous boats, he has sailed over 125,000 nautical miles.

Passano's serious offshore sailing began in 1966 when he and his wife sailed a 35-foot steel sloop from Holland to San Francisco via the Mediterranean and Panama Canal. Following a period of local sailing, the keel was laid for a simple, strong steel cutter which was built on the bank of a tidal creek in Marin County, California and launched in 1990. The shakedown cruise which followed took *Sea Bear* to Hawaii and north to Puget Sound, followed by a cruise to Alaska in 1992 and a single-handed passage from the Northwest to San Francisco.

The next year *Sea Bear* embarked on a three-year cruise through the South Pacific as far west as Australia and as far south as Tasmania, including a detour to the Louisiade Archipelago in Papua New Guinea. At this point Passano decided to reverse course and sail to Maine via the challenging Cape Horn route. Lacking a reliable crew, he decided to make the voyage beyond New Zealand single-handed. All went well until 250 miles west of Cape Horn, Passano saw the barometer drop 15 millibars in six hours, a sure sign of a severe storm approaching. The wind blew between "violent storm, force 11" and "hurricane, force 12" for over 20 hours. At the height of the blow, *Sea Bear* was knocked down flat several times by breaking seas causing some damage on deck, but no harm to the hull. After rounding Cape Horn in fine weather, he continued on to Maine via Rio de Janeiro, Antigua and Bermuda.



After a summer cruising Maine, *Sea Bear* sailed a clockwise circle of the North Atlantic, including Nova Scotia, Newfoundland, the Azores, Madeira, the Canaries, the Windward and Leeward Islands, the Virgins, the Bahamas and back to Maine. During this cruise the boat's strength was demonstrated when it piled up one evening on a reef in the West Indies. In the morning the boat was dragged off with insignificant damage to the hull.

Following cruises north to the Canadian Maritimes and south to the Caribbean and the Bahamas, Passano sailed for Ireland, England, Spain, Portugal, and then back across the Atlantic to Brazil where he set off on a long solo voyage to South Georgia Island. SO on the next leg to Cape Town, he struck a "bergy bit" (ice) which damaged the boat's bowsprit and almost caused the loss of the rig. Emergency repairs – earning him the Rod Stevens Trophy for Seamanship – allowed him to finish the passage safely. By the time he reached Maine he had completed a giant "figure eight" the length of the Atlantic.

The last five years have been spent between Maine, Nova Scotia, Newfoundland and Labrador in the north and the Caribbean and the Spanish Main in the south. The adventures continue to this day.

## 2008 Blue Water Medal to William (Scott) Piper III



The Cruising Club of America has selected William (Scott) Piper III, M.D. to receive its prestigious 2008 Blue Water Medal for 12 years of adventurous cruising and voyaging in two boats, *Pipe Dream VI*, a J/40, and *Pipe Dream IX*, a 52' J/160, aboard which he has logged over 132,000 miles, for a total of 180,000 miles. The medal was presented at the club's annual Awards Dinner in New York on January 13, 2009 by CCA Commodore Ross Sherbrooke, of Boston, Mass.

Now 69, Scott Piper retired a few years ago as an orthopedic surgeon. He graduated from Dartmouth, and later took his residency in New York City, where he served in the Far East during the Vietnam War, and until not long ago practiced in southern Florida. His wife Gillette, is a practicing psychologist. In remote areas, word of a doctor's arrival travels fast and on numerous instances Scott has performed emergency procedures. On one such occasion a few years ago, a young man was swept over a large waterfall, smashing numerous bones and almost drowning. Scott trucked him to a hospital, took over the emergency room, and performed successful surgery.

Scott Piper has crossed the Atlantic eight times and the Indian and Pacific Oceans four times each. His routes have varied substantially, including high latitude crossings of the North Pacific and Southern Oceans. His voyages have included roundings of three of the world's great capes, Cape Horn, the Cape of Good Hope, and Cape Leeuwin on the southwest tip of Australia. While he usually sails with friends, some of his voyages have been done solo.

He has been awarded 14 Parkinson Trophies (including one for his recent Pacific crossing) for transoceanic voyaging, and it appears he is due for two more that he has never applied for. In his cruising he has accumulated 126 foreign courtesy flags. He has also raced his boats in offshore races including the Transpac, the Newport Bermuda Race (doublehanded), and the Rolex Sydney Hobart Yacht Race.

