

THE 2019 AWARDS

As members will be aware, for the first time in its 66-year history our Club was unable to hold an Annual Dinner at which to present the 2019 Awards. This was to have taken place in Annapolis, Maryland on 18th April and organisers Bill and Lydia Strickland, aided by numerous others, had put a vast amount of time and effort into its organisation prior to cancellation on 12th March due to the Covid-19 pandemic.

At the time of writing it is hoped that the 2021 AGM and Annual Dinner will take place in Annapolis, with the intended 2021 location in Cumbria deferred until 2022. In the meantime award winners' plaques are being sent to them by mail, together with an invitation to attend the 2021 Annual Dinner.

Thanks are due to Eoin Robson, chair of the Awards Sub-committee, for receiving the award nominations and overseeing the judging panel. Further details of the history and criteria for each award, together with information about how to submit a nomination online, will be found at <https://oceancruisingclub.org/Awards>.

THE DAVID WALLIS TROPHY

Presented by the family of David Wallis, Founding Editor of *Flying Fish*, and first awarded in 1991, this silver salver recognises the 'most outstanding, valuable or enjoyable contribution' to that year's issues. The winner is decided by vote among the *Flying Fish* Editorial Sub-committee.

As always there was divergent opinion among the *Flying Fish* Editorial Sub-committee, but nearly everyone included **Helena Klocke** in their shortlist for her articles *SAILING PARADISE: Crossing the Caribbean Sea* in *Flying Fish* 2019/1 and *CROSSING THE PACIFIC: Colón to Tahiti* in *Flying Fish* 2019/2. Among the

Helena in San Cristobal, Galapagos



praise for her articles were 'She communicates the excitement of discovering it all – and does it scarily well in a second (or maybe tenth) language', 'She reminds me of the thrill of my first ocean passages – I hope she has the chance to do more in the future and tell us about them', and 'She just sounded as if she was having so much fun!'.

Helena received assistance from the OCC Youth Sponsorship Programme and typifies the kind of young person it was set up to support. After leaving

Kiwa in French Polynesia

high school in Germany in 2017 she spent a year in Italy as an *au pair* before preparing, in March 2019, to join New Zealand member James Joll aboard his Lagoon 450S catamaran *Kiwa* in Saint Martin. Together with a crew which included her mother, she remained aboard until landfall in Tahiti two months later – what she describes as ‘the most amazing, intense but also most peaceful time of my life (so far)’.

Kiwa and her crew crossed the Caribbean Sea, transited the Panama Canal, and called in at the Galapagos islands, the Marquesas and the Tuamotu archipelago on their way to Tahiti. In Helena’s words, ‘Every place we saw was overwhelmingly beautiful and every day was accordingly joyful. I knew I liked sailing from numerous holidays in Ireland, but I did not think that, back home, all I can think about would be how to get back on board next summer. If things work out I would be happy to write another little bit for the *Flying Fish*, if there is any demand’.

As editor I can confirm that there will always be a demand for more of Helena’s cheerful and entertaining writing in *Flying Fish* – if not this year then hopefully next.



THE QUALIFIER’S MUG

Presented by Admiral (then Commodore) Mary Barton and first awarded in 1993, the Qualifier’s Mug recognises the most ambitious or arduous qualifying voyage published by a member in print or online, or submitted to the OCC for future publication.

The highly-deserving winner of the 2019 Qualifier’s Mug was Belgian member **Eugénie Nottebohm**, who joined the OCC following a singlehanded passage from Falmouth to the Azores aboard *Guilia*, her Contessa 32.

Eugénie started sailing with her boyfriend in 2007, aboard a Hallberg Rassy 26. She soon became an enthusiast, attending courses at the French Les Glénans sailing school to add to her

Sailing back to Terceira in July 2019



*First solo trials aboard
Giulia in July 2017.
Photo Marina Piérard*

skills and, after treatment for breast cancer and becoming single again, bought *Giulia*. At the time she had no plans to sail alone but, after encountering the perennial problem of friends who said they'd love to crew but were never available, she 'became singlehanded by chance'. She found that the more she sailed alone the more she liked it, and now lives and travels aboard *Giulia*.

Eugénie combines sailing with her passion for painting, finding them complementary in their ability to allow her to connect both with nature and with the places she visits. See *The Art of Going Solo* in *Flying Fish* 2019/2 to admire just a few of Eugénie's evocative watercolour sketches.



THE PORT OFFICER SERVICE AWARD

Introduced at the suggestion of then Rear Commodore Mark Holbrook and first presented in 2008, this award is made to one or more OCC Port Officers or Port Officer Representatives who have provided outstanding service to both local and visiting members, as well as to the wider sailing community.

As in many previous years, the judges were unable to decide between two outstanding candidates for the Port Officer Service Award so two awards were made.

Pam Wall has been an OCC member since 1975 and was Port Officer for Fort Lauderdale, Florida from 2011 until retirement in November 2019. An

extremely experienced cruising sailor and the go-to person for all matters pertaining to the Fort Lauderdale area, Pam has helped innumerable members over the years and earned a well-deserved reputation for 'going out of her way to welcome and assist'.

Together with her late husband Andy and children Samantha and Jamie, Pam set off in 1985 to circumnavigate aboard *Kandarik*, their home-built 39ft Freya sloop. They returned home in 1991 but made several more long cruises, including three Atlantic circuits, aboard *Kandarik*, which Pam still owns. She worked for West Marine for over 20 years, as their Outfitting Manager and Cruising Consultant, and for more than ten years was an instructor at the annual Women on the Water Week at the Bitter End Yacht Club in the British Virgin Islands. She continues to be in demand as a seminar speaker who encourages and educates on the cruising lifestyle.



The Port Officer Service Award also goes to **Linda Lane Thornton**, Port Officer for Terceira in the Azores since 2019. Linda joined the OCC in 1982 following a singlehanded Atlantic circuit aboard her Achilles 9 metre *Red Marlin*, which included three years in Barbados working at the British High Commission. In 2002, and married to Andy, they bought a Nicholson Half-Tonner, *Layback*, in which they cruised to Orkney and Scotland, followed in 2006 by *Coromandel Quest* (now simply *Coromandel*), the Nicholson 35 which they still own. They embarked on a five-year circumnavigation in 2007, followed by three more Atlantic circuits before deciding to settle in the Azores.

The story of how Neil and Anne Hegarty were greeted by the news that their Chance 37 *Tam O'Shanter* was taking on water at her berth in Angra do Heroísmo, Terceira while they were on another island appears on page 203, concluding with her brush with Hurricane *Lorenzo* while laid up ashore. Over the following months

Linda at the helm of Coromandel, with Angra do Heroísmo astern



Linda went far beyond the call of Port Officer duty liaising with the boatyard to ensure timely and effective repairs, welcoming Neil and Anne to meals in her and Andy's home, and repeatedly providing chauffeurage to and from the airport. As Neil wrote in his nomination, 'Linda has been a lifeline ... and treated *Tam O'Shanter* as if she was her own. We can never thank her enough'. Those who know Linda will be aware that this was not a one off – she has long gone out of her way to meet fellow cruisers and assist them whenever possible.



THE WATER MUSIC TROPHY

Presented by Past Commodore John Foot and named after his succession of yachts all called *Water Music*, this set of meteorological instruments set into a wooden cube was first awarded in 1986. It recognises a significant contribution to the Club in terms of providing cruising, navigation or pilotage information, and is open to members only.

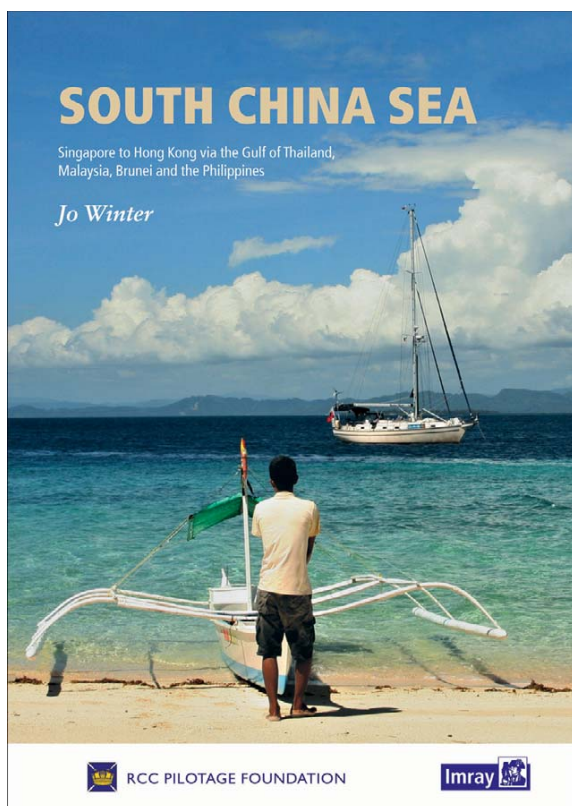
Many members are also authors and quite a few of the latter write cruising guides. New to their ranks is Jo Winter, winner of the 2019 Water Music Trophy for *South China Sea*, published by Imray Laurie Norie & Wilson Ltd and the Royal Cruising Club Pilotage Foundation and very favourably reviewed in *Flying Fish* 2019/2. It covers the waters from Singapore to Hong Kong via the Gulf of Thailand, Malaysia, Brunei, the

Philippines and Taiwan, and looks set to become the go-to source of information for all cruisers, including OCC members, who venture into that sometimes challenging area.

Jo's attachment to southeast Asia has its roots in a backpacking holiday there in 1976, rekindled when she and husband Giles reached Singapore in 2007 aboard their *Island Packet 45*, *Brother Wind*. Two years previously, with the youngest of their four children at university, they had decided to head off for a 'fast circumnavigation', crossing the Pacific and spending a year in New Zealand, Australia and Indonesia before reaching Singapore.

From there they headed east again, back to the South China Sea, putting their circumnavigation on hold while (to quote the book's preface) they

The cover of South China Sea, with Brother Wind in the background



Jo in the Canadian Rockies in 2019

‘spent longer and longer exploring the fabulous cruising grounds of SE Asia, and enjoying the company of the resourceful, friendly people who live here’. When informed of her award by Commodore Simon Currin, Jo responded that, ‘All the work of writing the book was in so many ways such a pleasure and reminder of the wonderful local people who befriended us and made us so welcome. We were constantly given so much more than we could ever return in kindness and help. It’s funny to realise that many people don’t sail those regions because of worries about pirates, when to us it was the kindest, most sensitive, region on earth!’.

Visit Jo and Giles’s blog at www.sailblogs.com/member/joandgiles/ to share their travels.



THE OCC EVENTS AND RALLIES AWARD

This award, open to all members, recognises any Member, Port Officer or Port Officer Representative who has organised and run an exceptional rally or other event.



The 2019 OCC Events and Rallies Award goes to **Bill and Lydia Strickland**, Regional Rear Commodores for South East USA. Members since 1996 and 2014 respectively, Bill and Lydia started out racing on Chesapeake Bay – still their home waters – but went on to cruise in the Caribbean, Mediterranean, Baltic,

Bill and Lydia at the 2019 Annapolis Dinner

The Strickland home in party mode. Left to right: Nella and Björn Sjöström, Lydia and Bill, Christina Olsson, Reg Barker, Jan Olsson and Nicky Barker



North Sea and on the East Coast of the USA. Friendships made since joining the OCC have led to cruising invitations for exotic places such as the San Blas Islands, Malaysia and Thailand, as well as being line handlers through the Panama Canal.

Lydia and Bill were natural choices to become Regional Rear Commodores in 2016 and since then have been indefatigable in promoting the Club, contacting new members and organising social events. Each year they organise the Annapolis Fall Dinner which attracts more than 110 attendees, keeping costs low by doing much of the catering themselves. They also support other members organising events around the Chesapeake, notably the Upper Chesapeake Cruise which last year attracted 41 people aboard 18 boats and the Southern Chesapeake Cruise which attracted 32 attendees and 16 boats.

With their reputation, when the prospect of holding the 2020 AGM and Annual Dinner in the South East USA was first discussed by the General Committee, the immediate question was 'will Lydia and Bill be willing to organise it?'. They volunteered without hesitation, researching suitable venues and making all the arrangements for the AGM, talks and meals, including for our prestigious Annual Dinner. Had things turned out differently they would have been presented with their Events and Rallies Award at this year's Dinner, but we are fortunate that they've already agreed to remain in harness for a reprise in 2021 so perhaps it will happen then.

With great modesty, on learning of their win from Commodore Simon Currin they replied that, 'it is our members who have participated in the events that have made them successful, not us. We do appreciate the Club's confidence in us, and it gives us great pleasure to meet so many wonderful people from all over the world in our role as Regional Rear Commodores'.



THE VASEY VASE

Donated by past Commodore Tony Vasey and his wife Jill, and first awarded in 1997, this handsome trophy recognises an unusual or exploratory voyage made by an OCC member or members.

To say that the voyage chosen to receive the 2019 Vasey Vase was ‘unusual’ is an understatement. Over the course of five years, **Steve Brown** and a variety of crews aboard his purpose-built aerorigged Bestevaer 60C schooner *Novara* circumnavigated the Americas, sailing some 32,950 miles and visiting 175 anchorages, with side trips to Antarctica, the Falkland Islands and South Georgia.

On leaving Camden, Maine in June 2014 *Novara* and her crew headed north, transiting the Northwest Passage (see *Flying Fish* 2015/1 and 2015/2) and reaching Kodiak, Alaska by September. During 2015 she sailed south down the Canadian and US



Steve Brown

Brazil and exploring the rivers of French Guyana, Surinam and Guyana along the way.

By *Novara*'s standards 2019 was something of an anticlimax, taking in Bonaire, Haiti and Cuba before returning to Maine, though Steve admits that, ‘after the cold and extreme conditions

Novara at Deception Island, Antarctica, January 2018

coasts to Mexico, and in 2016 headed down to Ecuador before taking a leg out into the Pacific to visit Easter Island and then continuing southeast to enter the Chilean Channels.

Early 2017 saw *Novara* pass through the Chilean Channels to reach the Magellan Strait and Beagle Channel, then head into the South Atlantic and northeast to the Falkland Islands where she remained for the Austral winter. Later that year – the southern spring – Steve and his crew visited South Georgia for both climbing and sailing (see Bob Shepton's account in *Flying Fish* 2018/2), encountering hurricane force headwinds on the return passage to Port Stanley. In the same *Flying Fish* is an account of *Novara*'s visit to Antarctica in January 2018, including her grounding in Deception Island in 75 knot gusts, fortunately without serious damage. Heading north again, after a brief stop in the Falklands *Novara* continued to Uruguay and then up the east coast of South America to Grenada, visiting



of South Georgia and Antarctica, spending time in the warmth and calm waters of the Caribbean came as something of a welcome relief and gave us the opportunity to share the adventure with our grandchildren’.

The entire voyage was summed up by Steve’s nominator as, ‘A well-executed, well-completed, successful voyage encompassing several outstanding achievements in their own right.’ Visit www.sy-novara.com for more details as well as stunning photos and video.



THE AUSTRALIAN TROPHY

First awarded in 1990, the Australian Trophy was donated by Sid Jaffe, twice Rear Commodore Australia. Carved from a solid piece of teak by Wally Brandis, it is awarded for a voyage made by an Australian member or members which starts or finishes in Australia. The winner is decided by vote of the Australian membership.

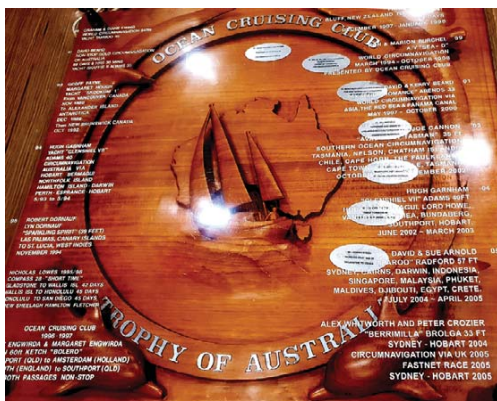
The 2019 Australian Trophy went to **Joanna (Jo) Breen** following her success in the 2018 Melbourne Osaka Cup double-handed race. She and crew Joanne Harpur achieved second in their division with a time of 39 days over the 5500 mile course, despite her S&S 34 *Morning Star* being the smallest and oldest boat in the 19-strong fleet. The Melbourne Osaka Cup is by far the longest ocean race in the world with a south to north course crossing multiple weather systems and currents, not all of them favourable. The presentation of the Trophy to Jo at the Quarterly Sydney Meet on 17th December 2019 was reported in the March 2020 *Newsletter*.

A member since 2014, Jo grew up in northern Tasmania and started dinghy sailing with the Tamar Yacht Club in 2001 at the age of 12. In 2013 she moved up to



The Australian Trophy

keelboats, after which she spent four years working as a delivery and charter skipper, including a passage around Cape Horn and a circumnavigation of South Georgia while mate aboard Skip Novak's *Pelagic*. However, being a naturally competitive person offshore racing was always her dream, and following the Melbourne Osaka Cup she replaced *Morning Star* with the water-ballasted *Team Runaway*. She and co-owner David Aplin achieved fourth in their division in the 75th Sydney Hobart Race with the yacht, which Jo plans to enter for next Melbourne Osaka Cup in 2022.



THE VERTUE AWARD

The Vertue Award is presented to a member in North America for an outstanding voyage or for service to the Club. Named after *Vertue XXXV*, in which OCC Founder Humphrey Barton crossed the North Atlantic in 1950, it was created in 2014 to commemorate the Club's 60th anniversary. Awardees are selected by North American Regional Rear Commodores.

As reported in the December 2019 *Newsletter*, the 2019 Vertue Award went to **John van-Schalkwyk**, known to most as simply van-S. A man who embodies the spirit of the OCC as an accomplished sailor who is always ready to assist others and has innumerable friends on both sides of the Atlantic, van-S has given generously of his time and many skills in the service of the OCC.

Although based for many years in Jeddore, Nova Scotia, van-S learned to sail in England as a teenager

John van-Schalkwyk with his 'keeper' Vertue Award





The Vertue Award in its 'permanent' form

and later bought a 31ft gaff cutter named *Morning Star* for family sailing. In 1987 he replaced her with *Morning Watch*, the handsome 35ft Luders-designed sloop which he still owns. He initially sailed her out of Cataumut on Buzzards Bay and around New England, then – having qualified for the OCC aboard *Pacifico* with Jerry English, sailing from the Chesapeake to Antigua in 1994 – took *Morning Watch* south to the Caribbean in 2000, returning in 2001 first to the Chesapeake and then to Nova Scotia. Maritime/Atlantic Canada has been his main cruising ground ever since, punctuated by a couple of passages

down the Intracoastal Waterway to Florida and back. Between times he has sailed as 'knowledgeable crew' with many other skippers, both OCC members and not (though many have since joined), including on several Atlantic passages.

In May 2010 van-S volunteered to become Port Officer for Halifax, Jeddore and the Eastern Shore of Nova Scotia, winning the Port Officer Medal, as it then was, two years later. Still in post ten years later, he has consolidated his reputation for assisting fellow-sailors with their boat-related problems, either from his own considerable knowledge or because he 'knows the man who knows'. Friendly, reliable and modest, there are few who better embody the spirit of our Club.



THE OCC AWARD (MEMBER)

The Club's oldest award, dating back to 1960, the OCC Award recognises valuable service to the OCC or to the ocean cruising community as a whole. It was decided in 2018 that two awards should normally be made each year – one to a member, for service to the OCC; the other, open to both members and non-members, for service to the ocean cruising community as a whole.

In addition to making separate OCC Award categories – 'Member' and 'Open', in 2019 two awards were made in the former, both to long-serving members of the Club's core team.

Frances Rennie joined the OCC in 2001 and became involved almost immediately, volunteering for a wide variety of different tasks over the years. She will be best known



to most members, however, as Administrator/Moderator of the OCC Facebook page, a role she took on at its formation in 2012 and continues to handle on a daily basis with unswerving dedication. Among the other volunteer jobs which Frances has handled at different times were Regalia sales in the early 2000s when orders were still placed by e-mail and paid for by cheque, stints as stand-in secretary to cover holiday absences, and six years running the Scottish Regional Dinner. In 2014, as part of the Club's 60th Anniversary celebrations she produced an OCC Cookbook (still available from <https://oceancruisingclub.org/Publications>) and two years ago became Port Officer for Ardrossan on the west coast of Scotland. Frances's sailing experience includes a transatlantic passage in 1999, followed by cruising the waters around western Scotland, Northern Ireland, Galicia, Madeira and the Azores.

Frances was an early enthusiast for social media as a way of staying in touch with distant family, first via Bebo and then with Facebook, so when the Committee endorsed a suggestion that the Club should start a Facebook group, Frances immediately volunteered to take on the administration. Under her guiding hand it has become a tremendous resource, accessed by nearly a third of our members. Extremely busy, with many interactions every day, it is a significant communications vehicle for the Club and in particular for those members in remote parts of the world. Two spin-offs, both suggested and run by Frances, are the OCC Treasure Chest Facebook page for members with items to sell or buy and the OCC Kids group. She has also assisted members wishing to start pages for specific purposes or regions of the world.

Frances's most recent task has been to co-ordinate all our Facebook groups under a central OCC Facebook page, as the many groups were splintering the OCC's presence on the web. The ongoing admin includes responding to queries, checking requests to

join to ensure they come from members in good standing, removing any member who resigns from the OCC, and removing posts which do not follow the rules, handling all issues diplomatically but firmly. Frances demonstrates a level of commitment that is exemplary for other volunteers.



Jenny Crickmore-Thompson will be known to many members as the wife of Past Commodore John Franklin, with whom she has attended many OCC events around the world. A relative latecomer, to sailing who shared some of her novice learning curve in an article in *Flying Fish* 2014/2 entitled *Red Knickers*, Jenny joined as an Associate in 2005, qualifying for Full Membership the following year.

Following John's election in 2012 Jenny swiftly became involved in the running of the Club, earning a reputation for her organisational skills and hard work. One of the first tasks she took on was to put new life into our network of Port Officers and



Rear Commodore Jenny Crickmore-Thompson

would know what was expected of them while established POs were reminded of their responsibilities both in the 'meet and greet' sphere, by providing information about their area for the website and, where appropriate, organising social events. An ongoing drive to expand the network to ports not previously covered means that we now have nearly 240 POs and PORs around the world, including in remote spots such as the Black Sea, Chile (two), Namibia, St Helena and Vietnam, while in 2013 the Club recognised five Port Officers who had been in post for 50 years or more.

In 2019 Jenny reached the end of her maximum two terms as Port Officer Co-ordinator. The General Committee accepted that they were unlikely to find a replacement with the same level of commitment and energy, so restructured to spread

Port Officer Representatives which, though long established, had become somewhat disorganised over the years. Her first action was to contact the 180 or so listed, only to learn that several were no longer alive and at least three dozen of the others felt ready to retire. This was a salutary experience after which Jenny remained in regular contact with the entire network, ensuring that only those keen to participate remain in post while those preferring to retire gracefully are able to do so.

At Jenny's suggestion a 'job description' was drawn up so that new appointees

the load over three GC members – see page 4 of the current *Members Handbook*. While this award primarily recognises Jenny's seven years as Port Officer Co-ordinator, she has also handled numerous other tasks. She was co-founder, with Frances Rennie, of the OCC Facebook page in 2012, became chair of the Awards Sub-committee the same year and, following election to the General Committee in 2013, organised or co-organised several major OCC rallies as well as four AGMs and Annual Dinners. In 2014 she was appointed Regional Rear Commodore GB and in 2018 elected one of the Club's two Rear Commodores.



THE OCC AWARD (OPEN)

This award, which can go to either a member or a non-member, recognises valuable service to the ocean cruising community as a whole.

In 2014, and with little knowledge of sailing, Riley Whitelum flew from his native Australia to Europe to buy a boat, purchasing a seven-year-old Beneteau Cyclades 'from three arguing Italians'. He named her *La Vagabonde*. While sailing in the Greek islands he met Elayna Carausu and since then they have sailed some 85,000 miles, including the Mediterranean, Caribbean, and both Atlantic and Pacific Oceans. In 2018 they replaced their Beneteau with a new Outremer 45 catamaran and in December of that year were joined by son Lennon (Lenny), who has spent most of his life aboard.

Riley and Elayna aim to inspire others to explore alternative ways of living via their highly professional website at <https://sailing-lavagabonde.com/> and, since 2014, on their YouTube channel *Sailing La Vagabonde* which, with some 1,200,000 subscribers,

Elayna and Riley with son Lenny aboard La Vagabonde





*La Vagabonde, an
Outremer 45 cat*

far outdistances any other sailing channel. In November 2019 they offered climate activist Greta Thunberg and her father a 'lift across the Atlantic' to enable her to attend the COP 25 global climate change conference in Madrid without compromising her 'no flying' principles. Unsurprisingly, at that time of year the three-week passage from Virginia to Portugal included gale force winds and 6m seas, but it generated attention in the general media which spread the message worldwide that sailing can be a truly sustainable activity.

Their nominator wrote, 'They have done more to inspire others to try sailing than just about anyone before them, and have made cruising under sail an affordable and sustainable alternative lifestyle option. They've been filming it all on YouTube since 2014, initially as a way to keep family and friends informed. In addition to being featured regularly in the sailing press, they have also have been interviewed by many general-interest media outlets including CNN and *The Guardian*. They now have a sailing tutorial that teaches people how to go about learning to sail. This all supports the OCC's founding purpose of encouraging long-distance sailing in small boats.'



THE OCC JESTER AWARD

Donated by the Jester Trust as a way to perpetuate the spirit and ideals epitomised by Blondie Hasler and Mike Richey aboard the junk-rigged Folkboat *Jester*, this award recognises a noteworthy singlehanded voyage or series of voyages made in a vessel of 30ft or less overall, or a contribution to the art of singlehanded ocean sailing. It was first presented in 2006 and is open to both members and non-members.

Few cruisers today sail more in the spirit of *Jester* than **Dan Stroud**, who in 2017 set out on an ultra low-key, low-tech circumnavigation via Cape Horn aboard his 48-year-old



***Aisling, Dan's Rustler 31.
Photo Murdock McGregor***

Rustler 31 *Aisling*. He has no refrigeration (though he did fit a wood-burning stove), no shower, no watermaker, no radar, no AIS transmitter, no HF/SSB radio and no windlass, and while he does have a chartplotter he prefers to navigate using an 80-year-old sextant inherited from his uncle. His one piece of 'modern' equipment is a Monitor wind vane which has worked perfectly throughout.

Turn to page 147 to read Dan's own account of his circumnavigation from the UK as far as South Africa.



THE OCC SEAMANSHIP AWARD

Donated by Past Commodore John Franklin and first presented in 2013, this award recognises feats of exceptional seamanship and/or bravery at sea. It is open to both members and non-members.

The 2019 OCC Seamanship Award goes to non-member **Susanne Huber-Curphey** from Germany, who in 2017 won the Barton Cup for her singlehanded transit of

the Northwest Passage. On this occasion the award recognises her participation in 'The Longue Route 2018',



***Nehaj in
Iceland on her
maiden voyage
in 2015. Photo
© Susanne
Huber-Curphey***



Susanne just before landfall in Tasmania following more than 30,000 miles at sea. Photo © Susanne Huber-Curphey

organised to celebrate the 50th anniversary of Bernard Moitessier's role in the original Golden Globe Race. Having circumnavigated via the Five Great Capes aboard her 11.9m cutter-rigged *Nehaj*, instead of heading north up the Atlantic Susanne chose to continue towards the Pacific as Moitessier had done, circling Australia before heading back westwards.

On learning of her award Susanne wrote, 'I am delighted by your news to award the OCC Seamanship Award to *Nehaj* and myself! It means a lot to me and I feel very honoured. It was a long-distance trip in harmony with nature

and with my good boat'. As of the end of January, Susanne estimated that she had sailed some 255,000 miles in all, 89,000 of them aboard *Nehaj* over the past 4½ years, ranging between 74°N and 56°S. Turn to page 93 of this issue to read John Franklin's account of her achievements, illustrated by many of her own photographs.



THE OCC LIFETIME CRUISING AWARD

First presented in 2018 and open to both members and non-members, the OCC Lifetime Cruising Award recognises a lifetime of noteworthy ocean voyaging.

Australian Honorary Member **Jon Sanders**, who receives the OCC Lifetime Cruising Award for 2019, made his first solo circumnavigation between 1975 and 1977 aboard *Perie Banou*, an S&S 34. Since then he has completed a further nine, beginning his eleventh last October at the age of 80. In 1982 he completed a double west to east non-stop circumnavigation in the Southern Ocean, becoming the first person





Perie Banou II prior to departure on her current voyage

to circumnavigate the Antarctic singlehanded in the process. This won him the 1983 Chichester Award, presented by the Duke of Edinburgh, as well as an OBE from Prince Charles.

In 1986/88 Jon made a triple circumnavigation in *Parry Endeavour*, a 47ft sloop, again singlehanded and non-stop, spending 658 days at sea and sailing 71,022 miles – recognised in the *Guinness Book of Records* as the longest distance sailed non-stop by any vessel. His only contacts with the outside world during this time were via electronic communication and a couple of parcels of mail thrown to him from another vessel. In 1988 he bought *Perie Banou II*,

an S&S 39 built in 1971 and extensively refurbished to handle severe conditions. 1990/91 saw a further circumnavigation, as did 2010/12 and 2013/15, while in 2016/17 he completed his tenth.

Jon's current voyage, again in *Perie Banou II* and singlehanded although not non-stop, is due to take him west via the Cape of Good Hope to the Caribbean, through the Panama Canal and across the Pacific via the Galapagos to Tahiti, New Caledonia, Fiji and Tonga before returning to Australia. A committed opponent of the plastic waste increasingly polluting our oceans, Jon takes daily water samples while at sea for analysis by the Department of Organic & Isotope Geochemistry of Perth's Curtin University to determine the quantity of microplastics in our ocean – see www.noplasticoceans.org. While Covid-19 restrictions have delayed Jon's progress he is still expected to complete the voyage, though probably not in the eight to twelve months originally planned.

Over the years Jon has received the Cruising Club of America's Blue Water Medal, and been inducted into the Australian Sailing Hall of Fame and the Singlehanded Sailor's Hall of Fame in Newport, USA. In 2015 he was elected an Honorary Member of the OCC. Jon's sailing résumé is unmatched in the cruising world – in an acceptance speech for one of his many awards he noted that 'I have crossed the Indian Ocean 15 times, the Atlantic 11 times and the Pacific 12 times ... cleared the Cape of Good Hope 10 times and Cape Horn five times ...'. And that was five years ago, before his tenth circumnavigation!

THE OCC BARTON CUP

The Club's premier award, named after OCC Founder Humphrey Barton and donated by his adult children, twins Peter Barton and Pat Pocock, the Barton Cup was first presented in 1981. It recognises an exceptional or challenging voyage or series of voyages made by an OCC member or members.

Californian member **Randall Reeves** received multiple nominations for the 2019 Barton Cup, most coming from eminent sailors including several circumnavigators. It recognises his successful completion of the Figure 8 Voyage aboard *Moli*, a record-breaking singlehanded circumnavigation of both the Americas and Antarctica in one season – a first ever in sailing. His regular postings at <http://figure8voyage.com/blog/> were followed in real time by numerous members, whom he referred to as his 'virtual stowaways' and who were encouraged to feel themselves part of his team.

Randall's first attempt at the challenge, between October 2017 and June 2018, ended abruptly after *Moli* suffered three knockdowns in the Southern Ocean. He limped into Ushuaia on the Beagle Channel before continuing to Tasmania for repairs and finally returning to San Francisco. His tenacity and perseverance were exhibited when, less than four months later, he was on his way again. After 375 days, 306 of them spent at sea, and more than 39,000 miles, he finally sailed under the Golden Gate Bridge on 19th October 2019 having rounded Cape Horn twice, circumnavigated Antarctica, and returned home via the Northwest Passage. He carried enough food and other supplies for the entire voyage, although it was never intended to be completed non-stop, and had to keep moving throughout to ensure that he remained within the seasonal sailing limits of each region. The planning and seamanship that went into the voyage were exemplary.

Randall learned to sail on the rivers of central California and developed an early



passion for singlehanded sailing, often 'borrowing' the family boat for solo ventures when his father was away. While in college he interviewed Bernard Moitessier for his campus radio station, a meeting that changed his life. His own solo passagemaking began in 2010 – a two-year, 13,000 mile circuit of the Pacific in a 30ft ketch which sparked the idea for the Figure 8 Voyage. His preparations for the challenge included years of research, an extended hunt for the right vessel, and sailing the Northwest Passage east-to-west in 2014 as crew aboard *Arctic Tern*, a 50ft steel cutter.



Randall Reeves aboard Moli

It was during that trip that he first encountered *Moli*, then named *Gjoa*, at Arctic Bay in northern Baffin Island. Many members will remember her as *Taonui*, in which Tony Gooch made a solo non-stop circumnavigation in 2002/03 – she can be seen on the front cover of *Flying Fish* 2003/2. A 45ft aluminium sloop built in 1989, she was designed specifically to sail high latitudes in safety and reasonable comfort, her construction including three watertight bulkheads and tankage for 800 litres of water and 850 litres of diesel.

Amongst Randall's many nominators was one member who wrote, 'we met Randall in January 2011 when he anchored behind us off Cabo San Lucas, Mexico. He had just made his first ever offshore jump in his 30ft *Murre*. We spent numerous days sharing sailing stories with Randall. Was there something 'special' there? No. What there was was a young man who loved sailing, who could articulate life at sea and grew exponentially as a sailor over time. Randall is a fine example of an ordinary sailor becoming an extraordinary sailor through skill building, careful planning and true grit.

On learning of his win from Commodore Simon Currin, Randall wrote, 'Thank you very much for your kind e-mail. Of course, one does not set out on an attempt like



*Moli in
the ice*

the Figure
8 Voyage
for the
purpose of
winning
an award
but that
doesn't

make it any less sweet. I'm quite honored at the recognition, especially given that the Club is made up of so many sailors of deep ocean experience. Moreover, as you know, I have been the unwitting recipient of OCC resources in far-flung ports like Ushuaia, Hobart, Halifax and St John's, Newfoundland. As we would say in the States, the Club has really saved my bacon. It was a masterful stroke of luck for me that Tony Gooch insisted I join'.

