



# Stockholm Archipelago Cruise 2019







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Cruising Club of America

The North American Station  
of the Royal Scandinavian Yacht Clubs  
and Nyländska Jaktklubben

The Royal Swedish Yacht Club

"The Gods do not deduct from Man's allotted span those hours spent in sailing."  
(Ancient Phoenician Proverb)

Ernest L. Godshalk III, Cruise Co-Chair  
David P. Tunick, Cruise Co-Chair  
Nicholas R. Orem, Cruise Treasurer



# Välkommen till Sverige!

## EDITORS' NOTE

1. **The harbor sketch charts and route charts in the cruise book:** Not intended for navigational use.
2. **The routes between ports in the cruise book:** All possible routes are not provided. Those that are are informational and suggested only. Captains are solely responsible for plotting their own routes.
3. **Harbor numbers in the cruise book:** Refer to the harbors in Hamnguiden 8, Utgåve 3 (3<sup>rd</sup> Edition). If you have the second edition only, there is a concordance table that we can email on request.
4. **Harbor pages:** There is a detailed entry for every harbor in every division route in alphabetical order, pages 75-101, beginning with Arholma. None of the weather backup harbors, referred to in various schedules in this cruise book, have descriptions in the harbor pages with the exception of Nynäshamn, which we consider to be a key supply port. If your division alters to one of the backup ports, you will find it in Hamnguiden 8, 3<sup>rd</sup> Edition.
5. **Mistakes:** The editors sincerely apologize for the inevitable errors and omissions that assuredly will occur in this cruise book. If you spot something, please let us know, since it may be possible to correct in the online version.





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## ACKNOWLEDGEMENTS

Many people have contributed to the 2019 Stockholm Archipelago Cruise:

KSSS Commodore Patrik Salén made available many members of KSSS's board and staff including its CEO, Stefan Rahm. Thanks to Patrik's leadership and support, we have received invaluable collaborative assistance in the three years leading up to this cruise from many key staff and members.

CCA Commodore Brad Willauer (also, an NAS member), Vice Commodore Bob Medland (an NAS member), CCA Cruise Overseer Steve James, and CCA Events Chair Barbara Watson provided discerning guidance. Michael Moradzadeh, CCA Webmaster, provided expert and continuous support in creating the cruise website and registration function, helping us to keep track of some 240+ registrants and 45+ boats. Michael Geagan, NAS Webmaster (and CCA member), kept the NAS website up-to-date and was on call in full support of the cruise 24/7.

KSSS Board members Tomas Östling and Robert Hansson (NAS member), our true partners in planning this cruise, spent many days with us in Sweden and many hours with us on the phone, and they exchanged innumerable emails with us making important suggestions and arrangements.

Cruise Treasurer Nick Orem, a member of both the CCA and the NAS, has superbly handled our financial affairs including budget, receipts, and payments in four currencies. Nick accomplished all this no matter where in the world he and his wife, Phyllis, traveled these past few years. Peter Chandler, CCA Treasurer, received hundreds of payments from CCA members and provided us monthly with a detailed accounting.

Fleet Surgeon Jeff Wisch, a CCA and NAS member, has been professorial, thorough, precise, and careful in his medical advice and in producing important cruise advisories.

KSSS member and owner of Ichiban, Janne Malmström, provided the wisdom of decades of cruising in the archipelago. Our man on the ground, he arranged charter boats, the Stockholm ferry tour, and attended to numerous other details.

Carolina Säre, KSSS member and NAS's Governor-Representative for KSSS, provided materials for bulletins and this cruise book regarding hotels, restaurants, stores, and sightseeing in Stockholm and Sweden. Her parents, KSSS members Per and Anne-Charlotte Säre, the owners and operators of the all-important chase boat, also offered astute guidance pertaining to all things Swedish.

The late Bjorn Johnson, a distinguished member of both the CCA and the NAS, will be missed on this cruise. He was a dedicated Night Watch crew, intimately and widely involved in harbor exploration with a lead line in the archipelago. CCA and NAS members Max Fletcher and Linnie Bruce generously shared their experience at Stora Nassa, and NAS member Henrik Andersen also participated with harbor exploration, particularly in Stora Nassa, and he advised on motherships. NAS member Peter Hansen was the first among us to travel in order to inspect and recommend the mothership Havet. Paul and Marty Rogers and Allan Heyward, all CCA and NAS members and all veterans of many years of sailing in Sweden, gave freely of their advice and contributed photographs to this cruise book. Les Crane, CCA and NAS, helped with some of the official documentation. Henrik Roos, NAS, advised regarding the charter of Swan yachts. Christian Bernadotte, NAS, advised on important matters of protocol. Liz Tunick literally saved the day and the cruise book at the last minute with her technological prowess. As always, KSSS and NAS members and very close Stockholm friends, the Urban family (all six!) and Hans Drakenberg and Eva Holmsten were unstinting in their cooperation, assistance, generosity, and knowledge, just as they had been in our last Stockholm Archipelago Cruise in 2005.

We cannot close out acknowledgements without expressing our deep affection for Ann Noble-Kiley and Noreen Shortway, not only for their significant contributions to bulletins and the cruise book, but also for their insightful advice, for gamely sharing our myriad experiences in the last three years of preparation for this cruise, and most of all for their understanding in putting up with us throughout.

Thank you ALL!



## Stockholm Archipelago Cruise 2019

### CRUISE COMMITTEE

**Ernie Godshalk, CCA, NAS Post Captain, Stockholm Cruise Co-Chair**  
**David Tunick, CCA, NAS Past Post Captain, NAS Fleet Captain, KSSS, Stockholm Cruise Co-Chair**  
**Nick Orem, CCA, NAS, Stockholm Cruise Treasurer**  
**Jeffrey Wisch, M.D., CCA Fleet Surgeon, Stockholm Cruise Fleet Surgeon**

**Henrik Andersen, NAS**  
**Christian Bernadotte, NAS**  
**Lynnie Bruce**  
**Peter Chandler, CCA Treasurer**  
**Les Crane, CCA, NAS**  
**Hans Drakenberg, KSSS, NAS**  
**Max Fletcher, CCA, NAS**  
**Michael Geagan, CCA, NAS Webmaster**  
**Peter Hansen, NAS**  
**Robert Hansson, KSSS Board, NAS**  
**Allan Heyward, CCA, NAS Governor**  
**Eva Holmsten, KSSS**  
**Bjorn Johnson (deceased), CCA, NAS**  
**Janne Malmström, KSSS, Stockholm Cruise Swedish Advisor**  
**Michael Moradzadeh, CCA Webmaster**  
**Ann Noble-Kiley, CCA, NAS**  
**Tomas Östling, KSSS Board**  
**Marty Rogers**  
**Paul Rogers, CCA, NAS**  
**Henrik Roos, NAS**  
**Carolina Säve, NAS Governor, KSSS Representative to NAS**  
**Anne-Charlotte Säve**  
**Per Säve, KSSS**  
**Hjalmar Schibbye, KSSS, NAS**  
**Britt-Marie Schibbye**  
**Noreen Shortway**  
**Liz Tunick**  
**Carl Urban, KSSS, NAS**  
**Eva Urban, KSSS, NAS**  
**Gustaf Urban, KSSS**





*Stockholm 190309*

*Dear sailorfriends,*

I hereby wish to deliver a "royal" welcome to you all to this summer's great event: the NAS-CCA-KSSS *Stockholm Archipelago Cruise*.

For us at the Royal Swedish Yacht Club/KSSS this is one of the absolute highlights for the summer of 2019. I have noted the ambitious and diligent planning of the cruise that has been carried out on both sides of the Atlantic, by a group of dedicated persons from NAS and KSSS. This means you should expect a well-planned and enjoyable cruise during the time you will spend in our archipelago.

I am sure that many of you have visited our city and archipelago before, but I am hopeful that this cruise will offer you new perspectives of Stockholm; "the Capital of Scandinavia" or "the Venice of the North". Meanwhile it will certainly also offer many opportunities to establish new contacts between sailing friends or further develop already existing friendships.

KSSS and NAS have been sailing partners for no less than 74 years. We are looking forward to develop our ties further through this year's summer cruise!

Together with my great team from KSSS, I am truly looking forward to welcoming you to Stockholm this upcoming summer.

*Sincere sailing regards / Seglarhaelsningar,*

*Patrik Salén*

Commodore

Royal Swedish Yacht Club / KSSS



## **THE CRUISING CLUB OF AMERICA**

W. BRADFORD WILLAUER, COMMODORE  
8 SANCTUARY LANE  
PROUTS NECK, ME 04074

When I dreamed of this cruise more than three years ago, I called David Tunick and Ernie Godshalk to ask if they would make it happen. Without a hesitation they signed on and said that this would be the best cruise ever. The Stockholm Archipelago Cruise is an extraordinary example of wonderful collaboration between the KSSS, the NAS, and the CCA. It's been a true common effort, with the full and continued support of Commodore Patrik Salén, KSSS, and members of committees that he assigned to help. There have been many, many meetings, and innumerable phone calls and emails.

Like the KSSS and the NAS, the CCA is full of members who are eager to volunteer to help us all. On an earlier page in this cruise book, please read Cruise Co-Chairs David Tunick and Ernie Godshalk's Cruise Committee and Acknowledgements, where about fifty people are noted and thanked for their work on this special cruise.

When you see one of them, please take a moment to thank them for their efforts.

Pray for fair weather.

W. Bradford Willauer



June 2, 2019

Dear Participants in the 2019 Stockholm Archipelago Cruise,

We are privileged to be welcomed to the beautiful Stockholm archipelago by The NAS's founding Club, Kungliga Svenska Segel Sällskapet (The Royal Swedish Yacht Club/KSSS).

We have been partners since 1945. This cruise is further evidence of the strong partnership that exists to this day.

It is my sincere wish that, by the end of the cruise, you will have come to love the wonderful sailing and harbors of the archipelago and the outstanding hospitality of our Swedish hosts.

We have designed the cruise to take you from the beautiful city harbor of Stockholm and its Vasa Museum to some of the quiet harbors of the archipelago as well as some of the liveliest, such as Sandhamn. You will experience some of the wonderful natural harbors of both the inner and outer archipelago as well as the excitement of KSSS's major sailing centers in Sandhamn and Saltisjöbaden.

Our itinerary will include a harbor each night for each of the three "divisions" of the fleet. If you wish to leave the cruise for a day or two, you will find many harbors nearby which you may explore on your own.

Each division will include a KSSS boat. Please include their crews in your plans – you will find them both great company and a source of essential local knowledge.

These cruises make friends for life.

Sincerely,

Ernest L. Godshalk, Post Captain



## **Cruise Notes and Tips for Captains and Crew from the Cruise Chairmen**

1. **Docking fees:** Every harbor charges a fee based on boat length. It is the responsibility of the captain to pay, usually at a machine with credit card.
2. **Soundings:** Primarily in meters on charts.
3. **Tides and current:** Little of either in Swedish waters (and zero lobster pots!).
4. **Water:** Usually potable, but unavailable in most harbors, especially during a water shortage.
5. **Garbage:** Harbors provide different bins for different kinds of trash. Needless to say, nothing goes overboard.
6. **Smoking:** Banned as of July 1, 2019 by law in certain public spaces like playgrounds, outdoor restaurants, and train platforms. Allowed in designated areas in most public spaces.
7. **Ice:** Hard to obtain. Do not buy at a fish market – ice from a fishmonger can be tainted and leave an odor you will regret. Good ice available sometimes at a supermarket in pre-packaged cubes and in large quantities at some McDonalds.
8. **Credit cards:** Used widely and sometimes exclusively. Sweden is well on its way to becoming a cashless society. A PIN number is often required, therefore, a good idea to set one up with your credit card company if currently lacking. Also, it is wise to notify your credit card company that you will be in Sweden so that the card is not stopped by a fraud algorithm.
9. **Cash:** ATM's are widespread.
10. **Changing money:** Difficult except at an airport, big railroad station, or in a major city.
11. **SEK:** Abbreviation for Swedish Crowns, called and spelled Krona.
12. **Tipping:** Service and VAT in general are included on restaurant bills and in taxis. Some Swedes ignore the space left open for a gratuity on a credit card bill and leave a tip of about 10% if they have enjoyed good service.
13. **Taxis:** Stockholm has an unregulated taxi system, which means that there are a lot of what the Swedes call "free taxis". In short that means that they are more costly and not from the only three taxi companies that our Swedish friends recommend: Kurir, Taxi Stockholm, and Sverige Taxi. At Arlanda (Stockholm International Airport), these three companies have their own line outside the entrance. All other companies and "free taxis" can be painfully expensive by comparison and by local standards, whether at Arlanda or on the streets of Stockholm.
14. **Swedish alcohol policy at sea:** Very strict. We strongly recommend that you not violate the law. You are not permitted to drive or stand behind the helm of a vessel if you have 0.2 % or more alcohol concentration in your blood. That means in reality that it is forbidden for the helmsman to have any alcohol while at sea. The coast guard and the police do inspections, including from the air. In Sweden the same "drunk driving" rules apply at sea as on land, and they can jail you for violations.
15. **Grocery bags:** Sweden is very environmentally conscious. Among other examples, supermarkets charge for grocery bags. The prudent shopper takes tote bags to the market. The more prudent shopper takes a duffel bag on wheels if expecting to walk any distance with a quantity of purchases. Supermarket shopping carts sometimes require a deposit, normally a 10 or 20 Krona coin.
16. **Name tags:** Please wear at group functions such as the Stockholm Captains Meeting, dinners, tours, bbq's, etc.
17. **Mooring bow to the rocks:** A way of life in Sweden. Be prepared to drop your stern anchor about three boat lengths from shore and have port and starboard bow lines ready to toss or walk ashore to secure to rings or pitons in the rocks. Protect your topsides with fenders port and starboard in advance, as you are likely to have other vessels on both sides of your boat. Swedes in your division will be happy to give you further advice.
18. **Rafting protocol:** Courteous crew tread softly and cross other boats forward of the mast.

## Cruise Notes and Tips for Captains and Crew from the Cruise Chairmen (cont.)

19. **Ferry service:** Extensive in the Stockholm Archipelago. Two companies provide service, Waxholmsbolaget (website = waxholmsbolaget.se) and Cinderella (stromma.se). Water taxis also available.
20. **Allemansrätten:** Literally, “right to roam”, or the right of every man to roam freely. In Sweden the right is constitutionally granted and considered sacred. In the main, it refers to the right to roam in the countryside as long as you “Don’t disturb, don’t destroy”, as the Swedes like to say. The parameters include, for example, that you may cross private land as long as you are not within 70 meters of a residence or cultivated land. On public land you may pick flowers and berries, put up a tent, start a campfire, and access beaches. With it comes the responsibility to protect the environment and to treat it with respect.
21. **Swedish:** Most Swedes speak English, but here are some useful words:

ankare = anchor  
båt = boat  
bensin = gasoline  
blyfri = lead free  
brygga = dock. NB: A Swede using “bridge” in a nautical context usually means “dock”.  
diesel or dieselolja = diesel fuel  
förbjuden = forbidden  
gasol = butane/cooking gas  
glass = ice cream  
hamn = harbor  
hej = hello  
indgang = entrance  
ja = yes  
nej = no  
öl = beer  
propån = propane  
segelbåt = sailboat  
skärgård = archipelago, as in Stockholms skärgård  
stängd = closed  
tack = thank you  
utgång = exit  
varsågod = you’re welcome  
vatten = water  
vin = wine

The ubiquitous ö at the end of place names means island, e.g., Utö, Bullerö, Gällnö.

## Wishing everyone a great, great cruise!

Ernie Godshalk  
David Tunick  
Cruise Co-Chairs

## DAILY SCHEDULE

DAY	DIVISION 1	DIVISION 2	DIVISION 3
Thursday, June 27	STOCKHOLM 1000 Mothership Havet available for boarding at Wasahamnen, Stockholm 1800-1930 Welcoming reception, Grand Hôtel Stockholm	STOCKHOLM 1000 Mothership Loyal available for boarding at Wasahamnen, Stockholm 1800-1930 Welcoming reception, Grand Hôtel Stockholm	STOCKHOLM 1800-1930 Welcoming reception, Grand Hôtel Stockholm
Friday, June 28	STOCKHOLM 0945 Meet at Nybrokajen, Berth no. 9 1000-1200 Harbor tour on the Gustavsberg III Disembark at Vasabryggan on Djurgården Island 1830 Captains Meeting, Vasa Museum	STOCKHOLM 0945 Meet at Nybrokajen, Berth no. 9 1000-1200 Harbor tour on the Gustavsberg III Disembark at Vasabryggan on Djurgården Island 1830 Captains Meeting, Vasa Museum	STOCKHOLM 0945 Meet at Nybrokajen, Berth no. 9 1000-1200 Harbor tour on the Gustavsberg III Disembark at Vasabryggan on Djurgården Island 1830 Captains Meeting, Vasa Museum
Saturday, June 29	PORT OF DEPARTURE TO GALLNÖ HEMFLADEN 0815 Captains Meeting on dock for boats at Wasahamnen Depart for Gallnö at will	PORT OF DEPARTURE TO GALLNÖ HEMFLADEN 0815 Captains Meeting on dock for boats at Wasahamnen Depart for Gallnö at will	PORT OF DEPARTURE TO NAPOLEONVIKEN 0815 Captains Meeting on dock for boats at Wasahamnen Depart for Napoleonviken at will
Sunday, June 30	GALLNÖ TO RÖDLÖGA 0815 Captains Meeting at the restaurant Early departure for Rödlöga recommended 1830 BBQ at the café in Rödlöga Byfladen	GALLNÖ TO FINNHAMN/PARADiset 0815 Captains Meeting at the restaurant Depart for Finnhamn at will 1830 BBQ at Finnhamns Krog, upper deck	NAPOLEONVIKEN TO UTÖ Depart for Utö at will 1800 Drinks reception at Utö Vårdshus Societetshuset
Monday, July 1	RÖDLÖGA TO ARHOLMA ÖSTERHAMNEN Depart for Arhoma at will 1800 Reception on Havet	FINNHAMN TO RÖDLÖGA 0815 Captains Meeting on the beach Early departure for Rödlöga recommended 1830 BBQ at the café in Rödlöga Byfladen	UTÖ TO NÄTTARÖ ÖSTERMARSFLADEN Depart for Nättarö at will
Tuesday, July 2	ARHOLMA TO STORA NASSA 0815 Captains Meeting on the dock Depart for Stora Nassa so as to arrive by noon	RÖDLÖGA TO ARHOLMA ÖSTERHAMNEN Depart for Arholma at will 1800 Reception on Loyal	NÄTTARÖ TO HUVUDSKÄR 0815 Captains Meeting on Ichiban Early departure for Huvudskär recommended 1800 BYO drinks on the rocks, Arne Pontvan's house, guided visit to lighthouse
Wednesday, July 3	STORA NASSA TO FINNHAMN/PARADiset Depart for Finnhamn at will 1830 BBQ at Finnhamns Krog, upper deck	ARHOLMA TO STORA NASSA 0815 Captains Meeting on the dock Depart for Stora Nassa so as to arrive by noon	HUVUDSKÄR TO BULLERÖ 0815 Captains Meeting on Tanja Early departure for Bullerö recommended
Thursday, July 4	FINNHAMN TO LÅDNAFLADEN 0815 Captains Meeting on the beach Early departure 1400 Form star raft 1700 Hat Party competition 1900 Star raft breaks up	STORA NASSA TO LÅDNAFLADEN 0815 Captains Meeting on the beach Early departure 1400 Form star raft 1700 Hat Party competition 1900 Star raft breaks up	BULLERÖ TO LÅDNAFLADEN 0815 Captains Meeting on the beach Early departure 1400 Form star raft 1700 Hat Party competition 1900 Star raft breaks up
Friday, July 5	LÅDNAFLADEN TO BULLERÖ 0815 Captains Meeting on Havet Early departure for Bullerö recommended	LÅDNAFLADEN TO NAPOLEONVIKEN 0815 Captains Meeting on Loyal Depart for Napoleonviken at will	LÅDNAFLADEN TO STORA NASSA 0815 Captains Meeting on Amortina Depart for Stora Nassa so as to arrive by noon
Saturday, July 6	BULLERÖ TO SANDHAMN Depart for Sandhamn at will	NAPOLEONVIKEN TO SANDHAMN Depart for Sandhamn at will	STORA NASSA TO SANDHAMN Depart for Sandhamn at will
Sunday, July 7	LAYDAY 1030-1230 Nature walk, assemble front of hotel 1030-1130 Tour and talk, Pilot Station, meet there 1830 Fleet dinner, Sandhamn Seglarhotell	LAYDAY 1030-1230 Nature walk, assemble front of hotel 1030-1130 Tour and talk, Pilot Station, meet there 1830 Fleet dinner, Sandhamn Seglarhotell	LAYDAY 1030-1230 Nature walk, assemble front of hotel 1030-1130 Tour and talk, Pilot Station, meet there 1830 Fleet dinner, Sandhamn Seglarhotell
Monday, July 8	SANDHAMN TO UTÖ Depart for Utö at will	SANDHAMN TO HUVUDSKÄR 0815 Captains Meeting in front of hotel Early departure for Huvudskär recommended 1800 BYO drinks on the rocks, Arne Pontvan's house, guided visit to lighthouse	SANDHAMN TO FINNHAMN/PARADiset 0815 Captains Meeting in front of the hotel Depart for Finnhamn at will 1830 BBQ at Finnhamns Krog, upper deck
Tuesday, July 9	UTÖ TO HUVUDSKÄR 0815 Captains Meeting on Joyride Early departure for Huvudskär recommended 1800 BYO drinks on the rocks, Arne Pontvan's house, guided visit to lighthouse	HUVUDSKÄR TO NÄTTARÖ ÖSTERMARSFLADEN Depart for Nättarö at will	FINNHAMN TO VATTERSÖ 0815 Captains Meeting on the beach Depart for Vattersö at will 1800 BBQ at Schibbye residence
Wednesday, July 10	HUVUDSKÄR TO NÄTTARÖ ÖSTERMARSFLADEN Depart for Nättarö at will	NÄTTARÖ TO UTÖ Depart for Utö at will 1800 Drinks reception at Utö Vårdshus Societetshuset	VATTERSÖ TO RÖDLÖGA 0815 Captains Meeting on the beach Early departure for Rödlöga recommended
Thursday, July 11	NÄTTARÖ TO NAPOLEONVIKEN Depart for Napoleonviken at will	UTÖ TO BULLERÖ 0815 Captains Meeting on Atlantic Early departure for Bullerö recommended	RÖDLÖGA TO NÄMDO SKÄRVASSA Depart for Nämdo Skärvassa at will
Friday, July 12	NAPOLEONVIKEN TO SALTSJÖBADEN OR OTHER FINAL PORT OF CRUISE, CAPTAIN'S CHOICE	BULLERÖ TO SALTSJÖBADEN OR OTHER FINAL PORT OF CRUISE, CAPTAIN'S CHOICE	NÄMDO SKÄRVASSA TO SALTSJÖBADEN OR OTHER FINAL PORT OF CRUISE, CAPTAIN'S CHOICE
Saturday, July 13	DISBAND	DISBAND	DISBAND



## Cruise Participants

NAME	YACHT/ DIVISION	CLUBS	HOMETOWN	MOBILE	EMAIL
Adkins, Doug	Viking/3	CCA/PNW, NAS	Seattle, WA	206 399-4670	d2a@capstanpartners.com
Adkins, Susan	Viking/3		Seattle, WA	206 295-2521	sghadkins@msn.com
Albjerg, Mariann	Loyal/2		Rungsted Kyst, Denmark	+45 29260534	mariann.wiig@gmail.com
Allaria-Domecq, Maribel Vanina	Joyride/1		Havelock, NC	978-404-1206	
Anderson, Chace	Tanja/3	CCA/CHE, NAS	Cleveland, OH	1 216 970-5215	chaceand@sbcglobal.net
Anderson, Josie	Tanja/3	NAS	Cleveland, OH	1 216 403-2241	josieand@sbcglobal.net
Antrim, Cheryl	Blue/3		El Sobrante, CA	1-510-367-8525	cherylantrim@yahoo.com
Antrim, Jim	Blue/3	CCA/SAF	El Sobrante, CA	1-510-221-7684	jka@antrimdesign.com
Armitage, Carol	Sassa/3		San Pedro, CA	1.310.283.3673	Carmitag@interserv.com
Barsz, Bill	Galatea/2	CCA/SOC	Coronado, CA	619 370-3990	billbarsz@yahoo.com
Barsz, Jeri	Galatea/2		Coronado, CA	619 519-5132	billbarsz@yahoo.com
Bernadotte, Christian	Tanja/3	NAS	Shaker Heights, OH	1 216 403-8945	cbernadotte@yahoo.com
Bernadotte, Marianne	Tanja/3		Shaker Heights, OH	1 216 403-8783	marianne.bernadotte@gmail.com
Berriman, Bruce	Loyal/2	CCA/BOS	Newport RI	401/662-2941	bruceberriman@gmail.com
Berriman, Jane	Loyal/2		Newport RI	401-662-3120	jeberriman@gmail.com
Binch, Jim	Lissy III/2	CCA/NYS, NAS	New Canaan, CT	1-203-948-8192	JimBinch@gmail.com
Binch, Suzie	Lissy III/2		New Canaan, CT	1-203-858-3217	SuzieBinch@gmail.com
Blake, Ben	Atlantic/2	NAS, KSSS	Stonington, CT	860-460-9540	benplake@gmail.com
Blake, Marggie	Atlantic/2		Stonington, CT	413-522-7191	marggie.blake9@gmail.com
Blatch, Barnaby	Vindöga/3	CCA/ESS	Mystic, CT	860-460-0060	bblatch@comcast.net
Blatch, Mari Ann	Vindöga/3		Mystic, CT	860-460-6776	mablatch@aol.com
Bokfors, Stefan	Vindöga/3		Nynäshamn, Sweden	+46 70-814 51 00	stefan.bokfors@synergia.se
Booth, Alex	Nellie/2		Dublin, Ireland	+353 858 165913	alexatanchor@gmail.com
Bowden, Jennifer	Sassa/3	NAS	New York, NY	1.917.405.4305	jennifer.p.bowden@gmail.com
Bowers, Bill	Joyride/1	CCA/BOS	Topsfield, MA	978-269-4346	wfb01983@gmail.com
Bowers, Dory	Joyride/1		Somerville, MA	617-256-5888	dorabellab@gmail.com
Bowers, Linda	Joyride/1		Topsfield, MA	978-764-4271	ldb01983@gmail.com
Bowers, Tai	Joyride/1		Havelock, NC	978-764-9765	taisto@gmail.com
Boyd, Peter	Sol/1	NAS	San Francisco, CA	917-715-6035	phboyd0714@gmail.com
Breith, Ann Charlotte	Havet/1		Odense, DK	+45 22440136	ac@acmad.dk
Brooks, Louise	Clara/2		Rowayton, CT	203-249-4718	louise@oomphonline.com
Brooks, Ned	Clara/2	CCA/NYS	Rowayton, CT	203-249-4832	nedbrooks@gmail.com
Bruce, Dale	Canty/3	CCA/BOS	Camden, ME	TBD	dale@dougdaleb.com
Bruce, Doug	Canty/3	CCA/BOS	Camden, ME	TBD	doug@dougdaleb.com
Carlson, Rowena	Blue/3	CCA/SAF	Berkeley, CA	1 619 794-5256	rmcarlson5@yahoo.com
Childs, Mary	Illusion/3		Upper Chute, Andover & Bermuda	447818070033	Rscchilds@yahoo.co.uk
Childs, Robert	Illusion/3		Upper Chute, Andover & Bermuda	447818070033	Rscchilds@yahoo.co.uk
Coady, Michael	Sol/1	NAS	Darien, CT	203-979-8977	macoady@gmail.com
Cook, Nancy	Loyal/2	CCA/CHE	Oxford, MD	215 219-3031	nancy.cook@gyresinternational.com
Cooper, Alex	Vindöga/3	CCA/BDA	Hamilton, Bermuda	1-441-505-3164	cfacooper@hotmail.com
Cooper, Sheelagh	Vindöga/3	CCA/BDA	Hamilton, Bermuda	1-441-505-1150	sheelaghcooper11@gmail.com
Cort, Dave	Sassa/3	CCA/SOC	San Pedro, California	1.310.283.3673	DaveCort@PacEdgeSys.com
Craig, Jennie	Imagine/1		Bend, OR	541 480-6831	jcraig62663@gmail.com
Crane, Les	Midnight Sun/1	CCA/BDA, NAS	Bermuda	+1 347 567 9311	lcrane@ibl.bm
Crane, Mags	Midnight Sun/1		Bermuda	+1 646 744-6812	margaretc Crane@ibl.bm
Creighton, Andy	Ulla/1		Manchester, MA		
Creighton, Mory	Ulla/1	CCA/BOS	Manchester, MA	978 270-8732	mcreighton@pinpointlaser.com
Creighton, Sam	Ulla/1		Manchester, MA	978-998-1249	samhcreighton@gmail.com
Creighton, Sarah	Ulla/1		Manchester, MA	978-590-2207	shcreighton@comcast.net
Crofts-Wisch, Cindy	Johanna Athena/2	CCA/BOS	Wellesley, MA	+1 781 856 6400	merrysea@comcast.net
Cunningham, CC	Joyride/1		Rochester, MA	508-763-9833	ccb Cunningham@comcast.net
Cunningham, Chris	Joyride/1	CCA/BBP	Rochester, MA	508-763-3525	cunningham@mac.com
Cunningham, Strap	Amortina/3	CCA/BOS	Boston, MA	+617 645 0620	jcarcinc@aol.com
Danciger, Agnes	Blue/3	CCA/FL	Jacksonville, FL	1-904-699-6859	agnesdanciger@gmail.com
de Zwart, Pieter	Ichiban/3	CCA/FLA, NAS	Fort Lauderdale, FL	917 885-8020	dezwarpt@gmail.com
Devlin, John	Magic/3	CCA/CHE	Oxford, MD	410 591-8106	jfdevlin80@gmail.com
Devlin, Susan	Magic/3		Oxford, MD	410 924-8080	sdevlin80@gmail.com
Ellingsen, Thomas	Loyal/2		Norway		

Everett, Nancy	Clara/2		Rye, NY	914-584-5575	neverett@houlihanlawrence.com
Everett, Nick	Clara/2	CCA/NYS	Rye, NY	203-943-4322	ne@apconst.com
Feigenbaum, Susan	Sol/1		San Francisco, CA	415-828-7381	sfeigenbaum1@gmail.com
Finan, Bill	Eveline/2		Miami, FL	336 09 60 13 95	billnada@gmail.com
Finan, Nada	Eveline/2		Miami, FL	336 09 60 13 89	billnada@gmail.com
Foley, Pat	Imagine/1		Osprey, FL	508 733-7330	foleyppcc@comcast.net
Foley, Tom	Imagine/1	CCA/BOS	Osprey, FL	508 335-1245	foleyte@comcast.net
Forsberg, Thomas	Gloria/2	KSSS	Sweden	+46 704 533 071	thomas@sailingevents.se
Foss, Bill	Monsun/1	CCA	Ross, CA		wsfoss@gmail.com
Foss, Karen	Monsun/1		Ross, CA		
Fraser, Dod	Clara/2	CCA/FLA	Boca Grande, FL	914-645-9196	dodfraser@sackettpartners.com
Fraser, Susan	Clara/2		Boca Grande, FL	914-645-0771	susanpfraser@gmail.com
Frost, Torbjörn	Joyride/1		Gothenburg, Sweden	+46(0)706012727	info@teamfrost.se
Garten, Helen	Rugia/3		Westport, CT		
Gibbons-Neff, Debbie	Eveline/2	CCA/CHE	Miami, FL	610 256 6253	gibbonsneff@gmail.com
Godshalk, Bob	Golden Eye/1		Alachua, FL	352 328-7105	flcrocdoc@gmail.com
Godshalk, Ernie	Golden Eye/1	CCA/BOS, NAS	Boston, MA	+ 1 603 854 0424	egodshalk@gmail.com
Goldweitz, Dorothy	Magic/3		Oxford, MD	203-722-2779	dgoldweitz@gmail.com
Goldweitz, Jonathan	Magic/3	CCA/CHE	Oxford, MD	203-722-2779	jcgoldweitz@gmail.com
Gray, Gerry	Monsun/1		Wareham, MA	508-728-5780	mzgray2002@yahoo.com
Gray, Sam	Monsun/1	CCA/BOS	Wareham, MA	508-728-5780	mzgray2002@yahoo.com
Gregg, Jack	Eveline/2	CCA/CHE	Bryn Mawr, PA	610 620 4579	ajohnngregg@gmail.com
Gregg, Laura	Eveline/2		Bryn Mawr, PA	610 574 6959	lp.gregg@gmail.com
Hansson, Åse	Carezza/2		Saltsjö-Duvnäs, Sweden	+46 708 31 25 34	Ase.hansson@taxikurir.se
Hansson, Robert	Carezza/2	KSSS,NAS	Saltsjö-Duvnäs, Sweden	+46 72 556 29 00	Robert.hansson@lmlaw.se
Harris, Annie	Tjorven/1		Salem, MA	617 680-3230	annieh@essexheritage.org
Hay, Jack	Ulla/1		Essex, MA	978 500-3997	jphay@gmail.com
Hearne, Roddy	Storm/1	CCA/PNW	Seattle, WA	206 380-0110	rodh@mac.com
Hege, Ken	Straight On Till Morning/1	CCA/FLA, NAS	Miami, FL	+786-375-0144	kendallhege@gmail.com
Hellström, Erik	Loyal/2	CCA/BOS	Brisbane, Australia	+46 (0)739583156	erikhellstroem@hotmail.com
Heppe, John	Sassa/3		Bryn Mawr, PA	+1 620-420-1554	Jheppe42@gmail.com
Heyward, Allan	Night Watch/2	CCA/CHE, NAS	Richmond, VA	804-200-9461	heyward@chlh.com
Heyward, Lolly	Night Watch/2	NAS	Richmond, VA	804-363-1788	lpheyward@gmail.com
Hickey, Al	Amorina/3	CCA/BOS	Yarmouth, ME	1-207-318-4350	ajhickey78@gmail.com
Hjelte, Rolf	Amortina/3	KSSS	Sollentuna, Sweden	+46705714118	rolf@hjeltes.se
Hord, Bill	Eveline/2	CCA/CHE	Ambler, PA	215 242 4391	wthord@aol.com
Hord, Lillie	Eveline/2		Ambler, PA	215 528 2897	lillieh@me.com
Innes, Eva	Vindöga/3		Toronto, Canada	416-565-1352	eva.innes@sympatico.ca
James, Karyn	Gloria/2	CCA/FLA	Palm City, FL	954.654.9879	kmbjames1@gmail.com
James, Steve	Gloria/2	CCA/FLA	Palm City, FL	954.778.8658	4swjames1@gmail.com
Jamison, Nancy	Maverick/1		Newport, RI	401-864-1068	Maverick505onboard@gmail.com
Kahm, Gunilla	Anitra/1	KSSS	Stockholm	46703235661	
Kahm, Johan	Anitra/1	NAS, KSSS	Stockholm	46707782225	johankahm@gmail.com
Kahm, Ninoue	Anitra/1	KSSS	Stockholm		johankahm@gmail.com
Kahm, Richard	Anitra/1	KSSS	Stockholm	46703235661	Richard.kahm@gmail.com
Kaldested, Simon	Loyal/2		Norway		
Kallfelz, Andrew	Maverick/1	CCA/BOS	Jamestown, RI	401-447-3033	akallfelz@gmail.com
Kallfelz, Julie	Maverick/1		Jamestown, RI	401-447-3033	jkallfelz@gmail.com
Kasnet, Missy	Amortina/3		Manchester, MA	+978 944 7322	missykasnet@me.com
Kasnet, Steve	Amortina/3	CCA/BOS	Manchester, MA	+617 331 3177	skasnet@calypsomanagement.com
Kielland, Halvor	Lissy III/2	NAS	New Canaan, CT	1-203-550-1612	Hkielland@aol.com
Kielland, Sherry	Lissy III/2	NAS	New Canaan, CT	1-203-977-3566	SKielland@aol.com
Koepfel, Maureen	Blue/3	NAS	New York, NY	1-917-783-0995	mcjk1308@gmail.com
Kok, Frans	Loyal/2	CCA/CHE	Philomont, VA	+1 301 529 2670	fkok@hekelaar.com
Kolker, Anne	Loyal/2	CCA/NYS	New York, NY	+1 917-742-7573	annekolker@me.com
Kollmorgen, Christine	Imagine/1		Eugene, OR	541 954-4626	kollmorgen@comcast.net
Kraft, Anne	Rugia/3		Stonington, CT		
Kraft, Scott	Rugia/3		Stonington, CT		boundinghome1@icloud.com
Laing, Lisa	Galatea/2		Newport Beach, CA	949 300-5124	erlaing@gmail.com
Lalanne, Charlie	Nellie/2	CCA/FLA	Palmetto, FL	+45 52 78 59 75	charlesalanne@hotmail.com
Lalanne, Heather	Nellie/2		Palmetto, FL	+45 52 78 59 75	charlesalanne@hotmail.com
Langhorn, Nicolai	Havel/1		Svendborg, DK	+45 20824919	nicolailanghorn@gmail.com

Laugesen, Aske	Havet/1		Assens, DK	+45 22541524	askelaugesen@emtcom.dk
Lenci, Bev	Johanna Athena/2		Natick, MA	+1 508 277 5430	beverylenci@gmail.com
Lenci, Mark	Johanna Athena/2	CCA/BOS	Natick, MA	+1 617 515 8050	marklenci@gmail.com
Lhamon, Joyce	Gloria/2	CCA/PNW	Bainbridge Island, WA	206.437.9788	joylha@aol.com
Lhamon, Tad	Gloria/2	CCA/PNW	Bainbridge Island, WA	206.427.8463	lyricsails@aol.com
Lichner, Liz	Loyal/2		Washington DC	202-746-7070	Eclichner@gmail.com
Lile, Sabba	Havet/1		Svendborg, DK	+45 29378841	sabba@havet.dk
Lippman, Andy	Tjorven/1		Salem, MA	617 901-1065	lip@media.mit.edu
Lobdell, Ann	Atlantic/2		Stonington, CT	860-535-0804	annlobdell4@gmail.com
Lovely, Mary	Blue/3	CCA/SAF	San Francisco, CA	1-415-990-4461	mary.p.lovely@gmail.com
Lyth, Peter	Clic/2	NAS	Dandryd, Sweden	+46 706290743	peter@lythshipping.se
Macrae, Jock	Midnight Sun/1	CCA/GLS	Oakville Canada	+1 347 567 9311	jockmacrae@hotmail.com
Macrae, Val	Midnight Sun/1		Oakville Canada	+1 347 567 9311	valmacrae@hotmail.com
Malmström, Janne	Ichiban/3	KSSS	Gustavsberg, Sweden	+46 70-815 86 40	jan@ichiban.se
Malmström, Kerstin	Ichiban/3		Gustavsberg, Sweden		kerstin@ichiban.se
Martin, John	Gloria/2	CCA/CHE	Annapolis, MD	410.991.6231	jwm@jmiyacht.com
Martin, Po	Gloria/2		Annapolis, MD	410.271.6626	pohaimartin@gmail.com
McDonough, Holly	Havet/1		Marion, MA	1-781-223-6876	holly.mcdonough@icloud.com
McDonough, Joe	Havet/1	CCA/BOS	Marion, MA	1-781-710-3148	joe.mcdonough@icloud.com
McGrath, Vicki	Golden Eye/1		Alachua, FL	352-727-1449	vickster.mc@gmail.com
McInnis, (wife)	Maverick/1		Newport RI	401-864-1068	Maverick505onboard@gmail.com
McInnis, Steve	Maverick/1	CCA/BOS	Newport RI	401-864-1068	Maverick505onboard@gmail.com
McKnight, Phil	Night Watch/2	NAS	Williamstown, MA	413-884-4163	pmcknigh@williams.edu
McNab, Sue	Loyal/2	CCA/PNW	Seattle, WA	+1 2063532594	sailhersue@gmail.com
Medhurst, David	Vindöga/3		Toronto, Canada	416-704-3402	David.medhurst@sympatico.ca
Medland, Bob	Midnight Sun/1	CCA/GLS, NAS	Toronto Canada	+1 347 567 9311	medland@sympatico.ca
Medland, Sally	Midnight Sun/1		Toronto Canada	+1 347 567 9311	sally.medland@gmail.com
Mellin, Alice	Amorina/3		Yarmouth, ME	1-207-232-9841	amellin107@gmail.com
Mellin, Peter	Amorina/3		Yarmouth, ME	1-207-232-9841	pmellin41@gmail.com
Miller-de Zwart, Johanna	Ichiban/3	NAS	Fort Lauderdale, FL	917 399 6899	jodymiller55@gmail.com
Montgomery, Pat	Straight On Till Morning/1	CCA/FLA	Miami, FL	+786-375-0144	pat.a.montgomery@gmail.com
Morton, Bill	Lissy III/2	CCA/CHE	Vero Beach, FL	1-443-534-2201	risorcorp@aol.com
Morton, Dawn	Lissy III/2		Vero Beach, FL	1-443-534-2201	dawnmorton1967@gmail.com
Munro, Bruce	Havet/1	CCA/SAF	Tiburon, CA	415-279-0440	blmunro@sbcglobal.net
Munro, Lynne	Havet/1		Tiburon, CA	415-309-3051	blmunro@sbcglobal.net
Neumann, Dennis	Atlantic/2		Stonington, CT	860-961-0605	den@ntpix.net
Neumann, Miada	Atlantic/2		Stonington, CT	413-695-6411	mbukon@smith.edu
Noble-Kiley, Ann	Golden Eye/1	CCA/BOS, NAS	Manchester, MA	+1 617 817 1308	a.noble.kiley@gmail.com
Noble, Kim	Golden Eye/1		Essex, MA	508-878-7834	knoble@waterstructuresco.com
Noble, Lena Granberg	Golden Eye/1		Essex, MA	617-803-4085	lenagranberg99@gmail.com
O'Brien, Kappy	Havet/1		Seattle, WA		tomkappy@msn.com
O'Brien, Tom	Havet/1	CCA/PNW	Seattle, WA	206 714-3445	tomkappy@msn.com
O'Donnell, Kathleen	Joyride/1	CCA/BOS	Milton, MA	617-794-2794	kmodonnellesq@gmail.com
Olsen, Linda	Loyal/2		Florø, Norway		
Olsen, Stein-Arve	Loyal/2		Florø, Norway	+47 979 59 745	stein@loyal.no
Orem, Nick	Tanja/3	CCA/BOS, NAS	Newbury, MA	1 603 359-3618	nickorem@gmail.com
Orem, Phyllis	Tanja/3	NAS	Newbury, MA	1 603 359-3619	peorem@gmail.com
Ostling, Louise	Katara/3		Stockholm, Sweden		
Ostling, Tomas	Katara/3	KSSS	Stockholm, Sweden	+46 70-864 49 68	tomas.g.ostling@gmail.com
Palette, Harriet	Ichiban/3		Balboa, CA		
Palette, Pete	Ichiban/3	CCA/SOC	Balboa, CA		ppalette@aol.com
Partridge, Joan	Amortina/3		Medfield, MA	+603 566 5161	jkpartridge@comcast.net
Payne, Donna	Sol/1	NAS	Stamford, CT	646-373-1726	donna.tatroe@wolterskluwer.com
Payne, Meyrick	Sol/1	NAS	Stamford, CT	917-741-9670	mpayne@mpiweb.com
Quanci, Jim	Blue/3	CCA/SAF	San Francisco, CA	+1-415-640-4461	jim.quanci@autodesk.com
Rice, Amy	Clara/2		Wilton, CT	203-856-4245	amy@oomphonline.com
Rice, Mark	Clara/2	CCA/ESS	Wilton, CT	203-722-9949	markrice7@gmail.com



Robbins, Peter	Amortina/3		Manchester, MA	+508 517 4940	probbins17@comcast.net
Robfogel, James	Magic/3	CCA/CHE	Oxford, MD	585 259-2849	jrobfogel@gmail.com
Robfogel, Margy	Magic/3	CCA/CHE	Oxford, MD	585 721-6911	mmrobfogel@gmail.com
Robinson, Harry	Havet/1	CCA/FLA	Port St Lucie, FL	772 763 8247	aquaharry2@gmail.com
Robinson, Joan	Havet/1		Port St Lucie, FL	772 763 8247	joanrobo2@gmail.com
Robinson, John	Ichiban/3	CCA/PNW	Seattle, WA	206 617-1293	jfrbluemoon@gmail.com
Robinson, K	Ichiban/3	KSSS	Seattle, WA	925-212-6054	krobinson411@comcast.net
Rogers, Marty	Canty/3		Camden, ME	2076177872	mlr@yachtcanty.com
Rogers, Paul	Canty/3	CCA/BOS, NAS	Camden, ME	2075969144	pkrr@yachtcanty.com
Rosbe, Bob	Havet/1	CCA/BOS, NAS	Marion, MA	508-317-5871	rlrosbe@gmail.com
Rosbe, Judy	Havet/1		Marion, MA	508-317-5872	judithrosbe@gmail.com
Salter, Maggie	Amorina/3	CCA/BOS	Yarmouth, ME	1-207-318-4350	msalter52@gmail.com
Säve, Anne-Charlotte	Mumin		Stockholm/Värmdö	033	annecharlottesave@gmail.com
Säve, Per	Mumin	KSSS	Stockholm/Värmdö	373	pertsave@aol.com
Schoettle, Mike	Sassa/3	CCA/SOC	Rolling Hills, CA	1.310.541.6374	mbschoettle@gmail.com
Schoettle, Will	Sassa/3	NAS	Honolulu, HI	1.310.987.3000	wschoettle@gmail.com
Scott, Mark	Straight On Till Morning/1	CCA/NYS	Barcelona, Spain	1.310.987.3000	mscottarc@gmail.com
Sherbrooke, Kathleen	Havet/1		Cohasset, MA		
Sherbrooke, Ross	Havet/1	CCA/BOS	Cohasset, MA		rsherbrooke@gmail.com
Sherman, Gale	Night Watch/2	NAS	Tucson, AZ	520-449-3269	gale44@gmail.com
Sherman, Steve	Night Watch/2	NAS	Tucson, AZ	520-425-5650	sasherman42@gmail.com
Shirley, Mary	Loyal/2		Philomont, VA	+1 202 258 0564	mshirley@coase.org
Shortway, Noreen	Night Watch/2		New York, NY	310-801-4026	nshortway159@gmail.com
Sinnett, Cathy	Rugia/3		Ledbury, CT		
Sinnett, Chris	Rugia/3		Ledbury, CT	860-389-7924	jcsinnett25@gmail.com
Sloan, Hugh	Loyal/2		Washington, DC	202 549-4979	hsloan14@gmail.com
Sloan, Kathia Coupry	Loyal/2		Washington, DC	202 549-6467	kcoupry@gmail.com
Smith, Brad	Robin Leigh/2	CCA/BOS	West Bath, ME	447956758721	chrisbradsmith@gmail.com
Smith, Christine	Robin Leigh/2		West Bath, ME	447496265628	chrisbradsmith@gmail.com
Somers, Larry	Galatea/2	CCA/SOC	Newport Beach, CA	949-422-0570	losomers@gmail.com
Stabbert, Don	Storm/1	CCA/PNW	Seattle, WA		don@sbmc.com
Stabbert, Sharry	Storm/1		Seattle, WA		sharry@sbmc.com
Standal, Liv	Loyal/2		Norway		
Stephenson, Jennie	Atlantic/2		Stonington, CT	860-227-8126	jennie29@comcast.net
Templin, Gaynelle	Loyal/2	CCA/GLS, NAS	Onamina, MT	612-750-8116	gaynellet@hotmail.com
Thompson, Dinah	Illusion/3		Bermuda	+47 9751 2749	dinahthompson@logic.bm
Thompson, Stuart	Illusion/3	CCA/BDA	Bermuda	+47 9751 2749	thompson@logic.bm
Thomson, Cary	Käthe/3	CCA/CHE	Wayne, PA	610-291-6252	Cthomson585@verizon.net
Thomson, Martha	Käthe/3		Wayne, PA	610-291-3757	Mjmmum585@gmail.com
Tremaine, John	Lissy III/2		New Canaan, CT	1-203-984-5000	John@qtran.com
Tremaine, Patsy	Lissy III/2		New Canaan, CT	1-202-365-0275	John@qtran.com
	Night Watch/2	KSSS, CCA/NYS, NAS			
Tunick, David			Stamford, CT	+1-203-921-7348	dtunick@tunickart.com
Tuvene, Lena	Clc/2		Stockholm SE	+46 707256925	lena.tuvene@gmail.com
Urban, Calle	Freak Out/1	KSSS, NAS	Stockholm	+46 70-735 34 15	cu@urbanius.se
Urban, Carolina	Freak Out/1	NAS	Stockholm	+46 70 7307912	cu@silversurban.se
Urban, Eva	Freak Out/1	NAS	Stockholm		eva@urban.se
Urban, Gustaf	Freak Out/1		Stockholm	+46 70 49517 72	gustaf.urban@gmail.com
Urban, Saga	Freak Out/1		Stockholm		
Urban, Siri	Freak Out/1		Stockholm		
Vander Salm, Addie	Tjorven/1		Salem, MA	508 331-9631	addie.vs@comcast.net
Vander Salm, Tom	Tjorven/1	CCA/BOS	Salem, MA	617 763-5539	tvandersalm@mgh.harvard.edu
Vietor, Carol	Clara/2		Rye, NY		cbvinteriors@hotmail.com
Vietor, Sandy	Clara/2	CCA/NYS	Rye, NY	914-282-5752	sandyvietor@hotmail.com
Vought, Ginny	Loyal/2	CCA/NYS	Southport, Ct	203-292-6756	gvought2@yahoo.com
Wager, Anne	Viking/3		Seattle, WA	206 953-8433	annerwager@gmail.com
Wager, Wayne	Viking/3		Seattle, WA	206 601-1599	wagerwayne@gmail.com
Walker, Robb	Blue/3		Berkeley, CA	1-619-804-3494	Robb.mw@icloud.com
Waterman, Dick	Käthe/3	CCA/BOS	Barrington, RI	781-254-1235	rwaterman@eaest.com
Waterman, Karen	Käthe/3		Barrington, RI	401-595-4225	Waterman2@cox.net
Watlington, James	Loyal/2	CCA/BDA	Bermuda	441-505 4300	jafw@alexanders.bm
Watson, Barbara	Nellie/2	CCA/FLA	St. Petersburg, FL	+44 780 502752	watknots@gmail.com
Weare, Nick	Illusion/3	CCA/BDA	Pembroke, Bermuda		nweare@ibl.bm
Weare, Susan	Illusion/3		Pembroke, Bermuda		sweare@royalpalms.bm

White, Linda	Galatea/2		Newport Beach, CA	949-933-2612	indawhite@roadrunner.com
White, Tod	Galatea/2	CCA/SOC	Newport Beach, CA	949-933-7101	odwhite@roadrunner.com
Willauer, Ann	Ichiban/3		Prouts Neck, Maine	207-838-2728	AnnWillauer@gmail.com
Willauer, Brad	Ichiban/3	CCA/BOS, NAS	Prouts Neck, Maine	207-318-8912	bwillauer@gmail.com
Wisch, Jeff	Johanna Athena/2	CCA/BOS	Wellesley, MA	+1 781 856 6412	JSWisch@comcast.net
Wiseman, Michael	Rugia/3	CCA/ESS, NAS	Westport, CT	203 434-5336	wisemanm@sullcrom.com
Xantier, Brian	Havet/1		Svendborg, DK	+45 40740920	xantier@mail.dk
Zachem, Chip	Imagine/1		Eugene, OR	541 914-1765	crzachem@msn.com



## FLEET ROSTER

<b>YACHT/DIVISION</b>	<b>NAME</b>	<b>CLUB(S)</b>	<b>HOMETOWN</b>
<b>AMORINA/3</b>	<b>Hickey, Al, Captain</b>	CCA/BOS	Yarmouth, ME
<b>Linjett 40 Charter (Linjett)</b>	<b>Salter, Maggie, Captain</b>	CCA/BOS	Yarmouth, ME
	Mellin, Alice		Yarmouth, ME
	Mellin, Peter		Yarmouth, ME
<b>AMORTINA/3</b>	<b>Kasnet, Steve, Captain</b>	CCA/BOS	Manchester, MA
<b>Dufour 485 GLCharter</b>	<b>Hjelte, Rolf, Guide</b>	KSSS	Sollentuna, Sweden
	Cunningham, Strap	CCA/BOS	Boston, MA
	Kasnet, Missy		Manchester, MA
	Partridge, Joan		Medfield, MA
	Robbins, Peter		Manchester, MA
<b>ANITRA/1</b>	<b>Kahm, Johan, July 5-7</b>	NAS, KSSS	Stockholm
<b>S&amp;S 48' ketch Owner operated</b>	Kahm, Gunilla, July 5-7	KSSS	Stockholm
	Kahm, Ninoue, July 5-7	KSSS	Stockholm
	Kahm, Richard, July 5-7	KSSS	Stockholm
<b>ATLANTIC/2</b>	<b>Blake, Ben, Captain</b>	NAS, KSSS	Stonington, CT
<b>J-160 53' sloop Owner operated</b>	Blake, Marggie		Stonington, CT
	Lobdell, Ann, to July 7		Stonington, CT
	Neumann, Dennis, from July 7		Stonington, CT
	Neumann, Mlada, from July 7		Stonington, CT
	Stephenson, Jennie, to July 7		Stonington, CT
<b>BLUE/3</b>	<b>Quanci, Jim, Captain</b>	CCA/SAF	San Francisco, CA
<b>Bavaria 50 Charter (Navigare)</b>	Antrim, Cheryl		El Sobrante, CA
	Antrim, Jim	CCA/SAF	El Sobrante, CA
	Carlson, Rowena	CCA/SAF	Berkeley, CA
	Danciger, Agnes	CCA/FL	Jacksonville, FL
	Koeppel, Maureen	NAS	New York, NY
	Lovely, Mary	CCA/SAF	San Francisco, CA
	Walker, Robb		Berkeley, CA
<b>CANTY/3</b>	<b>Rogers, Paul, Captain</b>	CCA/BOS, NAS	Camden, Maine
<b>J-42 Owner operated</b>	Bruce, Dale	CCA/BOS	Camden, ME
	Bruce, Doug	CCA/BOS	Camden, ME
	Rogers, Marty		Camden, ME
<b>CAREZZA/2</b>	<b>Hansson, Robert, Captain</b>	KSSS,NAS	Saltsjö-Duvnäs, Sweden
<b>Najad 391 Owner operated</b>	Hansson, Åse		Saltsjö-Duvnäs, Sweden
<b>CLARA/2</b>	<b>Vietor, Sandy, Captain</b>	CCA/NYS	Rye, NY
<b>Bavaria Cruiser 42 Charter (Sailmarine)</b>	Brooks, Louise/to July 6		Rowayton, CT
	Brooks, Ned/to July 6	CCA/NYS	Rowayton, CT
	Everett, Nancy/from July 7		Rye, NY
	Everett, Nick/from July 7	CCA/NYS	Rye, NY
	Fraser, Dod/from July 7	CCA/FLA	Boca Grande, FL
	Fraser, Susan/from July 7		Boca Grande, FL
	Rice, Amy/to July 6		Wilton, CT
	Rice, Mark/to July 6	CCA/ESS	Wilton, CT
	Vietor, Carol		Rye, NY
<b>CLIC</b>	<b>Lyth, Peter, Captain</b>	NAS	Dandryd, Sweden
<b>Scanmar 33 Owner operated</b>	Tuvene, Lena		Stockholm

<b>EVELINE/2</b>	<b>Hord, Bill, Captain</b>	CCA/CHE	Ambler, PA
<b>Bavaria 44 Charter (Sailmarine)</b>	Finan, Bill		Miami, FL
	Finan, Nada		Miami, FL
	Gibbons-Neff, Debbie	CCA/CHE	Miami, FL
	Gregg, Jack	CCA/CHE	Bryn Mawr, PA
	Gregg, Laura		Bryn Mawr, PA
	Hord, Lillie		Ambler, PA
<b>FREAK OUT/1</b>	<b>Urban, Calle, Captain, July 4-13</b>	KSSS, NAS	Stockholm
<b>50' Beneteau Charter (out)</b>	Urban, Carolina, on & off	NAS	Stockholm
	Urban, Eva, July 4-13	NAS	Stockholm
	Urban, Gustaf, July 4-?		Stockholm
	Urban, Saga, on & off		Stockholm
	Urban, Siri, on & off		Stockholm
<b>GALATEA/2</b>	<b>Somers, Larry, Captain</b>	CCA/SOC	Newport Beach, CA
<b>Bavaria 46 Charter (RTC)</b>	Barsz, Bill	CCA/SOC	Coronado, CA
	Barsz, Jeri		Coronado, CA
	Laing, Lisa		Newport Beach, CA
	White, Linda		Newport Beach, CA
	White, Tod	CCA/SOC	Newport Beach, CA
<b>GLORIA/2</b>	<b>James, Steve, Co-Skipper</b>	CCA/FLA	Palm City, FL
<b>Grand Soleil 50 Charter (Sailing Events)</b>	<b>Lhamon, Tad, Co-Skipper</b>	CCA/PNW	Bainbridge Island, WA
	Forsberg, Thomas, Navigator	KSSS	Stockholm
	James, Karyn	CCA/FLA	Palm City, FL
	Lhamon, Joyce	CCA/PNW	Bainbridge Island, WA
	Martin, John	CCA/CHE	Annapolis, MD
	Martin, Po		Annapolis, MD
<b>GOLDEN EYE/1</b>	<b>Godshalk, Ernie, Capt.</b>	CCA/BOS, NAS	Boston, MA
<b>Hinckley Sou'wester 42 Owner operated</b>	Godshalk, Bob, to July 7		Alachua, FL
	McGrath, Vicki, to July 7		Alachua, FL
	Noble-Kiley, Ann	CCA/BOS, NAS	Manchester, MA
	Noble, Kim, July 7-13		Essex, MA
	Noble, Lena Granberg, July 7-13		Essex, MA
<b>HAVET/1</b>	<b>Lile, Sabba, Captain</b>		Svendborg, Denmark
<b>123' Galeas Ketch Mothership</b>	▼ McDonough, Holly		Marion, MA
	McDonough, Joe	CCA/BOS	Marion, MA
	Munro, Bruce	CCA/SAF	Tiburon, CA
	Munro, Lynne		Tiburon, CA
	O'Brien, Kappy		Seattle, WA
	O'Brien, Tom	CCA/PNW	Seattle, WA
	Robinson, Harry	CCA/FLA	Port St Lucie, FL
	Robinson, Joan		Port St Lucie, FL
	Rosbe, Bob	CCA/BOS, NAS	Marion, MA
	Rosbe, Judy		Marion, MA
	Sherbrooke, Kathleen		Cohasset, MA
	Sherbrooke, Ross	CCA/BOS	Cohasset, MA
	Langhorn, Nicolai, First Mate		Odense, Denmark
	Breith, Ann Charlotte, Chef		Odense, Denmark
	Laugesen, Aske, Ordinary Seaman		Assens, Denmark
	Xantier, Brian, Able Bodied Seaman		Svendborg, Denmark

<b>ICHIBAN/3</b>	<b>Willauer, Brad, Captain</b>	CCA/BOS, NAS	Prouts Neck, ME
	Malmström, Janne, Navigator	KSSS	Gustavsberg, Sweden
<b>Swan 69'</b> <b>Private charter</b>	Malmström, Kerstin, Cook		Gustavsberg, Sweden
	de Zwart, Pieter	CCA/FLA, NAS	Fort Lauderdale, FL
	Miller-de Zwart, Johanna	CCA/FLA, NAS	Fort Lauderdale, FL
	Pallette, Harriet		Balboa, CA
	Pallette, Pete	CCA/SOC	Balboa, CA
	Robinson, John	CCA/PNW	Seattle, WA
	Robinson, K		Seattle, WA
	Willauer, Ann		Prouts Neck, ME
<b>ILLUSION/3</b>	<b>Weare, Nick, Captain</b>	CCA/BDA	Pembroke, Bermuda
<b>Bavaria 45</b> <b>Charter</b> <b>(Navigare)</b>	Childs, Mary		Andover, Wiltshire, UK
	Childs, Robert		Andover, Wiltshire, UK
	Thompson, Dinah		Hamilton, Bermuda
	Thompson, Stuart	CCA/BDA	Hamilton, Bermuda
	Weare, Susan		Pembroke, Bermuda
<b>IMAGINE/1</b>	<b>Foley, Tom, Captain</b>	CCA/BOS	Osprey, FL
<b>Bavaria 42</b> <b>Charter</b> <b>(Navigare)</b>	Craig, Jenny		Bend, OR
	Foley, Pat		Osprey, FL
	Kollmorgen, Christine		Bend, OR
	Zachem, Chip		Bend, OR
<b>JOHANNA</b> <b>ATHENA/2</b>	<b>Lenci, Mark, Co-Skipper</b>	CCA/BOS	Natick, MA
<b>Bavaria 44</b> <b>Private charter</b>	<b>Wisch, Jeff, Co-Skipper</b>	CCA/BOS	Wellesley, MA
	Crofts-Wisch, Cindy	CCA/BOS	Wellesley, MA
	Lenci, Bev		Natick, MA
<b>JOYRIDE/1</b>	<b>Bowers, Bill, Captain</b>	CCA/BOS	Topsfield, MA
<b>Najad Farr 60</b> <b>Pilothouse</b> <b>Charter</b> <b>(RTC)</b>	Allaria-Domecq, Maribel Vanina		Havelock, NC
	Bowers, Dory		Somerville, MA
	Bowers, Linda		Topsfield, MA
	Bowers, Tai		Havelock, NC
	Cunningham, CC		Rochester, MA
	Cunningham, Chris	CCA/BOS	Rochester, MA
	Frost, Torbjörn, Guide		Gothenburg, Sweden
	O'Donnell, Kathleen	CCA/BOS	Milton, MA
<b>KATARA/3</b>	<b>Östling, Tomas, Captain - Jul 6-</b>	KSSS	Stockholm
<b>Sunfast 37</b> <b>Owner operated</b>	Östling, Louise - Jul 6-13		Stockholm
<b>KATHE/3</b>	Waterman, Dick	CCA/BOS	Barrington, RI
<b>Hanse 385</b> <b>Charter</b> <b>(Sailmarine),</b>	Thomson, Cary	CCA/CHE	Wayne, PA
	Thomson, Martha		Wayne, PA
	Waterman, Karen		Barrington, RI
<b>LISSY III/2</b>	<b>Binch, Jim, Captain</b>	CCA/NYS, NAS	New Canaan, CT
<b>Bavaria Cruiser 51</b> <b>Charter</b> <b>(Sailmarine)</b>	Binch, Suzie		New Canaan, CT
	Kielland, Halvor	NAS	New Canaan, CT
	Kielland, Sherry	NAS	New Canaan, CT
	Morton, Bill	CCA/CHE	Vero Beach, FL
	Morton, Dawn		Vero Beach, FL
	Tremaine, John		New Canaan, CT
	Tremaine, Patsy		New Canaan, CT



<b>LOYAL/2</b>	<b>Olsen, Stein-Arve, Captain</b>		Florø, Norway
<b>124' Galeas Ketch Mothership</b>	Olsen, Linda, First Mate		Florø, Norway
	Albjerg, Mariann		Rungsted Kyst, Denmark
	Berriman, Bruce	CCA/BOS	Newport, RI
	Berriman, Jane		Newport, RI
	Cook, Nancy	CCA/CHE	Oxford, MD
	Ellingsen, Thomas, Cook & Steward		Norway
	Hellström, Erik	CCA/BOS	Brisbane, Australia
	Kaldestad, Simon, Able Bodied Seaman		Norway
	Kok, Frans	CCA/CHE	Philomont, VA
	Kolker, Anne	CCA/NYS	New York, NY
	Lichner, Liz		Washington, DC
	McNab, Sue	CCA/PNW	Seattle, Washington
	Shirley, Mary		Philomont, VA
	Sloan, Hugh		Washington, DC
	Sloan, Kathia Couprie		Washington, DC
	Standel, Liv, Deckhand		Norway
	Templin, Gaynelle	CCA/GLS, NAS	Onamia, MN
	Vought, Ginny	CCA/NYS	Southport, Ct
	Watlington, James	CCA/BDA	Bermuda
<b>MAGIC/3</b>	<b>Goldweitz, Jonathan, Captain</b>	CCA/CHE	Oxford, MD
<b>Bavaria 45 Charter (Navigare)</b>	Devlin, John	CCA/CHE	Oxford, MD
	Devlin, Susan		Oxford, MD
	Goldweitz, Dorothy		Oxford, MD
	Robfogel, James	CCA/CHE	Oxford, MD
	Robfogel, Margy	CCA/CHE	Oxford, MD
<b>MAVERICK/1</b>	<b>McInnis, Steve, Captain</b>	CCA/BOS	Newport, RI
<b>Hanse 505 Owner operated</b>	Jamison, Nancy		Newport, RI
	Kallfelz, Andrew	CCA/BOS	Jamestown, RI
	Kallfelz, Julie		Jamestown, RI
<b>MIDNIGHT SUN/1</b>	<b>Crane, Les, Captain</b>	CCA/BDA, NAS	Bermuda
<b>Beneteau 50 Charter (Midnight Sun Sail)</b>	Crane, Mags		Bermuda
	Macrae, Jock	CCA/GLS	Oakville Canada
	Macrae, Val		Oakville Canada
	Medland, Bob	CCA/GLS, NAS	Toronto Canada
	Medland, Sally		Toronto Canada
<b>MONSUN/1</b>	<b>Gray, Sam, Captain</b>	CCA/BOS	Wareham, MA
<b>Bavaria Cruiser 41 Charter (Sailmarine)</b>	Foss, Bill	CCA	Ross, CA
	Foss, Karen		Ross, CA
	Gray, Gerry		Wareham, MA
<b>MUMIN</b>	<b>Säve, Per, Captain</b>	KSSS	Stockholm/Värmdö
<b>Targa 32 Chase boat Owner operated</b>			
	Säve, Anne-Charlotte		Stockholm/Värmdö
<b>NELLIE/2</b>	<b>Lalanne, Charlie, Captain</b>	CCA/FLA	Palmetto, FL
<b>Hinckley 49' ketch Owner operated</b>	Booth, Alex	CCA/NYS	Dublin, Ireland
	Lalanne, Heather		Palmetto, FL
	Watson, Barbara	CCA/FLA	South Pasadena, FL

<b>NIGHT WATCH/2</b>	<b>Tunick, David, Captain</b>	KSSS, CCA/NYS, NAS	Stamford CT
<b>S&amp;S/A&amp;R 55'</b> <b>custom yawl</b> <b>Owner operated</b>	Heyward, Allan	CCA/CHE, NAS	Richmond, VA
	Heyward, Lolly	NAS	Richmond, VA
	McKnight, Phil	NAS	Williamstown, MA
	Sherman, Gale	NAS	Tucson, AZ
	Sherman, Steve	NAS	Tucson, AZ
	Shortway, Noreen		New York, NY
<b>ROBIN LEIGH/2</b>	<b>Smith, Brad, Captain</b>	CCA/BOS	West Bath, ME
<b>Trintella 49</b> <b>Owner operated</b>	Smith, Christine		West Bath, ME
<b>RUGIA/3</b>	<b>Wiseman, Michael, Captain</b>	CCA/ESS, NAS	Westport, CT
<b>Hanse 445</b> <b>Charter</b> <b>(Sailmarine)</b>	Garten, Helen		Westport, CT
	Kraft, Anne		Morristown, NJ
	Kraft, Scott		Morristown, NJ
	Sinnett, Cathy		Ledyard, CT
	Sinnett, Chris		Ledyard, CT
<b>SASSA/3</b>	<b>Cort, Dave, Co-Skipper</b>	CCA/SOC	San Pedro, CA
<b>Bavaria 50</b> <b>Charter (RTC)</b>	<b>Schoettle, Mike, Co-Skipper</b>	NAS	Rolling Hills, CA
	Armitage, Carol		San Pedro, CA
	Bowden, Jennifer	NAS	New York, NY
	Heppe, John		Bryn Mawr, PA
	Schoettle, Will	NAS	Honolulu, HI
<b>SOL/1</b>	<b>Boyd, Peter, Captain</b>	NAS	San Francisco, CA
<b>Bavaria 42</b> <b>Charter</b> <b>(Navigare)</b>	Coady, Michael	NAS	Darien, CT
	Feigenbaum, Susan		San Francisco, CA
	Payne, Donna	NAS	Stamford CT
	Payne, Meyrick	NAS	Stamford CT
<b>STORM/1</b>	<b>Stabbert, Don, Captain</b>	CCA/PNW	Seattle, WA
<b>Bavaria 40</b> <b>Charter</b> <b>(Navigare)</b>	Hearne, Roddy	CCA/PNW	Seattle, WA
	Stabbert, Sharry		Seattle, WA
<b>STRAIGHT ON TILL MORNING/1</b>	<b>Hege, Ken, Captain</b>	CCA/FLA, NAS	Miami, FL
<b>43' Schucker</b> <b>custom motorsailer</b> <b>Owner operated</b>	Montgomery, Pat	CCA/FLA	Miami, FL
	Scott, Mark	CCA/NYS	Barcelona, Spain
<b>TANJA/3</b>	<b>Orem, Nick, Captain</b>	CCA/BOS, NAS	Newbury, MA
	Anderson, Chace	CCA/CHE, NAS	Cleveland, OH
<b>Bavaria Cruiser 46</b> <b>Charter</b> <b>(Sailmarine)</b>	Anderson, Josie	NAS	Cleveland, OH
	Bernadotte, Christian	NAS	Shaker Heights, OH
	Bernadotte, Marianne		Shaker Heights, OH
	Orem, Phyllis	NAS	Newbury, MA
<b>TJORVEN/1</b>	<b>Vander Salm, Tom, Captain</b>	CCA/BOS	Salem, MA
<b>Linjett 35</b> <b>Charter</b> <b>(Linjett)</b>	Harris, Annie		Salem, MA
	Lippman, Andy		Salem, MA
	Vander Salm, Addie		Salem, MA

<b>ULLA/1</b>	<b>Creighton, Mory, Captain</b>	CCA/BOS	Manchester, MA
<b>Bavaria 39 Charter (RTC)</b>	Creighton, Andy - arriving July 8th?		Manchester, MA
	Creighton, Sam		Manchester, MA
	Creighton, Sarah		Manchester, MA
	Hay, Jack		Essex. MA
<b>VIKING/3</b>	<b>Adkins, Doug, Captain</b>	CCA/PNW, NAS	Seattle, WA
<b>Swan 47 Charter (private)</b>	Adkins, Susan		Seattle, WA
	Wager, Anne		Seattle, WA
	Wager, Wayne		Seattle, WA
<b>VINDOGA/3</b>	<b>Blatch, Barnaby, Captain</b>	CCA/ESS	Mystic, CT
<b>Fantasi 44 Charter (Linjett)</b>	Blatch, Mari Ann		Mystic, CT
	Bokfors, Stefan, Guide		Nynäshamn, Sweden
	Cooper, Alex	CCA/BDA	Hamilton, Bermuda
	Cooper, Sheelagh	CCA/BDA	Hamilton, Bermuda
	Medhurst, David		Toronto, Canada
	Medhurst, Eva		Toronto, Canada



## THE THREE DIVISIONS



DIVISION 1 Leader: Ernie Godshalk VHF 68		
BOAT/CAPTAIN	No. on board	Club/station
Anitra/Kahm, J. July 4-8	4	KSSS, NAS
Freak Out/Urban July 4-13	4	KSSS, NAS
Golden Eye/Godshalk	4	CCA/BOS, NAS
Havet/mothership	14	CCA, NAS
Imagine/Foley	5	CCA/BOS
Joyride/Bowers	9	CCA/BOS
Maverick/McInnis	4	CCA/BOS, NAS
Midnight Sun/Crane	6	CCA/BDA, NAS
Monsoon/Gray	4	CCA/BOS
Sol/Boyd	5	NAS
Storm/Stabbert	3	CCA/PNW
Straight On Til Morning/Hege	3	CCA/FLA, NAS
Tjorven/Vander Salm	4	CCA/BOS
Ulla/Creighton	5	CCA/BOS
Division Total: 14 boats	74	
Fleet total boats	41	

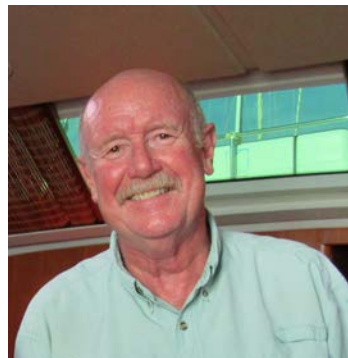
DIVISION 2 Leader: David Tunick VHF 69		
BOAT/CAPTAIN	No. on board	Club/station
Atlantic/Blake	4	NAS, KSSS
Carrezza/Hansson	2	KSSS, NAS
Clara/Victor	6	CCANYS
Clic/Lyth July 6-13	2	NAS
Eveline/Hord	7	CCA/CHE
Galatea/Somers	6	CCA/SOC
Gloria/James-Lhamon	7	CCA/FLA, CCA/PNW, CCA/CHE
Johanna Athena/Lenci-Wisch	4	CCA/BOS, NAS
Lissy II/Binch	8	CCANYS, CCA/CHE, NAS
Loyal/mothership	17	CCA, NAS
Nellie/Lalanne	4	CCA/FLA
Night Watch/Tunick	7	CCANYS, CCA/CHE, NAS, KSSS
Rugia/Wiseman	6	CCA/ESS, NAS
Division Total: 13 boats	80	
Fleet approximate total participants, including crew changes	250	
Approximate participants, including at dinners	265	

DIVISION 3 Leader: Nick Orem VHF 72		
BOAT/CAPTAIN	No. on board	Club/station
Amorina/Salter	4	CCA/BOS
Amortina/Kasnet	6	CCA/BOS
Blue/Quanci	8	CCA/SAF, CCA/FLA, NAS
Canty/Rogers	4	CCA/BOS, NAS
Ichiban/Malmström	10	KSSS, CCA, NAS
Illusion/Weare	6	CCA/BDA
Katara/Östling July 6-13	2	KSSS
Käthe/Waterman	4	CCA/BOS, CCA/CHE
Magic/Goldweitz	6	CCA/CHE
Robin Leigh/Smith	2	CCA/BOS
Sassa/Cort-Schoettle	6	CCA/SOC, NAS
Tanja/Orem	6	CCA/BOS, CCA/CHE, NAS
Viking/Adkins	4	CCA/PNW, NAS
Vindöga/Blatch	5	CCA/ESS, CCA/BDA
Division Total: 14 boats	73	
Chase boat for all three divisions: Mumin/Säve	2	KSSS

# AMORINA



Maggie Salter



Al Hickey



Peter Mellin



Alice Mellin



# AMORTINA



Steve Kasnet



Missy Kasnet



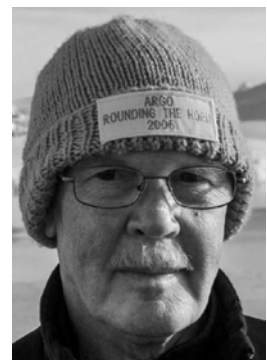
Rolf Hjelte



Strap Cunningham



Joan Partridge



Peter Robbins

# ANITRA



Johan & Ninoue Kahm



Richard & Gunilla Kahm



# ATLANTIC



Ben Blake



Marggie Blake



Jennie Stevenson



Mlada Neumann



Dennis Neumann



Ann Lobdell

# BLUE



Agnes Danciger



Cheryl Antrim



Jim Antrim



Maureen Koeppel



Mary Lovely



Jim Quanci



Rowena Carlson



Robb Walker



# CANTY



Paul & Marty Rogers



Dale Bruce



Doug Bruce

# CAREZZA



Robert Hansson



Åse Hansson



# CLARA



Carol Vietor



Sandy Vietor



Dod Fraser



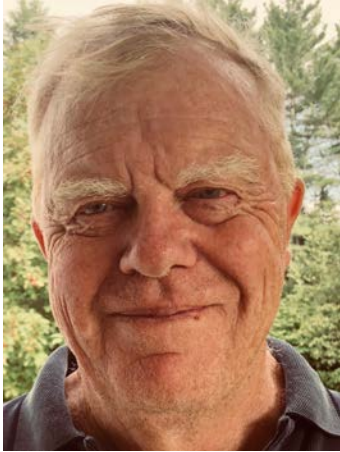
Susan Fraser



Ned Brooks



Louise Brooks



Nick Everett



Nancy Everett



Amy Rice



Mark Rice

# CLIC



Lena Tuvene & Peter Lyth



# EVELINE



Bill & Lillie Hord



Bill & Nada Finan



Debbie Gibson-Neff



Jack Gregg



Laura Gregg

# FREAK OUT



Saga, Carolina, Calle, Eva, & Siri Urban



Gustaf Urban



# GALATEA



Larry Somers



Lisa Laing



Jeri & Bill Barsz

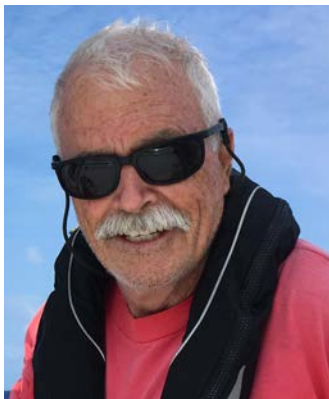


Linda White



Tod White

# GLORIA



Steve James



Karyn James



Thomas Forsberg



Johnny Martin



Po Martin



Tad Lhamon



Joyce Lhamon



# GOLDEN EYE



Ernie Godshalk



Ann Noble-Kiley



Kim and Lena Noble



Bob Godshalk



Vicki McGrath

# HAVET



Bruce Munro



Lynne Munro



Kap & Tom O'Brien



Holly McDonough



Joe McDonough



Joan & Harry Robinson





Judy & Bob Rosbe



Kathleen Sherbrooke



Ross Sherbrooke



Sabba Lile



Ann Charlotte Breith



Nicolai Langhorn



Aske E. Laugesen



Brian Xantier



# ICHIBAN



Brad & Ann Willauer



Harriet & Pete Palette



Joanna Miller-de Zwart



Pieter de Zwart



John Robinson



K Robinson



Kerstin & Janne Malmström

# ILLUSION



Nick & Susan Weare



Mary & Robert Childs



Stuart Thompson



Dinah Thompson



# IMAGINE



Tom Foley



Pat Foley



Chip Zachem



Jennie Craig



Christine Kollmorgen

# JOHANNA ATHENA



Mark Lenci



Bev Lenci



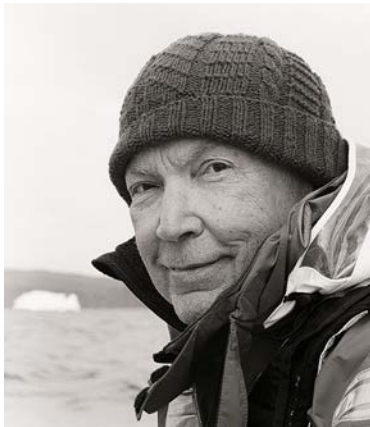
Jeff Wisch



Cindy Wisch



# JOYRIDE



Bill Bowers



Dory Bowers



Linda Bowers



Tai Bowers



CC Cunningham



Chris Cunningham

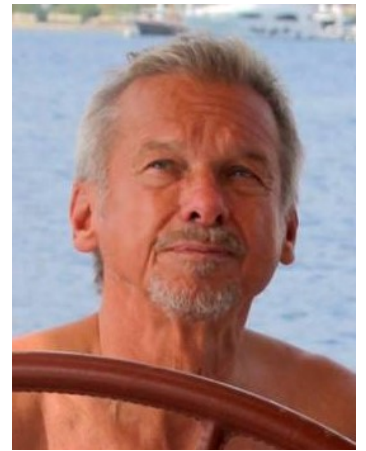




Kathleen O'Donnell



Maribel (Vanina) Allaria-Domecq



Torbjörn Frost

# KATARA



Tomas & Louise Östling

# KÄTHE



Dick & Karen Waterman



Martha Thomson



Cary Thomson



# LISSY III



Jim & Suzie Binch



Dawn & Bill Morton



Patsy & John Tremaine



Sherri & Halvor Kielland

# LOYAL



Bruce & Jane Berriman



Anne Kolker



Sue McNab



Mary Shirley



Frans J. Kok



Gaynelle Templin





Hugh Sloan



Kathia Couptry Sloan



James Watlington



Ginny Vought



Liz Lichner



Mariann Albjerg



Nancy Cook



Erik Hellstrom



Linda & Stein-Arve Olsen



Thomas Ellingsen



Liv Standel



Simon Kaldestad

# MAGIC



Dorothy Goldweitz



Jonathan Goldweitz



John & Susan Devlin



Jim Robfogel



Margy Robfogel



# MAVERICK



Steve McInnis



Nancy Jamison



Andrew Kallfelz



Julie Kallfelz



# MIDNIGHT SUN



Mags & Les Crane



Sally & Bob Medland



Val & Jock Macrae

# MONSUN



Gerry & Sam Gray



Bill & Karen Foss



# MUMIN



Anne-Charlotte & Per Säre

# NELLIE



Charlie Lalanne



Heather Lalanne



Barbara Watson



Alex Booth



# NIGHT WATCH



Phil McKnight



David Tunick & Noreen Shortway



Allan Heyward



Lolly Heyward



Steve Sherman



Gale Sherman

# ROBIN LEIGH



Christine Smith



Brad Smith



# RUGIA



Helen Garten



Michael Wiseman



Anne Kraft



Scott Kraft



Kathy Sinnett



Chris Sinnett

# SASSA



Carol Armitage & Dave Cort



Mike Schoettle



John Heppe



Jennifer Bowden



Will Schoettle



# SOL



Peter Boyd



Susan Feigenbaum



Michael Coady



Donna Payne



Meyrick Payne

# STORM



Sharry & Don Stabbert



Roddy Hearne

# STRAIGHT ON TIL MORNING



Ken Hege & Pat Montgomery



Mark Scott



# TANJA



Nick & Phyllis Orem



Chace & Josie Anderson



Marianne & Christian Bernadotte

# TJORVEN



Addie Vander Salm



Tom Vander Salm



Andy Lippman



Annie Harris

# ULLA



Mory Creighton



Sarah Creighton



Andy Creighton



Jack Hay



Sam Creighton



# VIKING



Doug Adkins



Susan Adkins



Anne Wager



Wayne Wagner

# VINDÖGA



Barnaby Blatch



Mari Ann Blatch



Stefan Bokfors



David Medhurst & Eva Innes



Sheelagh & Alex Cooper



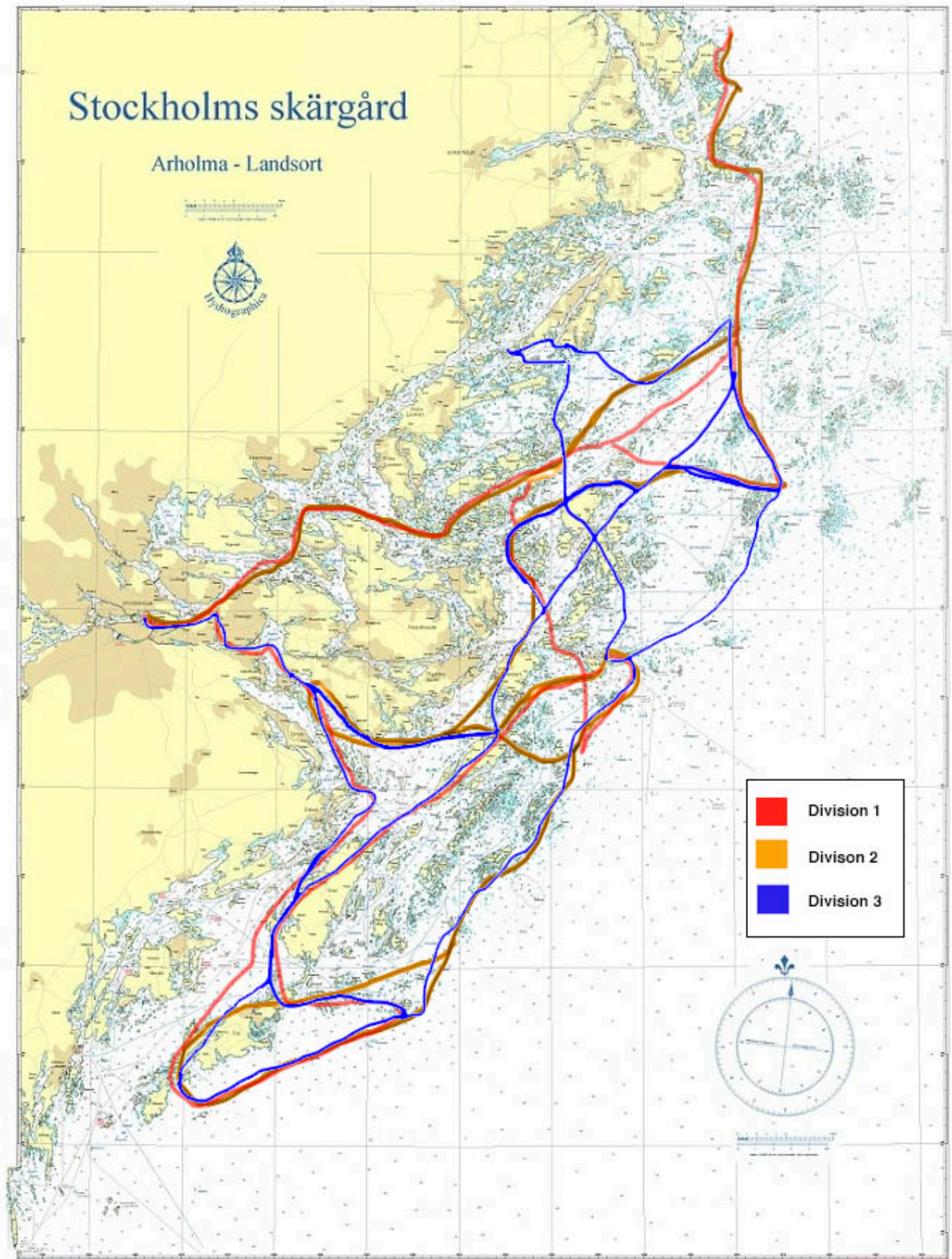




# Division Cruise Routes

VHF Channels		DIVISION 1	DIVISION 2	DIVISION 3
DAY	DATE	Channel 68	Channel 69	Channel 72
Thursday- Friday	27,28-Jun	<b>STOCKHOLM</b> Events: June 27 <sup>th</sup> , opening reception & registration (Grand Hôtel Stockholm) June 28 <sup>th</sup> : ferry tour, Captain's meeting & opening dinner (Vasa Museum)		
Saturday	29-Jun	<b>GÄLLNÖ HEMFLADEN (141)</b> [no backups necessary]		<b>NAPOLEONVIKEN (115)</b> [if strong S wind, go to HÄRSÖ (117) or SALTSJÖBADEN HOTELLVIKEN (113)]
Sunday	30-Jun	<b>RÖDLÖGA (84-85)</b> Events: BBQ at #85 Byfladen [if strong N wind, go to LÖKAÖN (193) or HÖGMARSÖ (42)]	<b>FINNHAMN/PARADISET (68)</b> Events: BBQ at Finnhamns Krog [no backups necessary]	<b>UTÖ (316-318)</b> Events: Cocktail reception [no backups necessary]
Monday	1-Jul	<b>ARHOLMA ÖSTERHAMNEN (1)</b> [no backups necessary]	<b>RÖDLÖGA (84-85)</b> Events: BBQ at #85 Byfladen [if strong N wind, go to LÖKAÖN (193) or HÖGMARSÖ (42)]	<b>NÄTTARÖ (309)</b> [If very strong N wind, go to NYNÄSHAMN (300), LINDSKÄREN (301) or STORA RAMMKLÖV (302)]
Tuesday	2-Jul	<b>STORA NASSA (203-208)</b> Arrive by noon [If wind exceeds 20 knots, go to LÖKAÖN (193)]	<b>ARHOLMA ÖSTERHAMNEN (1)</b> [no backups necessary]	<b>HUVUDSKÄR (292)</b> Events: byo drinks on the rocks at private residence on Huvudskär [If strong wind, go to UTÖ (316-318) or NYNÄSHAMN (300)]
Wednesday	3-Jul	<b>FINNHAMN/PARADISET (68)</b> Events: BBQ at Finnhamns Krog [no backups necessary]	<b>STORA NASSA (203-208)</b> Arrive by noon [If wind exceeds 20 knots, go to LÖKAÖN (193)]	<b>BULLERÖ HEMVIKEN (277)</b> [If more than S to SW 6/7 knots, go to NÄMDÖ/SKÄRVASSA (134)]
Thursday	4-Jul	<b>LÄDNAFLADEN (151-156)</b> Events: Star raft/hat party [no backups necessary]		
Friday	5-Jul	<b>BULLERÖ HEMVIKEN (277)</b> [If more than S to SW 6/7 knots, go to NÄMDÖ/SKÄRVASSA (134)]	<b>NAPOLEONVIKEN (115)</b> [if very strong S wind, go to HÄRSÖ (117) or SALTSJÖBADEN HOTELLVIKEN (113)]	<b>STORA NASSA (203-208)</b> Arrive by noon [If wind exceeds 20 knots, go to LÖKAÖN (193)]
Saturday- Sunday	6,7-Jul	<b>SANDHAMN (182)</b> Events: July 7 <sup>th</sup> - layday & dinner [no backups necessary]		
Monday	8-Jul	<b>UTÖ (316-318)</b> Events: Cocktail reception [no backups necessary]	<b>HUVUDSKÄR (292)</b> Events: byo drinks on the rocks at private residence on Huvudskär [If strong wind, go to UTÖ (316-318) or NYNÄSHAMN (300)]	<b>FINNHAMN/PARADISET (68)</b> Events: BBQ at Finnhamns Krog [no backups necessary]
Tuesday	9-Jul	<b>HUVUDSKÄR (292)</b> Events: byo drinks on the rocks at private residence on Huvudskär [If strong wind, go to UTÖ (316-318) or NYNÄSHAMN (300)]	<b>NÄTTARÖ (309)</b> [If very strong N wind, go to NYNÄSHAMN (300), LINDSKÄREN (301) or STORA RAMMKLÖV 302]]	<b>VÄTTERSÖ (not in Hamnguiden)</b> Events: BBQ at private residence [no backups necessary]
Wednesday	10-Jul	<b>NÄTTARÖ (309)</b> [If very strong N wind, go to NYNÄSHAMN (300), LINDSKÄREN (301) or STORA RAMMKLÖV 302]]	<b>UTÖ (316-318)</b> Events: Cocktail reception [no backups necessary]	<b>RÖDLÖGA (84-85)</b> [if strong N wind, go to LÖKAÖN (193) or HÖGMARSÖ (42)]
Thursday	11-Jul	<b>NAPOLEONVIKEN (115)</b> [if very strong S wind, go to HÄRSÖ (117) or SALTSJÖBADEN HOTELLVIKEN (113)]	<b>BULLERÖ HEMVIKEN (277)</b> [If more than S to SW 6/7 knots, go to NÄMDÖ/SKÄRVASSA (134)]	<b>NÄMDÖ SKÄRVASSA (134)</b> [no backups necessary]
Friday	12-Jul	<b>SALTSJÖBADEN HOTELLVIKEN (113)</b> Events: Closing Dinner at Grand Hotel Saltsjöbaden		
Saturday	13-Jul	<b>DISBAND</b>		

## The Stockholm Archipelago with Cruise Routes





## ARHOLMA

(pronounced are-hole-ma)

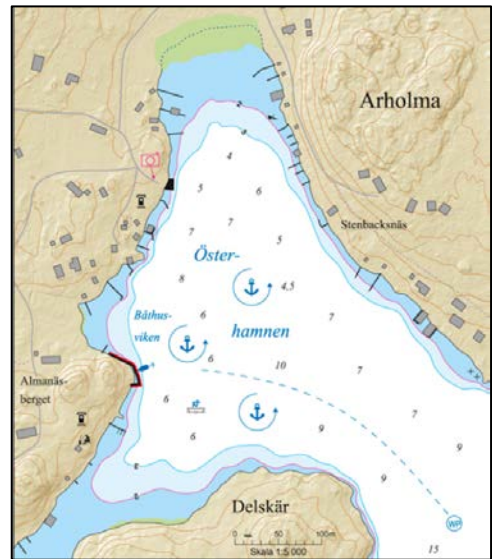
### ÖSTERHAMN ("uh-stir-hahm")

59° 50.6 N 19° 07.4 E 19° 07.4 E

#### Hamnguiden 1

**Approach:** The final approach into the Arholma harbor, Österhamnen ("east harbor"), is not difficult and somewhat reminiscent of Maine, with high, wooded islands on both sides.

**Docking and anchoring:** There is ample room for swinging on an anchor and a small, public wharf on the west side of the harbor for tying bow-to with a stern anchor for vessels of less than 2 meters depth. If not too crowded with visitors, the anchorage is peaceful and offers nearly complete protection, with some fetch in heavy winds from the south.



There are other anchorages and mooring-to-the-rocks opportunities on the Arholma coast in the west and the north of the island, including the commercial harbor Norra Bryggan, Hamnguiden 8, harbor no. 2, but it is subject to ferry wash and not as protected as Österhamnen.

**Other marine/harbor information:** Toilets and garbage, no other services in Österhamnen. There is a fuel dock in Norra Bryggan on Arholma, about 4 nm from Österhamnen.

**Provisioning and restaurants:** There is a good store for modest provisions at the dock in Norra Bryggan and a restaurant with a large dining room, a few outdoor tables, and fine views from high above the harbor. When we were there in 2018, the indoor dining room had shutters, but no screens or glazed windows, and the heat inside on a very hot afternoon was stifling. Limited menu.

**About Arholma:** "The island of Arholma is 5 kms long and almost 2 kms wide. It is the northernmost island of the Stockholm Archipelago and the final outpost before the Sea of Åland... The island's emblem is a red and white beacon, a famous seamark.



Present-day Arholma began to rise out of the sea during the Stone Age. Today it extends some 25m above sea level. The island is mentioned in the [13<sup>th</sup> century] logs of the Danish King Valdemar, which



describes how the fairway was aligned past Arholma, via Åland and Kökar to Danish-occupied Estonia. Arholma soon became a base for seafarers, and piloting was one of the islanders main occupations besides hunting, fishing and farming. Arholma farmers soon became wealthy, ship-owning skippers during the ice-free months. In the winter, many of their ships were moored at Österhamnen harbour. The profit from the trade allowed them to build larger and better equipped farms.... “ (L. Hässler & L. Granath, *Arholma-Landsort*, English ed., Stockholm, 2007, p. 36)

The permanent population of about 70 swells to roughly 600 in the summer. About ¼ of the island is a nature preserve owned by a land conservation foundation. Despite being on the edge of the Baltic, unlike the outer archipelago islands, Arholma is more wooded than stony and has working farms with animals and planted meadows. An abandoned site with a fort and naval base in the north is now a museum. The restaurant mentioned above is the site of an outdoor dance floor described by some as the most beautiful in northern Europe. (The editors have not seen enough outdoor dance floors to comment.)

The island is excellent for walking or bicycles. The 1+ mile walk along a well-marked trail and road is recommended. It begins above the marina dock in Österhamnen to Norra Bryggan, with a stop at the church along the way. The route also provides some attractive vistas and various, aging structures.



## BULLERÖ

(pronounced “bull-er-ah”)

59° 11.9 N      18° 50.9 E

Hamnguiden 277

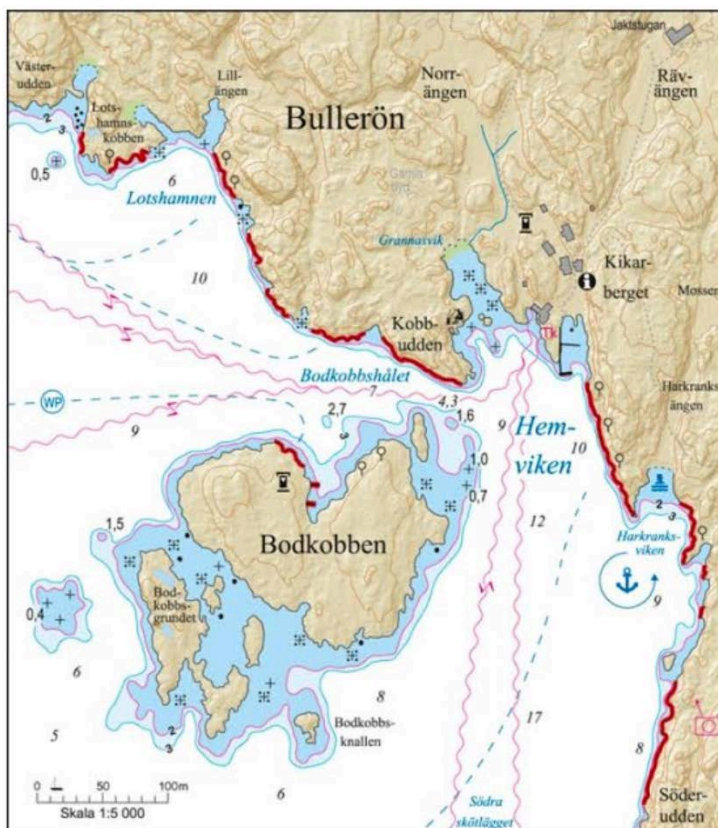
**Approach:** Wide open entrance from the south. The west entrance requires slightly more care, especially for a deep draft boat: there are unmarked rocks and underwater ledges just to the SE once through the cut between Bullerö and Bodkobben.

**Docking and anchoring:** No tie-ups at the dock at the NE corner of the area called Bullerö Hemviken on the chart except for large passenger vessels, our motherships, and dinghies. Good anchoring space in the Hemviken, but beware the underwater cables. You may be asked to move by the harbormaster if you anchor on top of the cables or in the channel used by large vessels to the dock. The channel is not indicated on the chart, but roughly corresponds to the area between the two cable lines that originate from the head of the harbor and spread in the Hemviken like a V. In addition to the anchorage, there is a large expanse on the east side of the Hemviken for mooring to the rocks ashore, which in some places may require pitons and hammer.

**Other marine/harbor information:** No services.

**Provisioning and restaurants:** None.

**About Bullerö:** Bullerö is about a 1.25 mile-long hilly island that gives its name to the nearby 900 islands that make up the Bullerö Archipelago. The islands first seem to have been populated in the mid-seventeenth century by settlers on small plots who tilled the soil by pulling troughs without horses through the rocky landscape. They also sustained themselves by fishing and hunting seals and birds. In 1908 a then world-famous painter, Bruno Liljefors (1860-1939), an icon in Swedish cultural history, bought the archipelago and built a studio and hunting lodge, now a museum of sorts. He dedicated his career to depicting animals and birds, observing that “humans are broken, without balance, without life force, but a wild animal owns and expresses such intensity.” Liljefors hosted parties on the island, described in





one account as “week-long food-and-drink-orgies and hunting treks. Historians say that it was, in fact, these party trips that popularized the archipelago as *the* summer destination for Stockholm’s in crowd; everybody who was *anybody* wanted to host bacchanalian parties on a private island of their own.” Liljefors and his artist, society, and famous friends enjoyed the island until the painter sold out to newspaper magnate, Torsten Krueger, in 1923. Krueger was an avid sailor and nature lover who also enjoyed entertaining on Bullerö, including celebrity guests like Charlie Chaplin, Mary Pickford, and Errol Flynn. In 1967 Krueger partly donated, partly sold his island paradise to the Swedish government in order to preserve the Bullerö Archipelago in perpetuity.

**Local Attractions:** Just behind the harbor some of the village remains occupied and in use. Nearby you can find picturesque nature and hiking paths, including a route marked by white paint on the rocks that leads a short ascent to the highest point on the island, offering excellent views. (Beware when wet, since the smooth rock faces become as slippery as ice.)

Accessible by water taxi from Stavsnäs. Tel: +46 (0)8 571 50 100.





## FINNHAMN/PARADISET

(pronounced “fin-ham/pahr-ah-dees-it”)

59° 28. 6 N 18° 48.4 E

### Hamnguiden 68

**Approach:** Entry possible through the north or south channels. Neither is difficult, but the south is a little simpler and reasonably straightforward if you stay to the middle. Take care to avoid the rock that lies about 350 feet inside the harbor to the NE at 1.7 m below the surface and the shallows and the rocks not far off the beach at the far northern end of the anchorage at 1.3 m and less depth.

**Docking and anchoring:** The anchorage, called Djupfladen on the chart, is protected from all directions. It is large and among the most popular and crowded in the Stockholm Archipelago. There is a stern anchor, bow-to “marina” - a long, well-maintained fixed wooden dock - on the northeast shore at which the harbor master is reserving space for our boats. Dock bow-to using either a stern buoy (very few) or a stern anchor. Early arrival nonetheless recommended. If you prefer not to be at the marina, there are many rocks on the east shore with rings for bow-to, six to seven meters of depth under the keel, some also on the west shore on the island of Kålgårdsön.

**Other marine/harbor information:** Water, showers, and electricity are available for purchase at the marina, which can be arranged at [finnhamn.se](http://finnhamn.se) or by going to the kiosk at the head of the harbor about 100 meters from the dock. NB: Hot water is in short supply. Please be respectful and keep your showers to a minimal amount of time.

Trash bins ashore.

**Provisioning and restaurants:** In 2018 there was a food truck on the beach at the head of the harbor that had fresh baked bread, coffee, and other offerings every day. As of this writing, the owner was uncertain whether it would be there in the 2019 summer.

Finnhamns Sommarbutik, a small food market that also sells incidentals, is on the eastern side of the island of Finnhamn. It is accessible from the beach or marina dock by a well-marked gravel path with moderate inclines at a distance of about .5 miles, 10/15 minutes on foot. It is also accessible from the anchorage by a c. 2 nm dinghy trip, exiting the south entrance channel, then east along the south coast of Finnhamn (also called Stora Jolpan on the chart), until a sharp north turn via the buoyed ferry channel to a dock near the market – not advisable if rough or rolly outside the anchorage. Open Monday-Saturday 0800-2000.

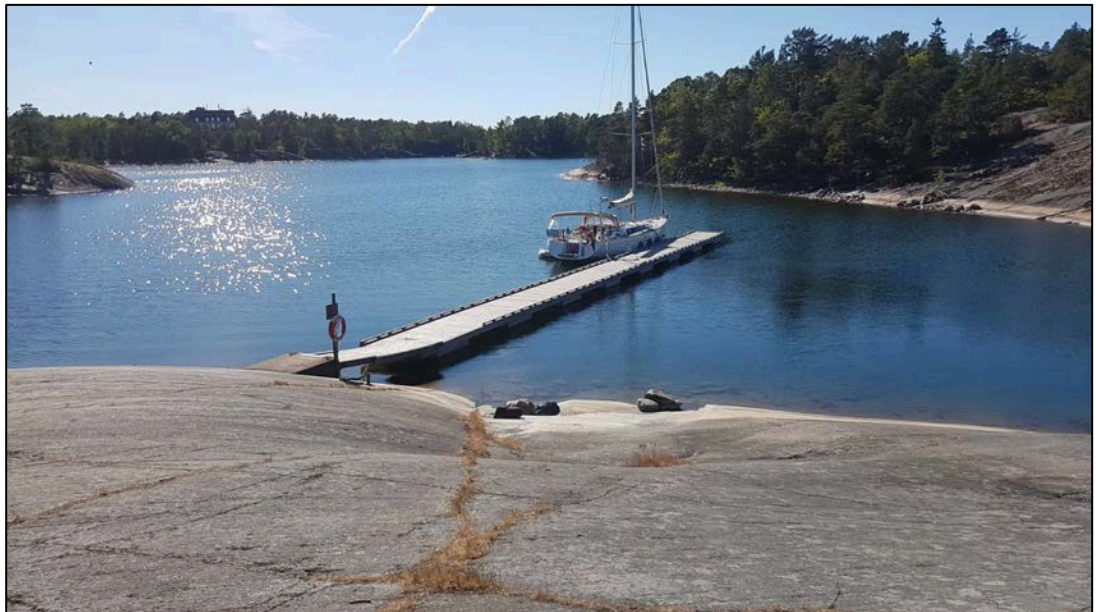


Fresh bread is available for pickup at Ragnar's Kiosk, the shop above the beach at the head of the harbor, every morning if ordered the night before. It is advisable to place your order upon arrival in Finnhamn.

There will be drinks and a cruise barbecue dinner at the restaurant next to the market, Finnhamns Krog, on the upper deck for each of the three divisions. If you prefer to dine more elaborately, call ahead for reservations on the first level inside the restaurant: +46 8 542 464 04. Excellent menu and kitchen. Bar on the upper deck except when the weather is inclement, in which case Division 2 and Division 3 will go to the boat house nearby the restaurant for their dinners. Division 1 will have shelter under a tent at the harbor on the Paradiset side of the island.

**About Finnhamn/Paradiset:** Stora Jolpan is the original name of the island today called Finnhamn, which literally translates as Finnish Haven. The name Finnhamn originated when Finnish sailing ships en route to and from Stockholm stopped to anchor between the islands of Stora Jolpan and Söder Långholm to await a favorable wind. Finnhamn generically now refers to the island of Stora Jolpan as well as the surrounding group of small and large islands. The anchorage that we have designated as a stop was and is considered a kind of local paradise, hence Paradiset.

Finnhamn and several of the surrounding islands were purchased by the city of Stockholm in 1943 to prevent private development. In 1998 the property was handed over to the newly formed Skärgårdsstiftelsen (Stockholm Archipelago Foundation) and has been a nature preserve since 2000.



Finnhamn is served by ferry from central Stockholm on the Cinderella and Waxholmsbolaget lines. The trip takes about two hours.

#### **Local Attractions:**

In addition to the guest harbor, Finnhamn has an organic farm, deciduous woodland, meadows thick with wildflowers, a rich bird life, rock outcroppings excellent for picnics, a hostel, a sauna, a swim area, a campsite, winding hiking paths, a ferry dock, and the aforementioned café and restaurant with a deck bar and splendid views.

If you have a dinghy, we recommend a mini scenic side trip in the channel to the west of the south harbor entrance between Ingmarsö on the north side and Söderön and Svartsö on the south side. Pull over to any rock – particularly pleasant for an early morning swim. This is also a deep water passage accessible to yachts.



## GÄLLNÖ/HEMFLADEN

(pronounced "yell-neh/hem-fla-den")

59° 23.9 N 18° 38.2 E

Hamnguiden 141

**Approach:** On entering, stay to the middle, which will keep you clear of the rocks, especially on the south side of the channel.

**Docking and anchoring:** No docking except for small boats and dinghies at the restaurant and shop dock at the head of the harbor. Plenty of anchoring room in the three bays that make up the Hemfladen. You can moor bow-to on the small islands within the anchorage area, Lammskär and Högholmen.

There are other protected, natural anchorages around the island of Gällnö, apparent on your chart and in Hamnguiden 8

**Other marine/harbor information:** No services.

**Provisioning and restaurants:** There is a small shop near the dock, Gällnö Handelsbod, with limited supplies, including some local vegetables and fruit. Open Monday-Saturday 1000-1900, Sunday 1000-1600.

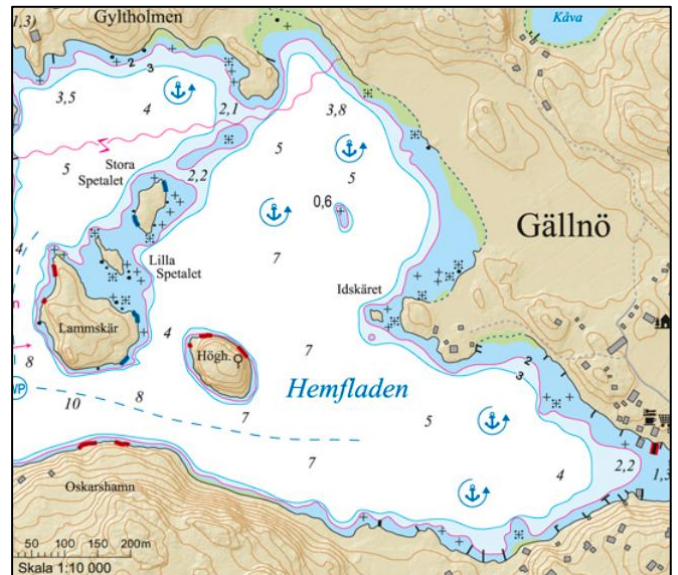
The owners of the market, Jonas and Robin Backlund, also operate a small outdoor bar and restaurant with a hut for inside dining (accommodates six to eight) and a few outside tables. Call ahead +46 736 13 75 27, [info@gallno.se](mailto:info@gallno.se).

**About Gällnö:** The island of Gällnö, located in the intermediate Archipelago, has a small village with a narrow gravel road, working farms in a well-preserved, cultivated landscape, forest, patches of beach, some summer cottages, and a hostel. Reportedly there are remains of the 18<sup>th</sup> century Russian occupation in the form of an oven deep in the woods.

Gällnö is accessible by a 90-minute ferry trip from central Stockholm on the Cinderella and Waxholmsbolaget lines. The stop is not far from our anchorage in Hemfladen.

The winter population of Gällnö is about 20.

**Local Attractions:** Swimming, hiking, boating.





## HUVUDSKÄR

(pronounced “who-vuhd-chhayr”)

58°58.0 N 18°34.1 E

Hamnguiden 292

**Approach:** Entrances to the harbor from the NW, which is especially deep, and SE are straightforward.

**Docking and anchoring:** A spectacular and popular harbor in fine weather.

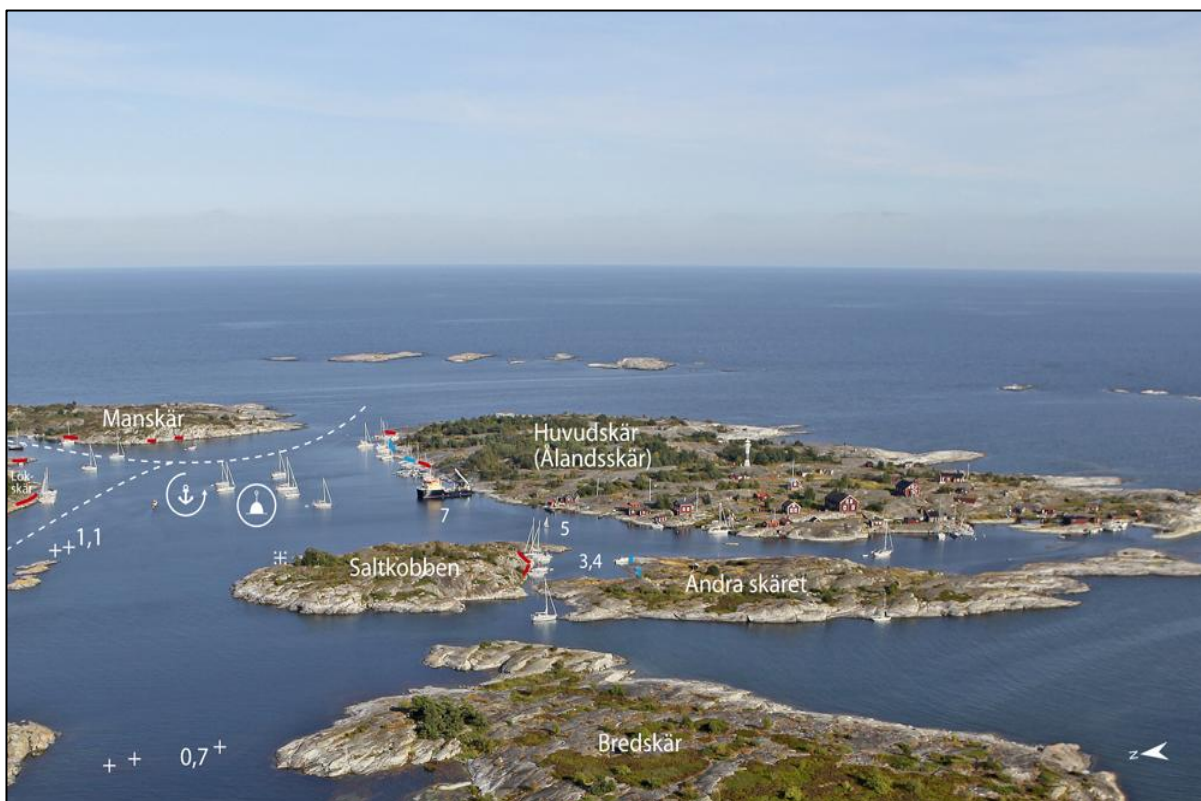
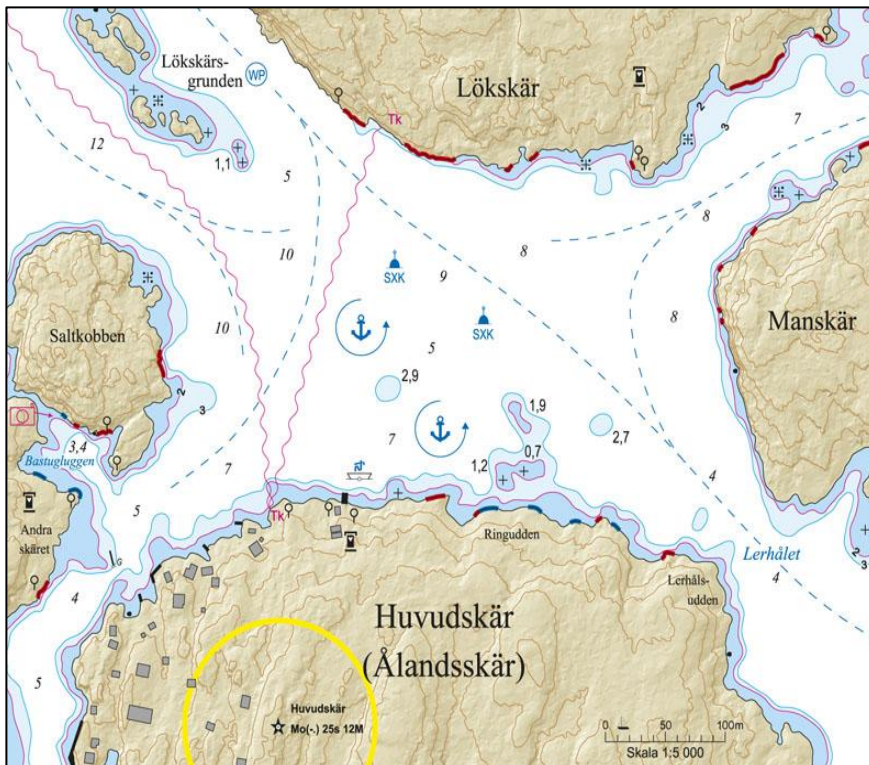
There is plenty of room in the area south of Lökskar, north of Huvudskär (also called Ålandsskär), and west of Månshålet to swing on an anchor or tie to the rocks in moderate winds from any direction. Moorings are reserved for members of SXX (the Swedish Cruising Club). Beware the shallow spots, which can sneak up on you quickly, and cables plainly marked on the charts. Protected from all seas, the anchorage is, however, exposed to wind, and if too strong, your division leader may announce a change to Utö or Nynäshamn.

**Other marine/harbor information:** No services ashore.

**Provisioning and restaurants:** None.

**About:** Huvudskär, which forms its own archipelago as part of a cluster of over 200 islands and rocks, is in the outer archipelago and thus has a remote feeling to it, more rocky and barren of vegetation than the inner islands and close to the open Baltic Sea.

Huvudskär has a long history of fishing and hunting settlements going back 700 years.



## HUVUDSKÄR (cont.)

Later it became the home of a pilot station, customs station, and its famous lighthouse, built in 1882, at the island's highest point. Originally lit with kerosene and then acetylene gas, the lighthouse later was electrified and is now solar powered and maintained by the Swedish Maritime Administration.

Huvudskär is owned by the Archipelago Foundation and is a nature and bird preserve.

There are passenger boats to and from the mainland port of Dalarö, south of Stockholm.

### Local Attractions:

Swimming, diving, boating, bird watching, exploring the archipelago by dinghy.

If the weather co-operates and allows your division to spend the night, you will be invited to convene for BYO drinks literally on the rocks around the home of Arne Pontvan, a friend of the cruise who was raised on the island as the son of the lighthouse keeper and who returns for six weeks every summer from his current residence in Florida. Should you decide to jump ship and stay, some of the red cottages may be rented.





## LÅDNAFLADEN

Pronounced "loh-d-nah-fla-den")

59° 25.2 N 18° 43.8 E

Not in Hamnguiden 8

**Approach:** The approach to the Lådnafladen anchorage and exit may be made through the north between Åspan and Krokholmen or the south routes indicated on chart. The south approach with unmarked rocks requires greater care, but it is not difficult if you closely monitor your course.

**Docking and anchoring:** Lådnafladen, the bay in which we are planning the star raft weather permitting. The anchorage is huge and can easily handle the entire fleet. It is protected from all directions, but a fetch can build within what is essentially like a lake. The star raft will break up before nightfall, with many opportunities for anchoring in completely sheltered coves or going to the rocks close by. This and surrounding islands west of Möja/north of Vindö are particularly attractive. The area between 151 Lådnafladen Mörtviken and the other harbors requires very careful navigation. 153 Lådnafladen Inra Lövsåret: pay attention to rocks below and cables above.

**Other marine/harbor information:** Most of the anchorages in and around Lådnafladen have trash bins and toilets. Fuel and gas are available at the dock on the southern part of Lådna in the strait between Lådna and Lådnaön.

**Provisioning and restaurants:** There is an ice cream shop, café, and small grocery store called Lådnamacken at the aforementioned fuel dock, accessible from the Lådnafladen anchorage by dinghy. If you need to call to check on particular supplies, the owner's name is Eva, and her number is 08-5424 7321. Hours: 1000-1800, seven days a week in summer.

**About Lådnafladen:** Most of the surrounding islands are owned and managed by the Skärgårdsstiftelsen (Archipelago Foundation). Due to the refusal of farmers to sell off pieces of property, the area remained largely undeveloped until acquisition by the Foundation in 1989, which has preserved it since. The island of Lådna, which has walking paths, has a permanent population of about 30, and the island of Lådnaön, just south of Lådna, has on its north side a protected primeval forest. Some of the land continues to be farmed on these islands that make up this beautiful mid-Archipelago cluster.





## NÄMDÖ SKÄRVASSA

(pronounced "nem-duh shar-vassa")

59°12.5 N 18°42.9 E

Hamnguiden 134

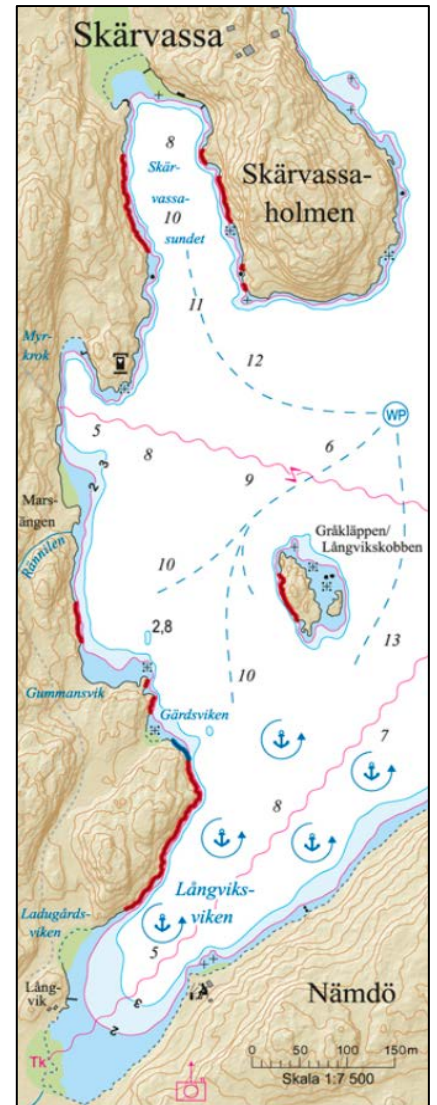
**Approach:** When entering the harbor of Skärvassa at the northern end of Nämdö from the north, avoid the 2M spot 0.4NM north of the anchorage.

**Docking and anchoring:** The harbor offers many options for tying to the rocks or swinging on an anchor within 0.5NM, as shown on the chart. Avoid the cables.

**Other marine/harbor information:** None.

**About Nämdö/Skärvassa:** The Archipelago Foundation owns and maintains part of the surrounding area.

**Local Attractions:** There is a sauna, marked on the chart, in the southern anchorage of Långviksviken.



## NAPOLEONVIKEN

(pronounced "Napoleon vick-en")

59°14.2 N 18°24.0 E

Hamnguiden 115

**Approach:** Access is easy from the south, although there is a shallows to leave to the east transiting the narrowest part of the entrance channel.

**Docking and anchoring:** There is room for 15/20 boats to anchor and many places to tie to the rocks. Regarding the latter, try to find a spot where the rocks are not too steep to enable stepping ashore easily.

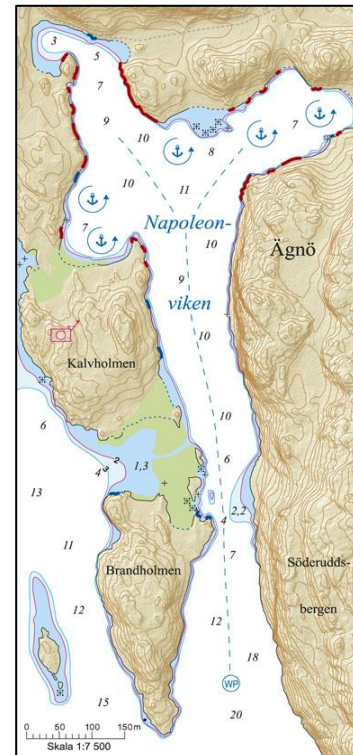
**Other marine/harbor information:** No services.

**Provisioning and restaurants:** None.

**About Napoleonviken:** Ägnö is the island, Napoleonviken is the harbor. Ägnö, nearly two miles long, is about 3 nm from Saltsjöbaden. It is forested, and until well into the 20<sup>th</sup> century was farmed and used as a fishing outpost.

From Hamnguiden 8: "...probably one of the most famous natural harbors in the Stockholm Archipelago... unusually spacious and well protected... named not after the great Commander Napoleon Bonaparte, but rather after a distant relative and namesake. The harbour has been used ever since the Viking age... visitors should not neglect the walk along the precipitous mountain northwest of the Bay. A more magical setting is hard to find... good protection in all winds [except perhaps hard from the south]." Accordingly, in fine weather it can be crowded later in the day.

**Local Attractions:** There are several excellent spots for byo drinks ashore on the rocks overlooking the harbor and in the woods nearby, and a fun, but rough walk around the harbor and better walking paths northward. A posted sign states that visitors should call Anette Berg +46 70 349 16 70 if intending an event onshore.





## NÅTTARÖ ÖSTERMARSFLADEN

(pronounced “not-ah-ruh uh-stirs-mars-fla-den”)

58°53.4 N 18°08.4 E

Hamnguiden 309

**Approach:** Our anchorage is in Östermarsfladen, the large, nearly enclosed bay at the north end of the island of Nåtårö, easiest to enter and exit from the northeast, but also possible from the northwest to either side of Oxholmen in narrow unmarked channels requiring careful monitoring of your chart and depth sounder.

**Docking and anchoring:** While Östermarsfladen may be crowded, there is plenty of room to anchor or tie to rocks ashore. Avoid the submarine cables and the 2.5 meter spot.

**Provisioning and reataurants:** None in Östermarsfladen.

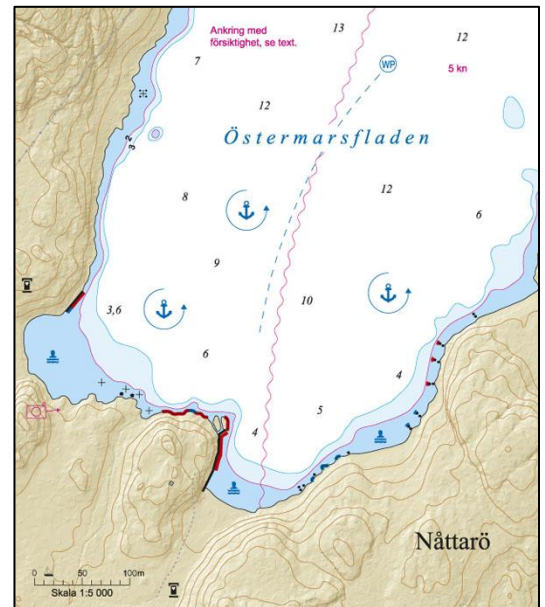
**Other marine/harbor information:** No marine services. If winds are very strong from the north or east, your division leader may opt for an alternate harbor.

**Provisioning and restaurants:** In the village, on the west side of the island and about a 1.25 mile walk on the road from the anchorage, there is a shop and small restaurant. The editors have not been there, but there is said to be a grocery.

**About Nåtårö:** The island is about 2 miles long and 1.25 miles wide. It is relatively flat and has large sand fields and forest. Our overnight stop in the bay called Östermarsfladen is a popular anchorage, one of the largest natural harbors in the Stockholm Archipelago.

There is no year-round population on Nåtårö, but it has attracted visitors since at least the 13<sup>th</sup> century when it was mentioned in Danish logbooks. In the 17<sup>th</sup> century it is said that Queen Maria Eleonora refused to bury her deceased husband Gustav II. The Chancellor ordered her to proceed with internment, and instead she fled to Nåtårö and hid in a cave, Drottninggrottan, which you may visit on the road to the summer village.

In the 18<sup>th</sup> century Russia invaded the Stockholm Archipelago, including Nåtårö. The following is an excerpt from Wikipedia: “In the summer of 1719, a Russian fleet consisting of 132 galleys and several smaller boats, totaling 26,000 men, assaulted [the] Stockholm Archipelago.... The archipelago was severely devastated.... On several of the larger islands, almost all buildings were burnt down.... After receiving reinforcements, the Russian fleet attempted to attack Stockholm but were defeated on 12 August 1719.... The Russian forces were stopped after a Swedish counterattack at which 43 of the total 61 galleons were destroyed as well as 2,200 Russians killed. This resulted in the Swedish East Coast being saved. More similar





encounters were repeated until the peace of Treaty of Nystad [in 1721].” There are Russian ovens dating to the invasion scattered throughout the archipelago - on Nåttarö they are at the northernmost point of the island at Bötsudden, which offers superb views.

The City of Stockholm bought the island in 1949 with the intention of building holiday cottages and a camping ground. Today the island is almost entirely owned and maintained by the Stockholm Archipelago Foundation, which took it over in 1989.

Nåttarö is served daily by ferry from Nynäshamn to the village. Nynäshamn has frequent commuter trains from Stockholm.

**Local Attractions:** Nåttarö/Östermarsfladen is pleasant, though not the most scenic anchorage you will experience. The beauty of the island, rather, lies in its flora and fauna and especially its famous swimming beaches, including the largest sandy beach in the Stockholm Archipelago at Stora Sand, a distance of about 1 mile on foot from Östermarsfladen. Another fine sand beach, Skarsand, is much closer: about .25 miles from the anchorage along a path on which you might be able to pick berries. Summer visitors also come to Nåttarö for fishing, kayaking, and bird watching.



## NYNÄSHAMN

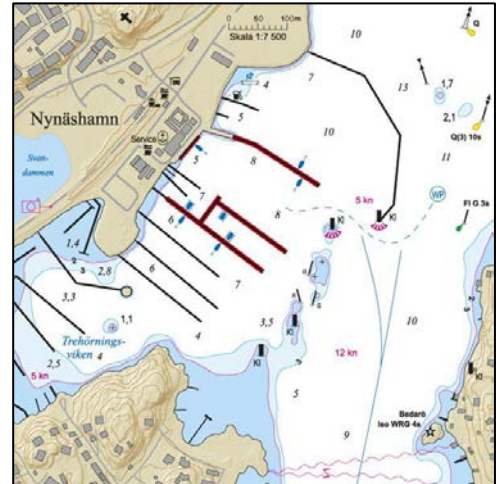
(pronounced “new-ness-ham”)

58°54.0 N 17°57.6 E

Hamnguiden 300

**Approach:** The harbor is large, well-buoyed and easy to enter.

**Docking and anchoring:** One of the largest marinas in the archipelago. Contact Harbormaster Rikard Andersson, +46-8-52-739-31 & +46-8-520-737-00, rikard.andersson@nynashamn.se; or just pick a spot and pull into a space that is not already reserved. Try to avoid the outside of the curved northernmost dock, since it is subject to wash from the channel.



NB: A very strong wind can pin a vessel tied alongside the north, long curved dock and render it all but impossible to get a boat off, especially without thrusters if there are other boats tight at bow and stern.

**Provisioning and restaurants:** Several restaurants at the marina and one of the best fish markets in the archipelago; it also sells sundry quality kitchen wares.

In town, a short walk up the hill, there is a Systembolaget (open M-F 1000-1800 and Sat 1000-1300) and a large supermarket “Coop” grocery store, open daily 0800-2100.

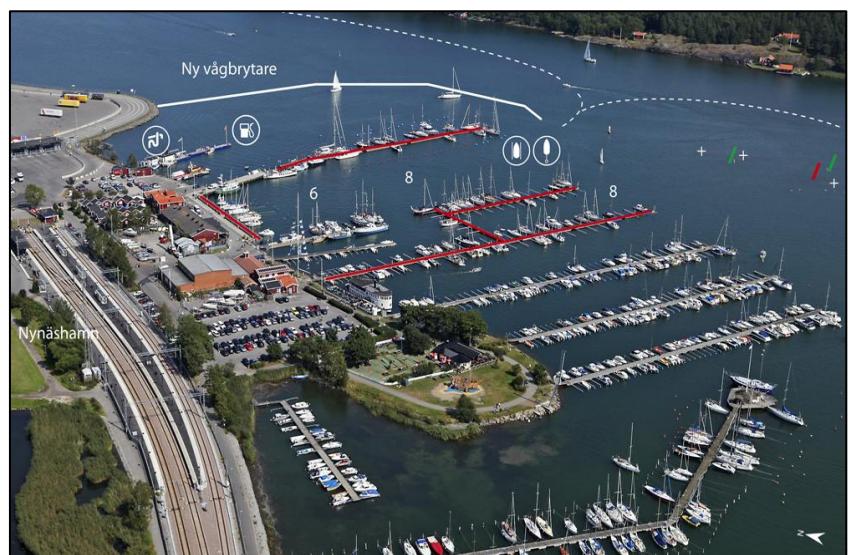
**Other marine/harbor information:** Nynäshamn will be used by the divisions only in inclement weather. It offers all facilities including showers, fuel, pumpout, and a very good chandlery.

**About Nynäshamn:** A small city on the mainland (pop. c. 15,000) with good transport services, including commuter trains to and from Stockholm as well as car and passenger ferries to Visby on Gotland in the middle of the Baltic.

A port of significance since the middle of the 19<sup>th</sup> century, the town enjoyed its modern development beginning with its train link in 1901.

Nynäshamn is the only mainland municipality in Stockholm County from which you can see the horizon.

**Local Attractions:** Walking the vast marina docks, and other pleasant walks, including towards the south to a seaside resort. The city itself is a commercial center, not a tourist destination.





# RÖDLÖGA

(pronounced “rud-leh-gah”)

59° 35.9 N 19° 09.5 E

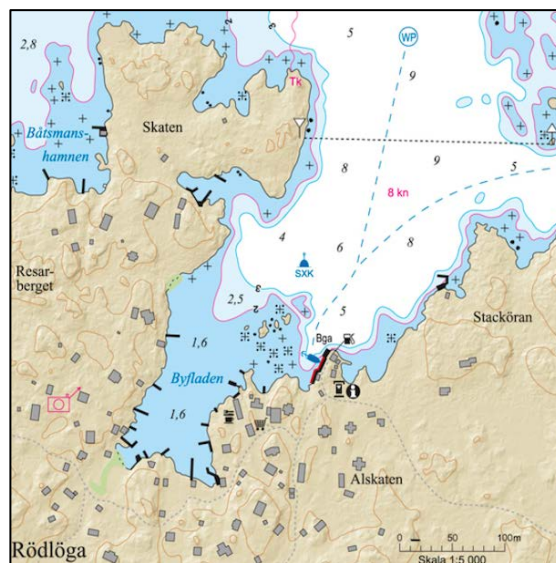
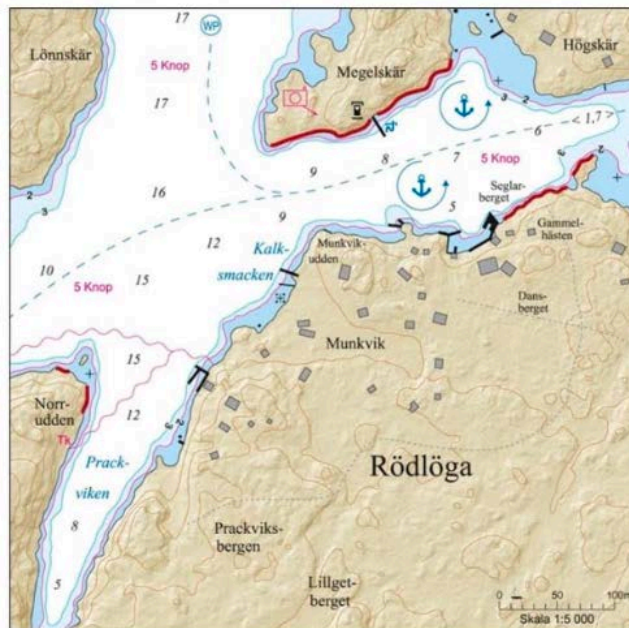
Hamnguiden 84, 85

**Docking and anchoring:** There are three primary places to anchor or moor to the rocks:

1. The most popular, picturesque, and protected is in the slot north of the island of Rödlöga and south of the two smaller islands of Megelskär and Högskär. A few boats can anchor; more can go to the rocks on Rödlöga and Megelskär. See Hamnguiden 84.
2. A larger, but more exposed area, vulnerable to a north wind, that can accommodate several boats at anchor is just inside the entrance to Rödlöga. It is bounded to the east by Rödlöga and Megelskär and to the west by Lönnskär. Deep, requires sufficient scope. See Hamnguiden 84.
3. Rödlöga Byfladen. A large bay exposed to the NNE, ample anchoring room. Pleasant and closer to the village, though not as scenic as the slot described in no. 1 above. See Hamnguiden 85.

**Approaches:** The approach to 1 and 2 above is straightforward through the channel between the islands of Lönnskär and Megelskär.

The north approach to no. 3 above, Rödlöga Byfladen, is not complicated, but take care to select a deep route to the entrance channel since there are dangerous rocks below the surface in what appear to be open water passages between the many islands lining the channel.





## RÖDLÖGA (cont.)

**Other marine/harbor information:** There are trash bins and a pumpout and on a reasonably sized float on the south side of Megelskär, indicated with a symbol on the chartlet, Hamnguiden 84. Fuel available at a dock in Byfladen and sometimes water in limited quantities - on the Hamnguiden chartlet 85 at a dock designated by the letters "Bga" on the east side of the harbor. ("Bga" is short for the Swedish word for dock, "brygga".)

There is a marked shallow water route for shoal draft boats less than 1.6 meters and dinghies between the slot described in no. 1 above and no. 3, Rödlöga Byfladen, where the market, café, and fuel pump are located.

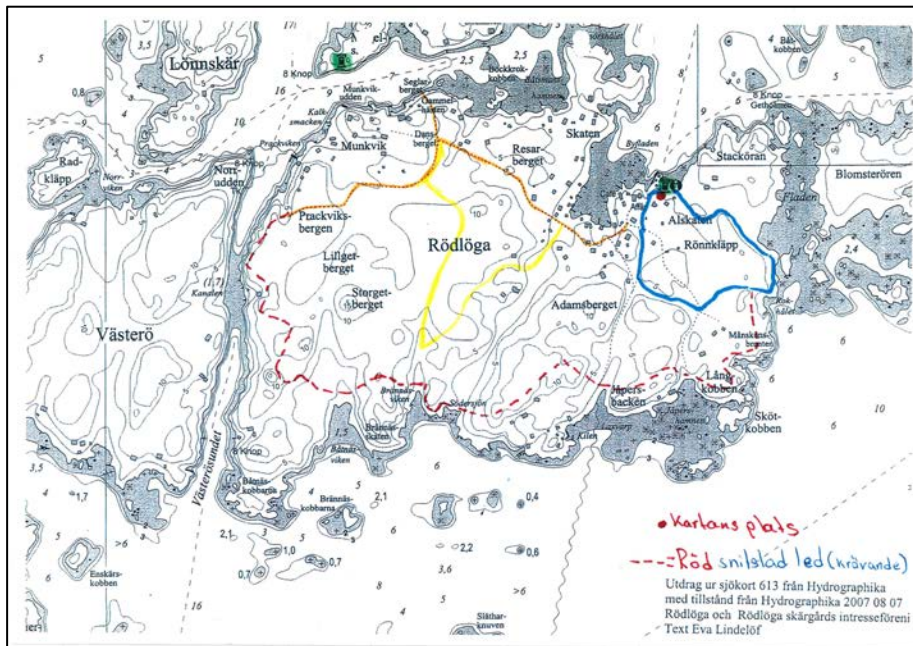
**Provisioning and restaurants:** There is a small, excellent market, the Rödlögaboden, open every day 1100-1600 June 24-July 7 and 1000-1800 July 8-August 4. There is a walking path to it from the rocks on the south side of the slot described in no. 1 above, also accessible by the dinghy route to the dock shown in the chartlet shown in Hamnguiden 85 just to the right at the end of the word "Byfladen". The fuel dock may also be used for tenders, but do not block the pump or for extended periods.

The market owner, Amanda Thomsson (amandathomsson@gmail.com +46-70337 1225) also runs a very fine bakery and café, the Café Truten open every day 1100-1600 June 23-July 7 and 1100-1700 July 8-August 4. She allows use of her outdoor barbecues for meats purchased at the market. There are a few tables and rocks to sit on for dining or coffee.

**About Rödlöga:** Rödlöga is the main island that gives this cluster of small islands its name. Settled by fishermen in the 16<sup>th</sup> century, it has been almost exclusively a summer community since the 1920's and a popular destination for boaters. The word rödlöga, translated literally as red bath, refers to the island's red granite bedrock.

There is public transportation Stockholm-Rödlöga, but it requires train, bus, and ferry and takes about four hours.

**Local attractions:** There are both easy and rough, hilly walking paths, no roads. Please respect private property boundaries, although some paths across private property may be traversed. Boots and long pants recommended. See the hiking and trail map, below. Orange track: to Seglarberget and the canal, takes about ten minutes. Starts outside the store, hilly. Yellow track: passing Seglarberget, takes about five minutes. Starts after 300 meters of the orange track, hilly. Blue track: passing the bath/swimming cliffs, one way, takes about 25 minutes. Forest and meadow. Red track: along the south side of the island, about one hour, not easy. Starts from blue track.



## SANDHAMN

(pronounced "sahnd-hahm")

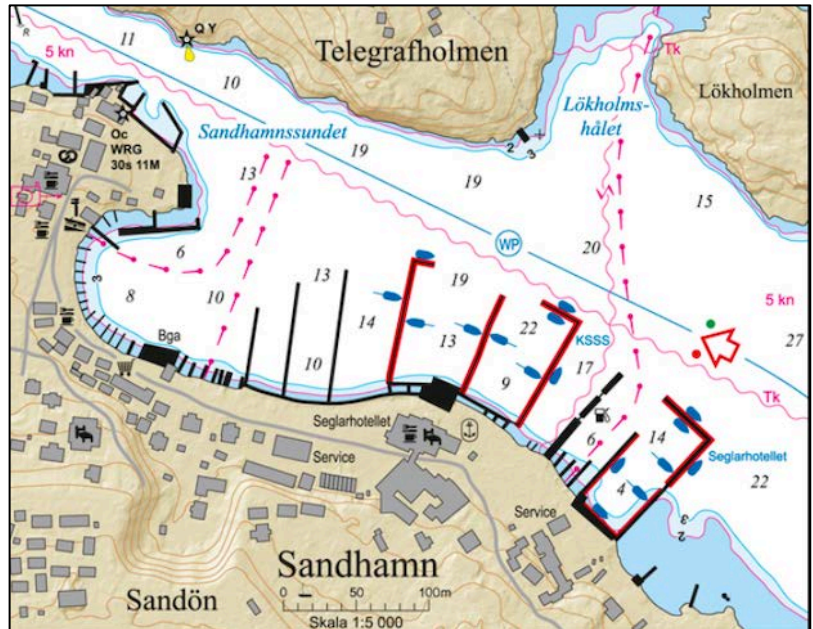
59° 17.3 N 18° 55.2 E

Hamnguiden 182

**Approach:** Access is straightforward, although a bit narrow, from the northwest, a little wider from the southeast. The harbor can be very busy with ferries, yachts, dinghies, and the occasional freighter, tug, pilot, and rescue boats.

**Docking and anchoring:** KSSS oversees the docks. You will be met and directed to a berth by a KSSS RIB, likely bow-to with a line at your stern attached to a buoy. Be prepared to wait your turn, which can take a while, while you mill about with many other boats also waiting to be assigned to berths. Spots in the area in front of the hotel, the red wood structure with a spire, is reserved for our fleet. The ÅF Offshore Race, the popular Gotland Runt, will have ended at Sandhamn a couple of days prior to our arrival, so, there may still be some race boats sharing the immediate part of the harbor in which we are assigned.

**Other marine/harbor information:** All services, including showers, toilets, sauna, pumpout, fuel dock, and water hoses on the marina docks. Since there can be water shortages in the summer, the spring-loaded taps frequently are timed to run for a maximum of about 20 seconds. It is not good form to use the water for anything but your tanks. Trash and garbage should be taken in plastic bags to a small designated building on the beach boardwalk and put through adequate, but small openings in the outside walls with chutes into receptacles. There are washing machines in a facility along the boardwalk. The hotel may also be able to do your wash overnight, but the service may be limited due to overwhelming demand.



**Restaurants:** All a short walking distance on the boardwalk and path at the head of the area where we will be docked.

**Sandhamn Seglarhotell:** The large red wooded building at the head of the dock. We've reserved the upstairs dining room for our mid-cruise fleet dinner on Sunday night, July 7.

**Sandhamns Vårdshus:** [www.sandhamns-wardshus.se](http://www.sandhamns-wardshus.se), [info@sandhamns-wardshus.se](mailto:info@sandhamns-wardshus.se), tel: +46 (0)8-571 530 51. Excellent, dining inside and outside across the walk from the entrance.

**Dykarbaren:** [www.dykarbaren.se](http://www.dykarbaren.se), [dykarbaren@telia.com](mailto:dykarbaren@telia.com), tel: +46 (0)8-571 535 54). Very good, dining indoors downstairs, upstairs, and outside under an awning across the path from the entrance.

**Sands Hotel:** The last two years has offered a limited burger menu, lunch only, outdoors. [www.sandshotell.se](http://www.sandshotell.se), [infor@sandshotell.se](mailto:infor@sandshotell.se), 46 (0)8-571 530 20.



## SANDHAMN (cont.)

Sandhamns Bageriet: Bakery, muffins and fresh bread, and coffee; limited outdoor seating area with three or four small tables. Popular with local summer people and visitors who know about it. Open every day.

**NB:** Advance reservations before we get to Sandhamn strongly recommended for all restaurants, especially since we arrive on a Saturday.

**Provisioning:** Westerbergs, in the commercial center minutes from the dock. Open Mon-Thurs 8-19, Fri-Sat 8-20, Sun 8-19). Not a supermarket in the city sense, but larger than most of the island markets. Sells low-alcohol beer, also a remote distribution point for Systembolaget, the government source of all alcohol and wine in Sweden. Orders for alcoholic drinks must be placed online several days in advance; so, we suggest you place an order before you leave Stockholm if you want a delivery mid-cruise.



**About Sandhamn:** Sandhamn has its earliest mention in historical records in the late 13<sup>th</sup> century. The island served for centuries as a grazing grounds, but by the 1600's was important as a base for pilots to guide the increasing commercial traffic to and from Stockholm, about 30 nm west, through the straits around Sandhamn. By the 19<sup>th</sup> century the population on Sandhamn grew to 300, and in 1865 it became a regular steamship stop for ferries. It has been popular with pleasure boaters since the late 19<sup>th</sup> century, when it became the offshore sailing center of Royal Swedish Yacht Club ("KSSS", Kungliga Svenska Segelsällskapet). KSSS built its first clubhouse on Sandhamn in 1897

The official name of the island is Sandön (which means Sandy Island in Swedish), but it is colloquially referred to as Sandhamn (Sand Harbor). Today a year-round population of a few hundred swells to about 3000 in the summer. Sandhamn attracts an additional 100,000+ visitors mostly during the high summer season.

**Local Attractions:** Sailing, swimming off of sandy beaches, hiking on many island trails, dining, shopping, many attractive nearby islands for overnight or day trips. Frequent ferry service to anywhere, a good location for crew exchange or even a day trip into Stockholm.

There will be a guided hike available to cruise participants on Sunday, July 7, at 10:00 AM. Meet at the top of the dock area in front of the hotel. No booking necessary. If a warm day, you may wish to bring along a swimsuit and towel.

A visit is scheduled to the Pilot Station - at the far northern edge of the harbor path - on Sunday, July 7, at 10:00 AM, scheduled to last about an hour. It will be canceled if the facility is busy with traffic or rescue. Our group may be limited in size to c. 30.



There may a tour, to be announced, of the KSSS camp for juniors across the harbor on the islands of Telegraphholmen and Lökholmen, accessible by a free, short ferry. If you would prefer to moor at Lökholmen across the harbor from Sandhamn (and much quieter than Sandhamn), we should be able to arrange it with KSSS. Let Ernie or David know in advance.



# STOCKHOLM

59°19.54 N 18°05.5 E (Wasahamnen)  
Hamnguiden 99

**Approach:** Follow your chart. Mind the considerable traffic.

**Docking and anchoring:** Anchoring not permitted. The cruise has made arrangements at Wasahamnen marina for all vessels whose skippers advised that they wanted dockage in Stockholm. Contact the harbor master for your assigned position, all specific and pre-arranged. Thrusters will help, as we are inside the tight, more protected area of the marina. If your boat does not have thrusters, and even if it does, the marina staff can assist with a dinghy and with line handling.

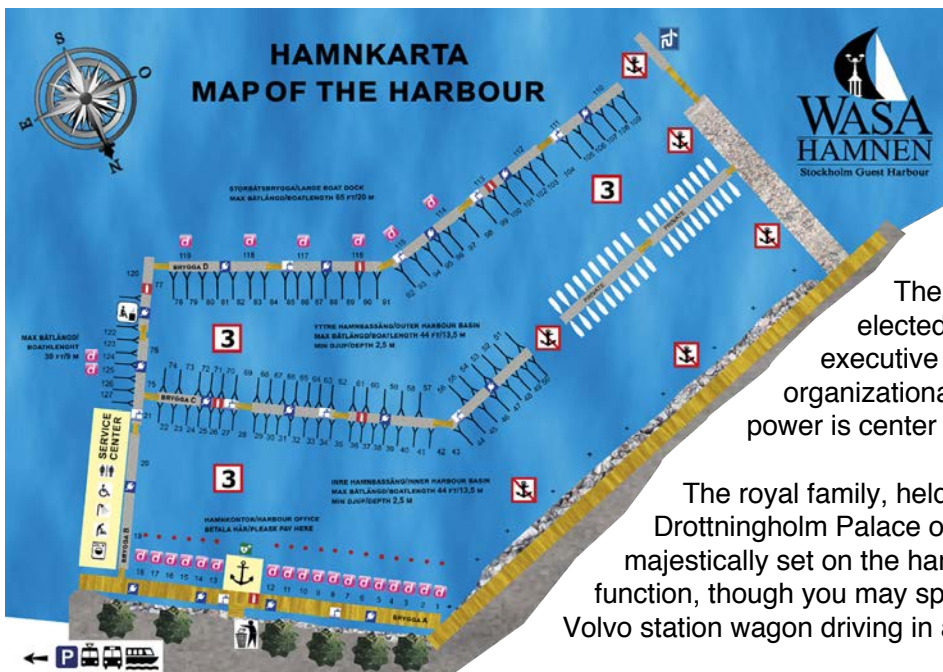


The motherships Loyal and Havet will also be at the Vasa, very likely rafted to one another.

**Other marine/harbor information:** All services.

**Provisioning and restaurants:** See appendix for the Stockholm guide that we sent out earlier this spring, an easy reference in addition to any one of the many guidebooks.

**About Stockholm:** Stockholm is the capital of Sweden and the largest city in Scandinavia with a population of about 1 million, 1.6 million in Stockholm Municipality (County), and 2.4 million in the Stockholm urban area. It is for many visitors the most beautiful city in Europe, built with 50 bridges connecting 14 islands that form their own archipelago in the Baltic Sea. The buildings tend to be low, many colored in shades of yellow, ochre, green, and red. There have been inhabitants in Stockholm, established as a city in 1252, for 10,000 years. The harbor has been a major port since the 13<sup>th</sup> century, today bustling with crisscrossing ferries, cruise ships, freighters, private vessels, water taxis, and tour boats.



Stockholm has a major opera house and opera season and a national theater of international stature. Like their countrymen, Stockholm residents dote on their sports teams, especially in hockey and soccer.

The city government is run by an elected municipal council with an executive committee that wields organizational authority. The current political power is center right.

The royal family, held in national esteem, lives in Drottningholm Palace outside the city. The Royal Palace, majestically set on the harbor in the city, is ceremonial in function, though you may spy the king at the wheel of his own Volvo station wagon driving in and out.

## STOCKHOLM (cont.)

Stockholm enjoys warm summers and cold winters. Dark as winter may be, the streets are lit like daylight by street lamps when there is almost no natural sunlight. When we are in Stockholm, just after their biggest holiday of the year, Midsummer, essentially a massive nationwide party with the decoration and erection of maypoles in every Swedish town, you will experience long hours of real sunlight and a bluish nautical twilight during the short nights.

Stockholm is not all blonde and blue eyed. Before immigration became contentious, Sweden had a liberal open door policy, and c. 24% of Swedish citizens were born abroad, most of whom settled in Stockholm, Malmö, and other urban centers.

**Local Attractions:** See the Stockholm guide in the appendix. There are sites to visit and otherwise experience simply by walking or public transportation, from world class museums to City Hall, where the Nobel Prize awards are given, to the Royal Palace and The Hall of the Nobility (Ridarhuset), where those of title still meet regularly. Do not miss a stroll in the Gamla Stan (the cobblestoned old city) and the Djurgården beyond Wasahamn marina and the Vasa Museum. If you are a fan, the Abba museum, devoted to the Swedish music group, and the Museum of Spirits, devoted to the history and culture of drinking in Sweden, are both on Djurgården.

The Grand Hôtel Stockholm, the location of our welcoming reception, is where most visiting dignitaries and celebrities stay, including Nobel Prize winners and rock groups. The Vasa Museum, the location of our opening dinner, is the biggest tourist attraction in Scandinavia.

**A note about the Vasa:** The Vasa was a warship designed in part by King Gustav Adolf, whose engineers were fearful of informing him that she was not seaworthy. Adorned with more than 700 carved sculptures and armed with 64 heavy bronze cannons, the Vasa was launched in 1628 in Stockholm Harbor. She floated but rolled over and sank within 1400 meters into the dark cold water and silt that preserved her until she was raised in 1961. You will hear more on the tour between drinks and the opening dinner in the Vasa Museum.





## STORA NASSA

(pronounced “store-ah-nass-ah”)

From 59° 24.7 N 19° 12.0 E

To 59° 27.6 N 19° 13.5 E

Hamnguiden 203 to 208

**Approach:** There are various routes into the protected waters of Stora Nassa. With submerged rocks at shallow depths and many twists and turns, it can be perilous going; so, plan carefully and be alert.

Depending on where you choose to anchor or moor to the rocks, the two simplest approaches are as follows:

1. Southwest entrance at about 59° 25.37 N 19° 11.22 E

At about .2 nm NE of that location, leave a small island with a marker on it to starboard and follow the recommended marked track on your chart NNE to your anchorage or mooring spot.

2. Northwest entrance at about 59° 26.7 N 19° 12.1 E

From that location follow the recommended marked track on your chart first SE and then to your anchorage or mooring spot. Beware the hidden and barely above-the-surface rocks that extend due north of the island Stora Bonden for nearly .1 nm and about 250 feet off the NE corner of the same island.

**Docking and anchoring:** No docking. Many opportunities for anchoring and bow-to-rocks mooring scattered throughout the Stora Nassa Archipelago, even alongside rocks with adequate fendering. Here are some recent observations from members of the Cruise Committee:

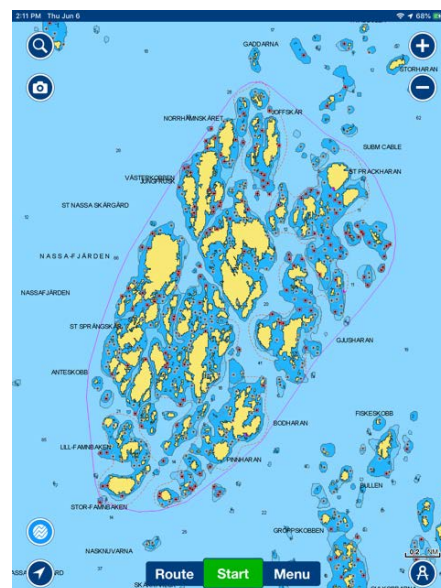
205 Gumfladen: Swinging room for one or two boats. Good protection out of all directions except when a very strong southerly is blowing. Bow-to on northwest corner on Gubben.

208 Västerkobben & Jungfruskäret: Swinging room for a couple of boats just inside the slot between Västerkobben and Jungfruskäret, accessible to the SE from approximately 59° 27.00 N 19° 12.30 E. Good in all winds except N to NW, protection in E or W winds. Rocks on both sides of the slot for mooring bow-to.

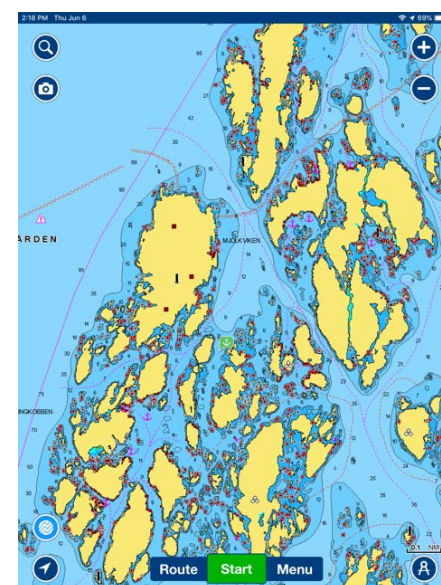
208 Utterskäret: The tight slot between Västerkobben and Utterskäret also offers bow-to-the-rocks mooring opportunities. Very sheltered.

207 Gubben: Easier entry from the north than the rock-strewn south channel. Swinging room for one or two boats and another one or two on a calm night. Shelter from strong S, E, and W winds, protected from all moderate winds by low islands. Good holding. Mooring rocks on the north side of the island of Gubben.

206 Bäckskäret Norra: Swinging room for one boat, perhaps two, excellent protection from all sides except strong northerlies. Lots of rocks for bow-to moorings.



Stora Nassa Archipelago



Approach Routes



## STORA NASSA (cont.)

206 Bäckskäret Södra: Keep a sharp eye entering. Can accommodate two or three boats at anchor, rocks for bow-to. Excellent protection from all wind directions, a little less so out of the S. Especially popular with local cruisers.

203 Lill-Sprängskäret: Narrow. To the rocks.

203 Bredskärsharan: Small areas of rocks for mooring bow-to.

204 Mastskärsflacket: Excellent anchoring for six to eight or nine boats, protected from all but very strong southerlies, though parts more than 10 meters deep. Mooring bow-to in stretches of the surrounding islands. The northwest portion of the anchorage, near Stor-Sprängskäret and Hustrun, is called Grytan on the chart, which means “cauldron” and which has rocks with less than two meter clearance,

Anchorage not in Hamnguiden 8:

1. Rönnskärsflacket: 59° 25.84 N 19° 12.12 E: Swinging room for one boat, lovely and secluded. Easier to enter through the north channel than the south. Excellent protection.
2. Hemfladen: 59° 26.30 N 19° 12.25 E: Off the mid-east coast of Stora Bonden, the largest anchorage in Stora Nassa, good for ten + boats, exposed to the N and NW. Deep.
3. Off the northeast coast of Hustrun: 59° 26.09 N 19° 11.09 E: Good for two or three boats to raft up or anchor independently. Good protection.
4. There are many other secluded, beautiful small opportunities for anchoring that you may wish to discover on your own.

Once inside Stora Nassa, it is a short dinghy ride (with outboard engine) to most anchorages.

**Other marine/harbor information:** No services.

**Provisioning and restaurants:** None.

**About Stora Nassa:** An archipelago all of its own within the Stockholm Archipelago, Stora Nassa has some 365 islands and rocks (above the surface) that stretch approximately 3.25 nm north to south and 1.5 nm east to west. For most visitors including the Swedes, Stora Nassa is the place without equal in the Stockholm Archipelago and the best known. Except for a property with structures on Stora Bonden island, which had a permanent population from 1777 until 1915, today Stora Nassa is mostly a nature preserve owned by a private foundation. Large areas demarcated by solid red lines on the chart are bird sanctuaries and off limits from February 1 to August 15.

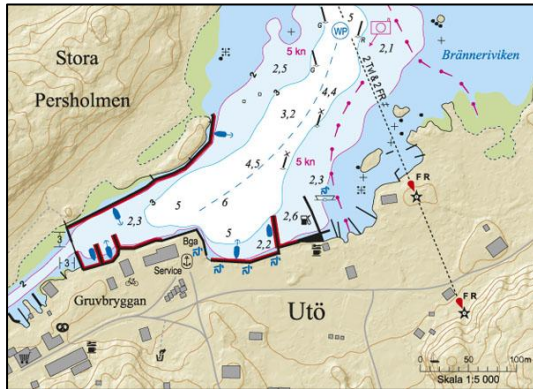


# UTÖ

(pronounced "ew-tuh")

58° 58.3 N 18°19.7 E

Hamnguiden 316, 317, 318



## Approach, docking, and anchoring:

There are three entrances:

1. The northernmost, Utö Gruvbryggan Norra, gives access to a fuel dock and dockage in and just across from the village, which most boaters prefer to choices nos. 2 and 3 below. The entrance is not difficult, but requires careful attention to buoyage. Dockage is reserved for each division and is bow-to for boats with a draft less than 6.5 feet/2 meters. There may be assistance from harbor personnel. If not, call Otto, the harbormaster at +46 705 725 800 for guidance. (He does not use VHF.) The motherships will go alongside Malmabryggan if the water on that day is deep enough, otherwise along the pilings just across the harbor, which will require them to use their launch. Use Hamnguiden 318 for piloting.
2. The middle entrance leads to Utö Gruvbryggan Södra, which also gives close access to dockage and the village. Ditto as north entrance: The entrance is not difficult, but pay close attention to buoys and depth, which tends to be shallow - dockage here is bow and stern-to for boats with a draft of less than 5 feet/1.5 meters. Near the entrance and on the approach to the dock area there is room for a small number of boats to anchor. Use Hamnguiden 317.
3. The southernmost entrance leads to Utö Kyrkviken, a limited anchorage primarily for boats that are too big for village dockage, i.e., those roughly over 52 feet or more than 6.5 feet/2 meters in depth. The anchorage is a c. 1 nm distance from the village – dinghy with engine required. Dinghy tie-up is restricted to the southwest side of the pedestrian bridge that divides Norra (North) from Södra (South). Kyrkviken is pretty and quiet although the ferry makes two stops inside the harbor; try not to obstruct the channel. Use Hamnguiden 316.

## NB: Bridge in the harbor

- A. There is a pedestrian bridge that affords easy access between boats moored on the Stora Persholmen side of Norra and Södra crossing to the main island of Utö.
- B. Passage for small boats from Norra to Södra under the bridge, which is 3 meters wide and 3 meters high.

## UTÖ (cont.)

**Other marine/harbor information (Utö Gruvbryggan Norra, the north harbor):** Fuel, water, sauna, showers, pumpout, garbage disposal, laundry. You can book for sauna and laundry by calling

**Other marine/harbor information Utö Gruvbryggan Södra:** Pumpout on a float. No other services.

**Provisioning and restaurants:** Utö Vårdshus: An upscale inn/restaurant a ten-minute walk up a gentle hill from the harbor, with signage to guide visitors. Indoor and outdoor dining, an indoor lounge area for drinks. All divisions will have a drinks reception at 1730 at their facility called Societetshuset, across the road from the main restaurant – outside on the lawn if weather permits, inside Societetshuset in case of inclement weather. The restaurant can provide a lift to anyone unable to walk up the hill. Reservation recommended if you wish to stay on for dinner, call +46 850 420 307.

Nya Dannekrogen: Good menu, less costly than Utö Vårdshus near the marina, book via internet at [info@nyadannekrogen.se](mailto:info@nyadannekrogen.se).

Seglarbaren: Casual bar that serves food like burgers near the marina, no reservations.

Each division will have a drinks reception at location and time to be announced by your division leader.

ICA supermarket: Near the marina open seven days a week, 0900-1800 (hours subject to change). Well stocked with breads, dry goods, fresh vegetables and meats; also sells kitchen utensils and charcoal and charcoal lighter. Restocks daily. If any questions, the ICA number is +46 8 501 570 05.



Utö Bakgård: Excellent bakery and café, seating outdoors. Try the cardamom rolls, which some say are the best in the archipelago.

**About Utö** The island ranks with Sandhamn as one of the most visited in the archipelago with some 300,000 visitors a year (vs a population of about 250). The first trace of inhabitants dates from the 6<sup>th</sup> century. By the middle of the 12<sup>th</sup> century the island had what may have been the world's first iron mine. According to sources, twelve million tons of iron were extracted from the mines under the harshest conditions, including forced labor for children as young as 9-years-old before the mines closed down in



1879. The pits still exist, some now filled with water and easily viewed on the walk up to the inn and just beyond. After the iron ore industry closed down, there was a decade-long timber era that brought income to Utö, but also widespread deforestation. In 1889 a businessman purchased the island, and the modern era began with a focus on developing the island into a spa and summer playground for the Stockholm affluent. Strindberg, the artist Anders Zorn, Greta Garbo, and members of the royal family were among those that came, many on their own glamorous yachts. In 1942 the island was divided up into large plots of land sold to new owners, including the national government's purchase of one area as a shooting range for



## UTÖ (cont.)

the military. Later large portions of Utö were acquired by a nearby mainland county, and in 1973 the Archipelago Foundation bought north Utö.

**Local Attractions:** Many Attractive walks, including one close to the marina that goes by the above mentioned ancient iron mine pits in operation from c. 1150 to 1879, now filled with still water.

Utö Vårdshus dates back to the 18<sup>th</sup> century as the mining company headquarters.

The best view on the island, and maybe in the entire archipelago, was from the top of the mill, built by the Dutch in 1791 and in use until 1926. The top now, however, has been taken over by the military, but visitors are still permitted to the second level, which itself provides a fine view of Utö. About a ten-minute walk from the Vårdshus.

Excellent beaches at Sandvik, Rästavik, Barnens Bad (sandy), and Stora Sand (sandy), accessible walking or by bike.

Barnens Bad also has a barbecue facility reserved to us for the nights each division will be in Utö, large enough for about 30 people grilling. About a 3/4 mile walk to the northeast of the marina. The island will transport food and beverage for anyone who wishes - call Andreas at +46 8 504 20302 or 46 8 504-203-00.

Bicycles are available for rent at the marina – some gentle hills

Or venture further by bike, taxi, or water taxi about 5.5 miles south navigating gentle hills and across a bridge to Ålö, a small island with a casual restaurant on the water that smokes its own fresh caught fish - Båtshaket (Boathook). It is open seven days a week; contact restaurant for hours at +46 08 501 57 463/+46 0709306962. Storsand, a sandy beach, is nearby.

Barbecue facilities also available at the marina, but cannot be reserved.

Land taxi number on Utö: +46 733 52 3083. Call the harbormaster for water taxi: +46 705 725 800.

There is good ferry and boat taxi service between Utö and the mainland, both to and from the north harbor and the south harbor, Kyrkviken.



## VÄTTERSÖ

(pronounced “vuh-ter-sah”)

59°34.0 N 18°41.6 E

Hamnguiden 8: no entry

**Approach:** From the east between Gummersh and Vättersö.

**Docking and anchoring:** The three meter line separates white from blue on the chartlet. The Schibbyes have two docks: the one on the left in the photo is for sailboats; the dock to the right is for motorboats. The sailboat dock will be able to handle only two or three boats, so, please use it only if you need to for mobility reasons. The motorboat dock is available for dinghies. This is from Hjalmar Schibbye: “We can have three boats alongside at the sailboat dock, two on the outside and 1 on the inside. Outside depth is 3 m at the end going to 2,5 m further in. Inside depth is 2,6 m at the end going to 2,1 m further in. We have one mooring outside the sailboat dock which can be used if the wind is east over north to west. In southerly winds the distance is too short to the dock considering two boats alongside there. In that case maybe three boats can be alongside outside. Anchorage 1 can as an option use a stern anchor and tie up at the end of the dock. Good holding in clay.”

Soundings from the Schibbyes:

Depths at the anchorage positions:

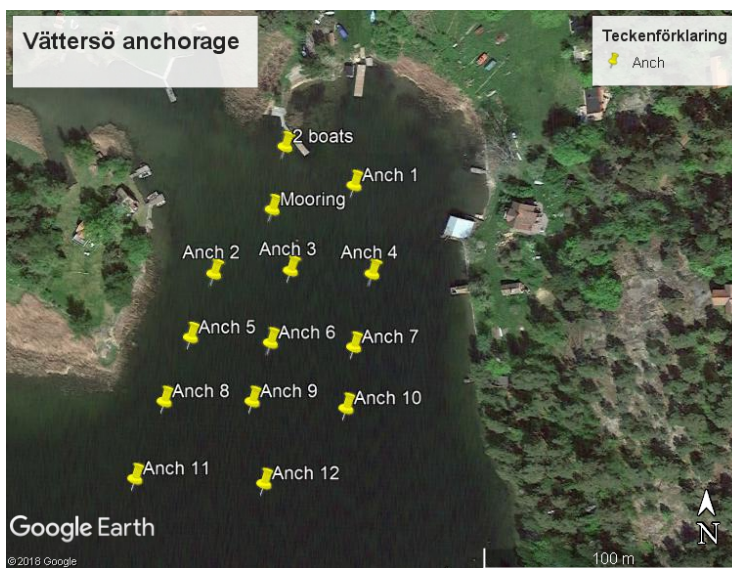
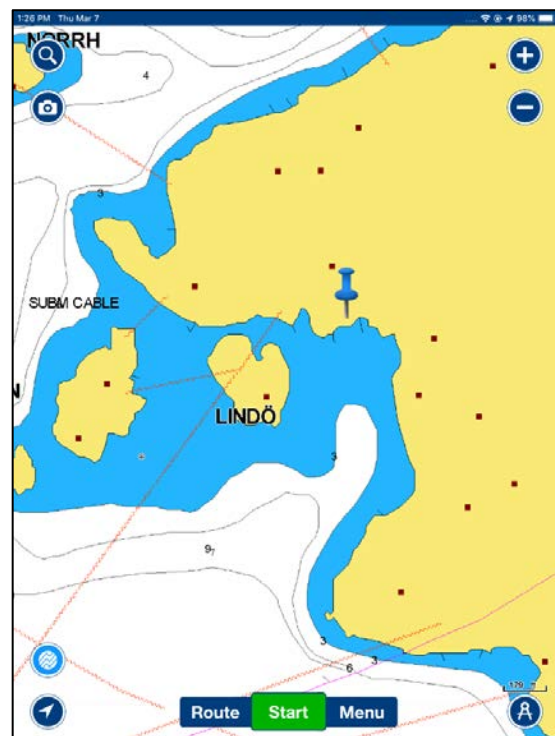
Anchorage	Depth (m)
1	4,0
2	4,0
3	5,0
4	4,0
5	4,0
6	5,0
7	6,0
8	4,5
9	7,0
10	7,0
11	7,0

**Other marine/harbor information:** No services.

**About Vättersö:** NAS members Hjalmar and Britt-Marie Schibbye have invited us to come ashore for drinks and dinner at their summer home on Vättersö.

Come ashore whenever you wish, but expect festivities to begin at 1700. Vättersö is about 1.5 miles across and 1 mile from top to bottom. It is mostly forested with footpaths, but no roads. If you arrive early, venture ashore for a pleasant walk.

**Local Attractions:** Hjalmar and Britt-Marie’s place will be the main attraction.





## Cruise Routes – General Information

The following sample routes between harbors are intended ONLY as a general guide. The route that you follow will depend on your vessel, your exact starting point, whether you wish to sail vs. power, whether you stop for lunch, etc. We urge you to plan carefully your own route and, especially if you use “automatic” routing, inspect the route from start to finish in large (zoomed IN) scale. Ensure that you carefully monitor your vessel’s position at all times. There are many unbuoyed hazards.

Please note that each harbor has a number, taken from the 2019 edition of Hamnguiden 8 Utgåva (Edition) 3; these numbers differ, in most cases, from prior editions. (If you have the Second Edition only, your division leader can provide a copy of a concordance that gives the old and new edition numbers.)

Because of the very large number of islands and harbors in the archipelago, it is very helpful to place named waypoints (“markers” in Navionics) at each destination in order to find them easily on the chart and use them in creating routes.

Red buoys are on the port side (the reverse of the United States) when proceeding in the direction of buoyage as marked on the charts (“Red to red, green to green, perfect safety in between”). Use of cardinal marks is common, usually to mark hazards. All navigation aids should be honored. Many hazards are not buoyed, especially in the outer archipelago.

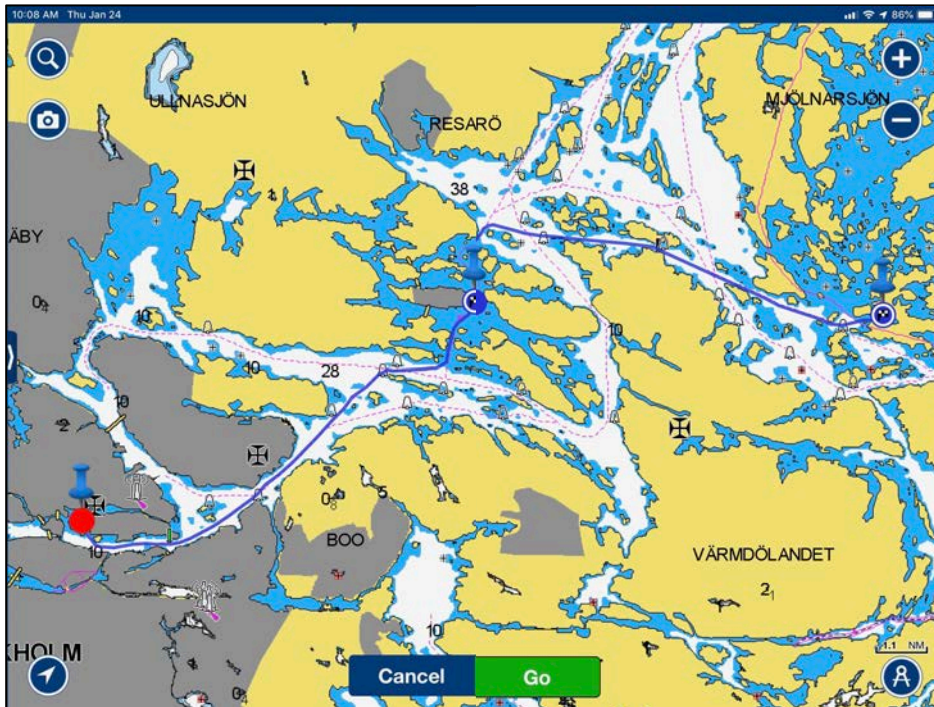
While it is desirable to arrive at the destination as early as possible in order to find a good place to moor or anchor, sunset will be about 2200 hours during the cruise; so, it is safe to arrive in the early evening.





**DIVISION 1**  
**DIVISION 2**  
**29 June**

### **Stockholm Wasahamnen to Gällnö – 22NM**



The chartlet of this sample route has been shown in two legs – Vasahamnen-Vaxholm (at the blue circle in the middle) and Vaxholm-Gällnö – because the number of waypoints in this somewhat complicated route exceeds the capacity of Navionics. The blue pin in the center is a continuation of the blue line. Each leg is 11NM, a total of 22NM.

Leaving Wasahamnen, you will be in busy, scenic Stockholm harbor with many ferries, cruise ships, and other vessels. Nevertheless, it may be possible to sail most of the way to Vaxholm.

Vaxholm itself is a tight passage, which includes busy traffic with multiple ferries shuttling back and forth from one side to the other. Ferries have absolute right of way, so, keep an eye on the ones in port - they may depart at any time. Do not attempt to sail past Vaxholm; use your engine.

There may be some current here.

Having passed Vaxholm, you will turn north past Kastellet (island) on either side but the east side is a bit wider. After winding north past several islands, you will turn east for Gällnö. This route then crosses the primary shipping route between Stockholm and the rest of the world so keep a sharp lookout for cruise ships and large ferries bound north or south. Once you have crossed the shipping lane, you will be in much less traveled territory and, wind permitting, able to sail to Gällnö.

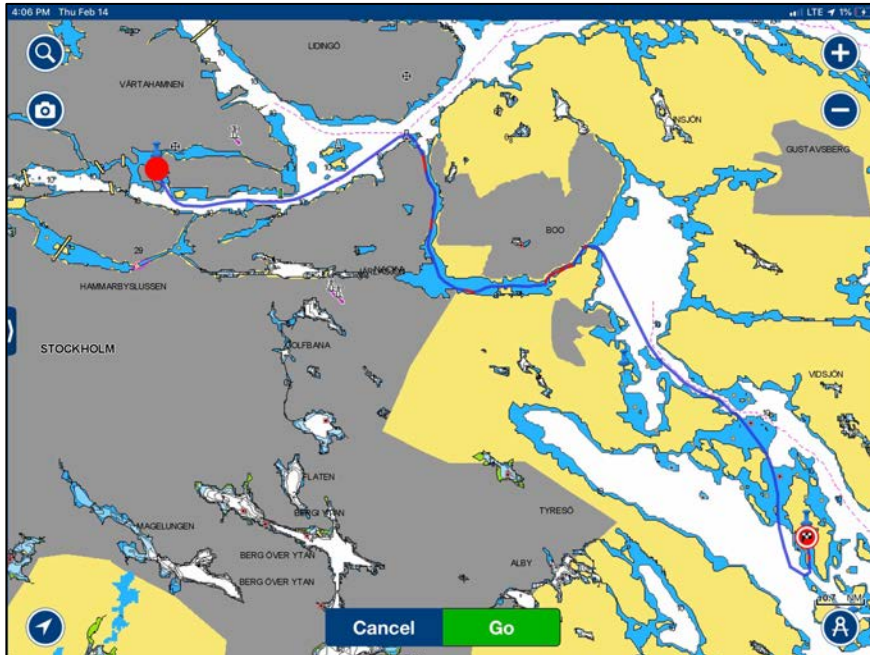
Alternatively, you may avoid Vaxholm altogether and stay in the main shipping lane east of Tynningö and Rindö (honor the small TSS (Traffic Separation Scheme) SE of Tynningö), but it is about 4 miles longer.

Welcome to the inner Stockholm archipelago with its moderately high wooded islands and very protected harbors!

## DIVISION 3

### 29 June

### Stockholm Wasahamnen to Napoleonviken – 16NM



Division 3 will cruise the archipelago in a generally counterclockwise direction, which means heading southeast from Stockholm. This first passage has some of the more “interesting” sections of the cruise.

The sample route is shown above. As mentioned in “Cruise Routes - General Information,” you should plan your own individual route and check it carefully in large scale.

Leaving Wasahamnen, you will be in busy and scenic Stockholm harbor with many ferries, cruise ships and other vessels. Nevertheless, it may be possible to sail the first four miles

to the turn to the south into Skurusundet. Note the beautiful buildings along the shore.

It may be wise to lower all sail before entering Skurusundet. Skurusundet is dramatic but presents no navigational challenges other than likely no wind. You will go under the only bridge of the Cruise: 30M air draft.

The route then turns east and passes Saltsjö-Duvnäs. Most boats chartered from SailMarine in Saltsjö-Duvnäs will join the cruise from there and proceed with the rest of Division 3 as follows:

About 1.5NM east of the southern end of Skurusundet, you will approach Stäket, probably the narrowest and possibly busiest few hundred meters of the cruise. Note the two green buoys to be left to port. You should have your VHF tuned to Ch 16 and may consider a “Securité” call; listen for “Securité” calls from vessels entering Stäket from the east. The channel curves to the right, then straightens and remains narrow, but it is well-buoyed.

When you finally – whew! – enter the open water of Baggens-Fjärden, you may make sail again – the rest of the trip is relatively easy and, in the prevailing sou’westerly, may be done under sail.

You will shortly pass by Saltsjöbaden, the final destination of the cruise.

Boats chartered in Dalarö will join the cruise at Napoleonviken.

Napoleonviken is entered from the south. When entering Napoleonviken, stay just left of center to avoid the shallow areas on either side.

NB: You may find it of interest to read *The Battle of Södra Stäket* on page 145.

## DIVISION 1

30 June

### Gällnö to Rödlöga – 23 NM



The sample route is relatively direct, if a bit narrow. In the prevailing SW winds, it may be possible to reach almost the entire way in flat water.

After exiting Gällnö to the west, the sample route turns NE. Note the reduction in the height of the islands and number of trees as we get out into the outer archipelago.

The sample route crosses an area noted as “Known shoals down to 6M are shown...Greater depths are incomplete.” Hazards are charted, and some soundings, but not depth contours.

Approaching Rödlöga, the sample route passes south of the island of Lönnskär. Those preferring a deeper and wider entrance may pass north of Lönnskär.

The sample route ends at the popular (crowded) harbor on the NW corner of Rödlöga where most boats tie to the rocks (most rather low – bow ladder very handy but your neighbors on either side will help you - and very slippery when wet!), and there is room for a few boats to swing on an anchor. There is room for more boats to anchor between Lönnskär and Rödlöga in somewhat deep water.

There is another large harbor with room to anchor on the NE corner of Rödlöga, which must be entered from the north.

These two harbors, 0.3NM apart, communicate both by water (deep enough for dinghies and shallow draft vessels only) or by a 10-minute walk on an attractive path.

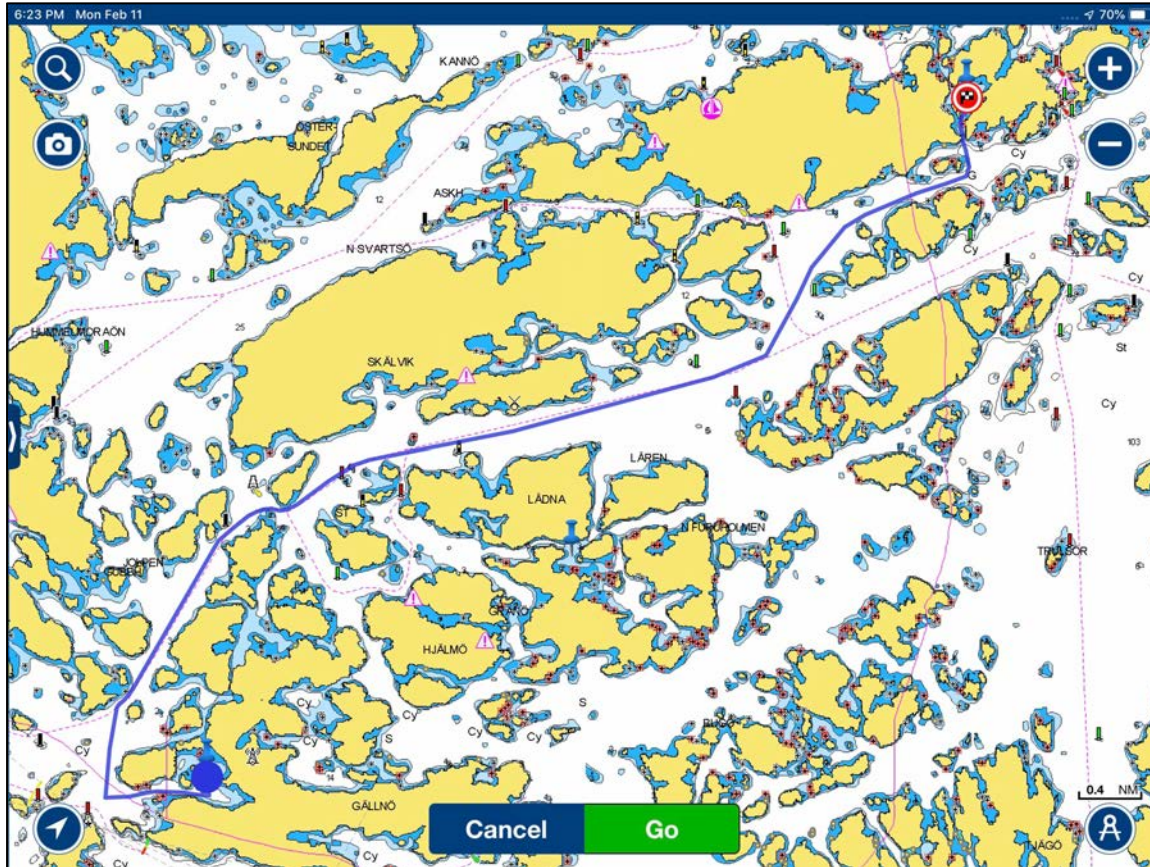
While technically in the outer archipelago, Rödlöga is 8NM from the open Baltic and somewhat wooded.



## DIVISION 2

### 30 June

#### Gällnö to Finnhamn Paradiset – 10 NM



The sample route is relatively direct, if a bit narrow. In the prevailing SW winds, it may be possible to reach almost the entire way, right into Finnhamn, in flat water.

After exiting Gällnö to the west, the sample route turns NE.

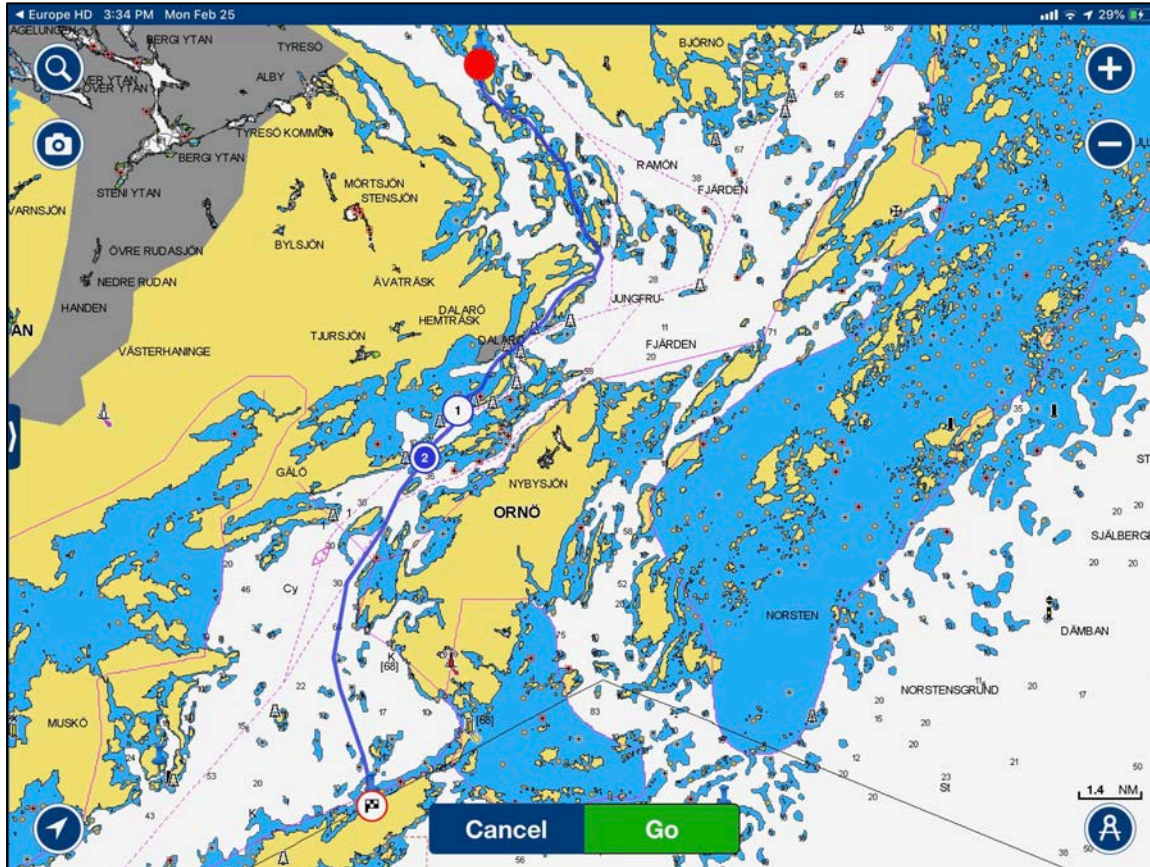
Finnhamn is still in the inner archipelago.

There are many options to stop for lunch or take a longer route, e.g. north of Ingmarsö, entering Finnhamn from the north.

## DIVISION 3

30 June

### Napoleonviken to Utö - 19NM



Today, we will proceed to the southern end of the Stockholm archipelago.

Leaving Napoleonviken, stay just right of center to avoid the shallow spots on either side of the channel.

The sample route has many twists and turns but nothing alarming.

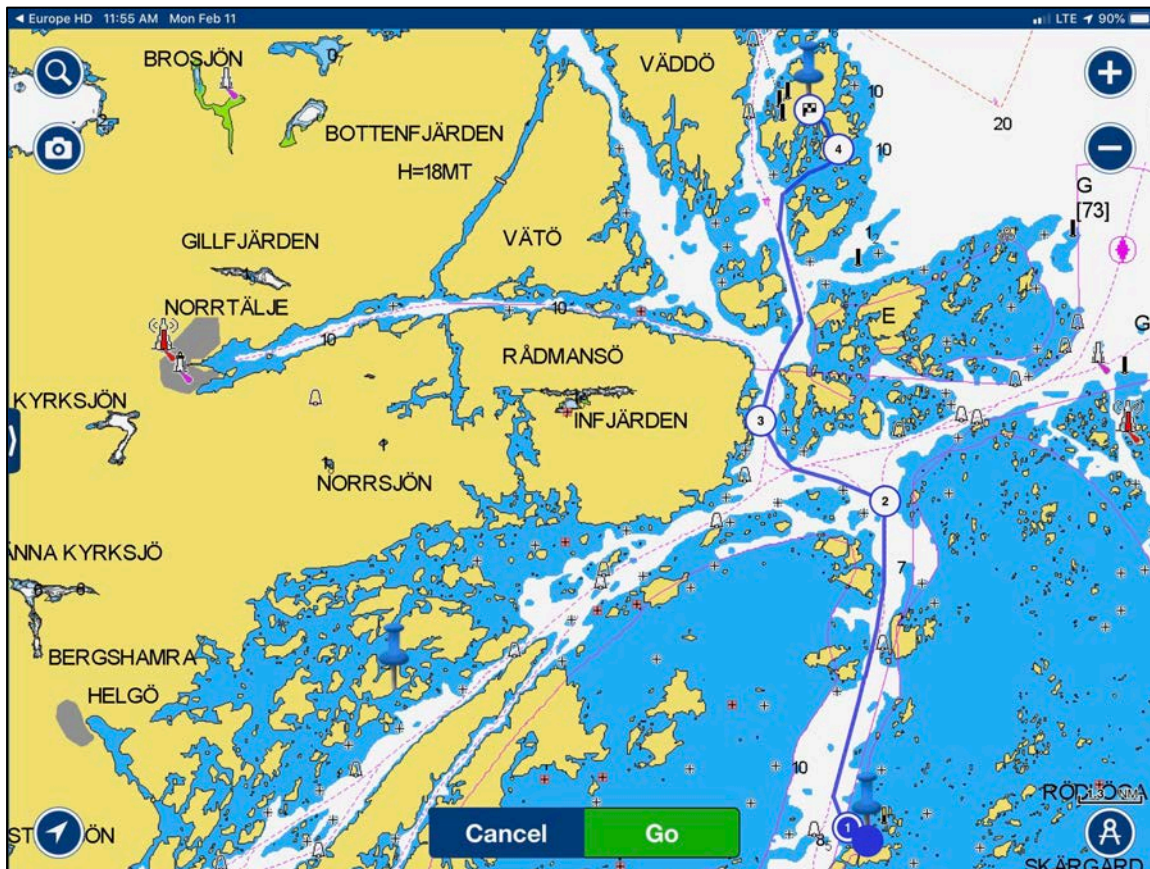
There may be some traffic around Dalarö, which you will reach a little less than halfway to Utö.



**DIVISION 1**  
**1 July**

**DIVISION 2**  
**2 July**

**Rödlöga to Arholma – 18 NM**



The sample route stays mostly in deep water until the final few miles – there are shortcuts for the more adventurous.

The final approach into Österhamnen (“the east harbor”) is somewhat reminiscent of Maine, with high, wooded islands on both sides. While Arholma is at the northern extreme of the Stockholm archipelago and adjacent to the Baltic Sea, it is close to the mainland, does not have the characteristics of the outer archipelago and offers complete protection. It was a restricted military area until only a few years ago.

There is ample room for swinging on an anchor and a small, convenient wharf for tying bow-to with a stern anchor.



## DIVISION 2

1 July

### Finnhamn Paradiset to Rödlöga – 14NM



The sample route exits Finnhamn to the north, although exiting to the south is fine, too.

In the prevailing SW winds, it may be possible to reach almost the entire way in reasonably-protected water.

Note the reduction in the height of the islands and number of trees as we get out into the outer archipelago.

The sample route crosses an area noted as “Known shoals down to 6M are shown...Greater depths are incomplete.” – hazards are charted, and some soundings, but not depth contours.

Approaching Rödlöga, the sample route passes south of the island of Lönnskär – those preferring a deeper and wider entrance may pass north of Lönnskär.

The sample route ends at the popular (crowded) harbor on the NW corner of Rödlöga where most boats tie to the rocks (most rather low – bow ladder very handy but your neighbors on either side will help you - and very slippery when wet!) and there is room for a few boats to swing on an anchor. There is room for more boats to anchor between Lönnskär and Rödlöga in somewhat deep water.

There is another large harbor with room to anchor on the NE corner of Rödlöga, which must be entered from the north.

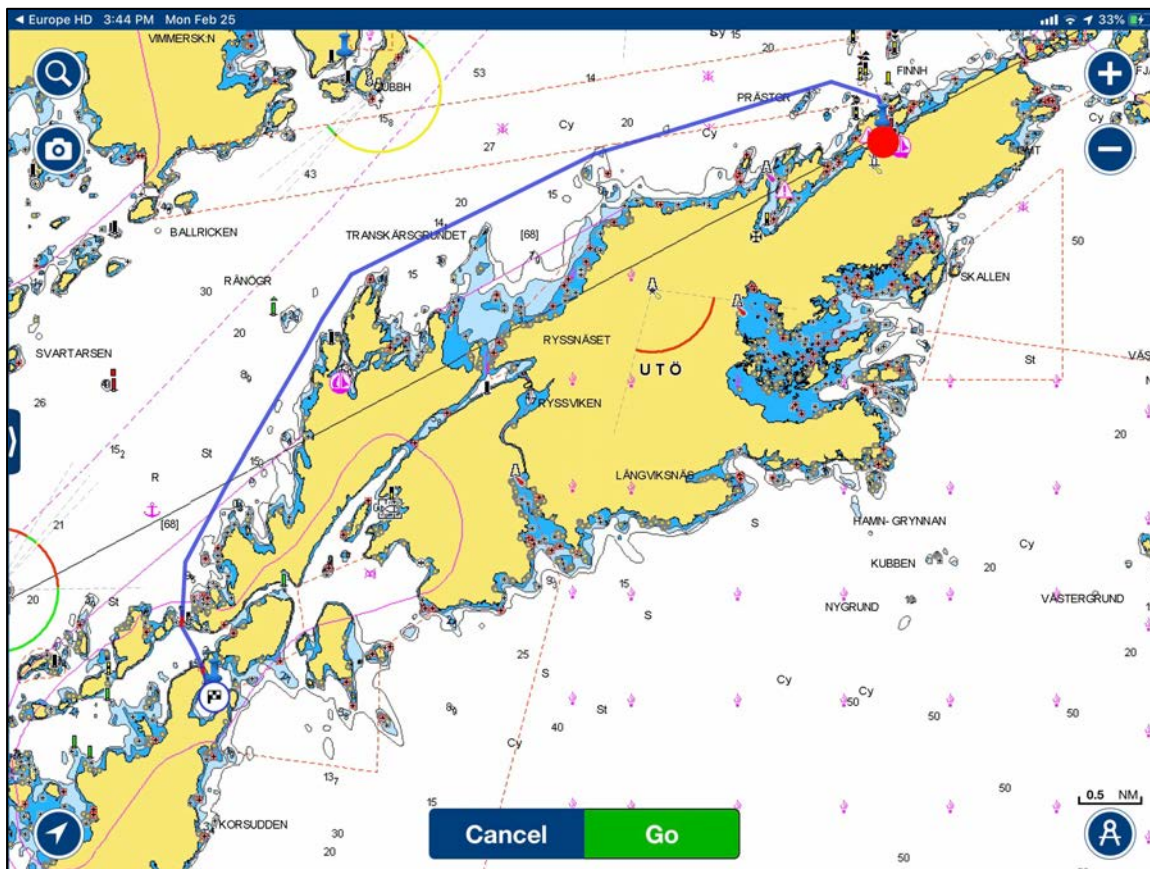
These two harbors, 0.3NM apart, communicate both by water (deep enough for dinghies and shallow draft vessels only) or by 10-minute walk on an attractive path.

While technically in the outer archipelago and low, Rödlöga is 8NM for the open Baltic and somewhat wooded.

## DIVISION 3

1 July

### Utö to Nåttarö – 9NM



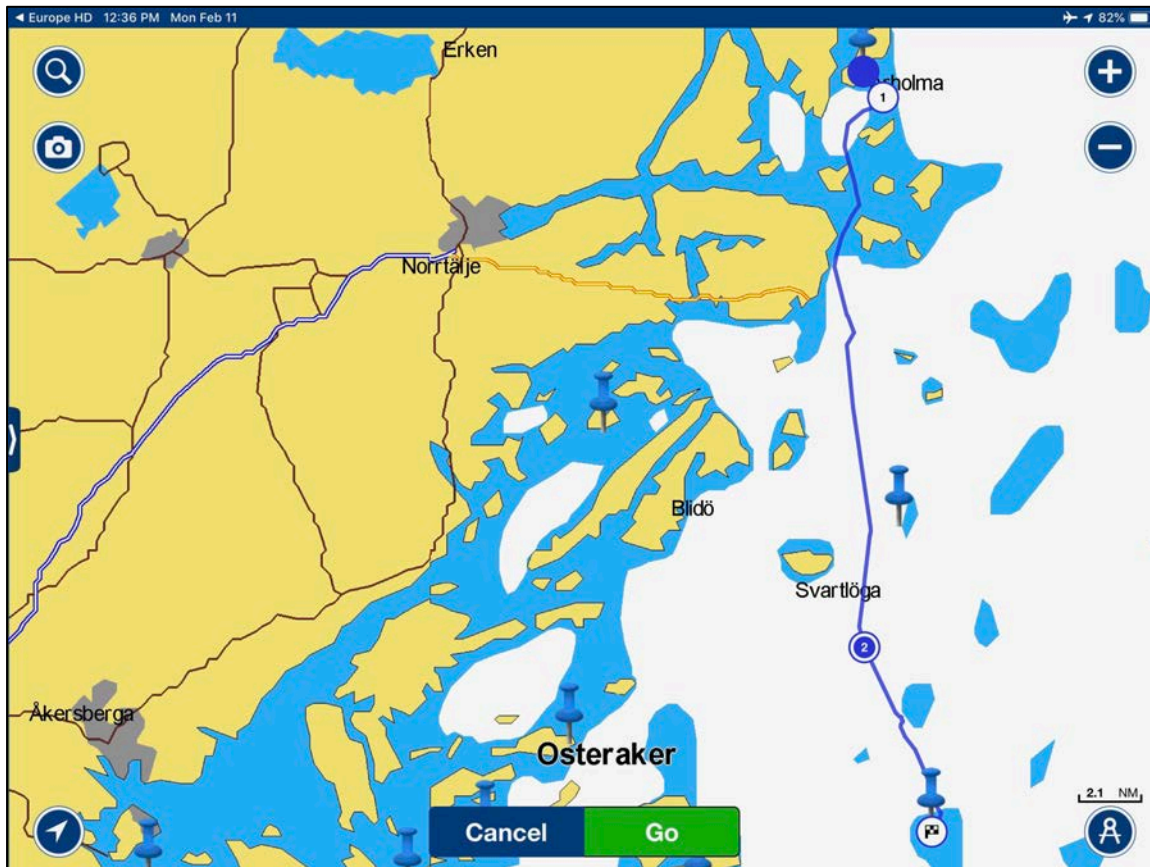
An easy sail today although it may be upwind so allow enough time to enjoy it.

The approach to Nåttarö in the sample route has a couple of tight spots, only one of which is buoyed. You may pass either side of Oxholmen to enter the harbor of Östermarsfladen.

**DIVISION 1, 2 July**

**DIVISION 2, 3 July**

**Arholma to Stora Nassa – 27NM**



The sample route exits Arholma Österhamnen in deep water to the SE, then turns SW and S. After leaving the islands S of Arholma, the route is reasonably straightforward although it passes through the somewhat narrow but deep harbor on the island of Kallskär – you may want to consider staying in open water south of the Kallskär archipelago, which is less interesting but not much longer.

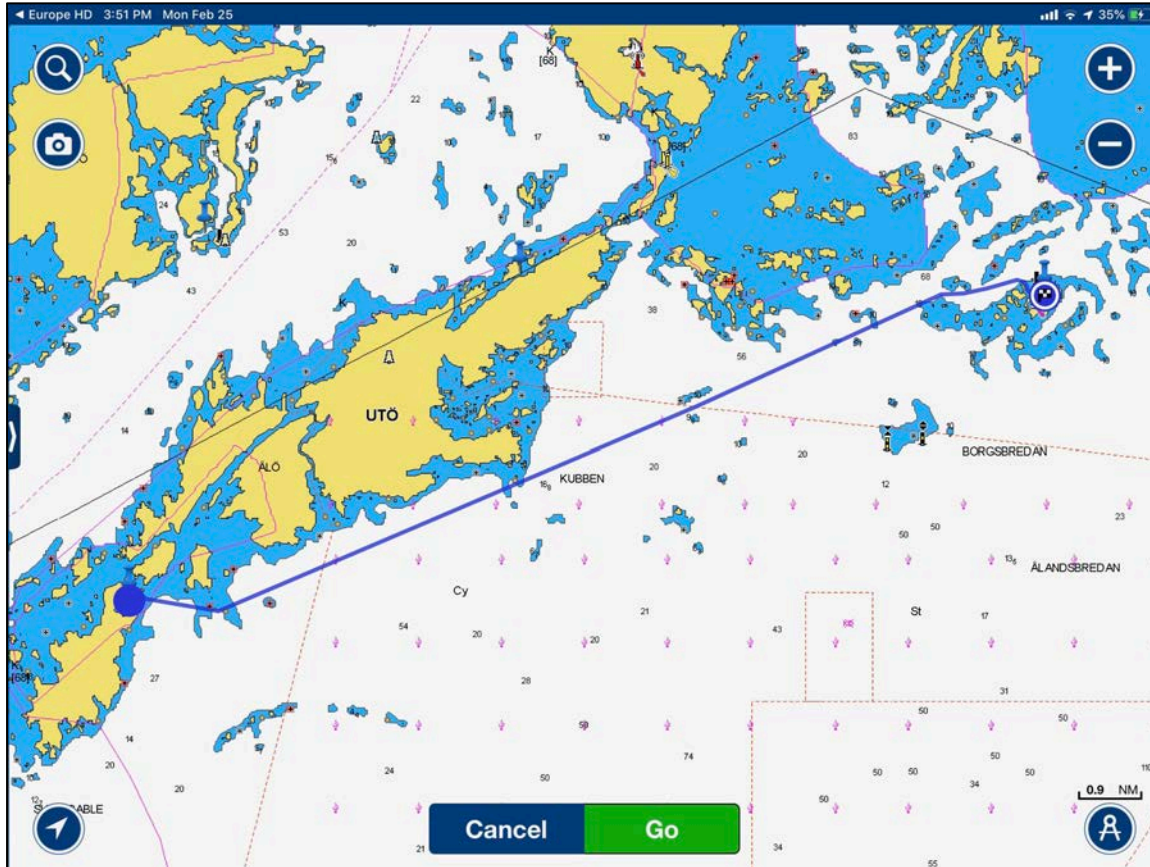
Stora Nassa is perhaps our favorite destination in good weather but also the most challenging of the cruise. Only three miles from the open Baltic, it is truly in the outer archipelago and most of the smaller islands are not wooded. Stora Nassa is its own archipelago consisting of many dozens of islands (some of which are bird sanctuaries – refer to the chart) and literally hundreds of places to tie to the rocks, including alongside, or swing on an anchor. Navigation requires your full and undivided attention.



## DIVISION 3

2 July

### Nåttarö to Huvudskär – 15NM



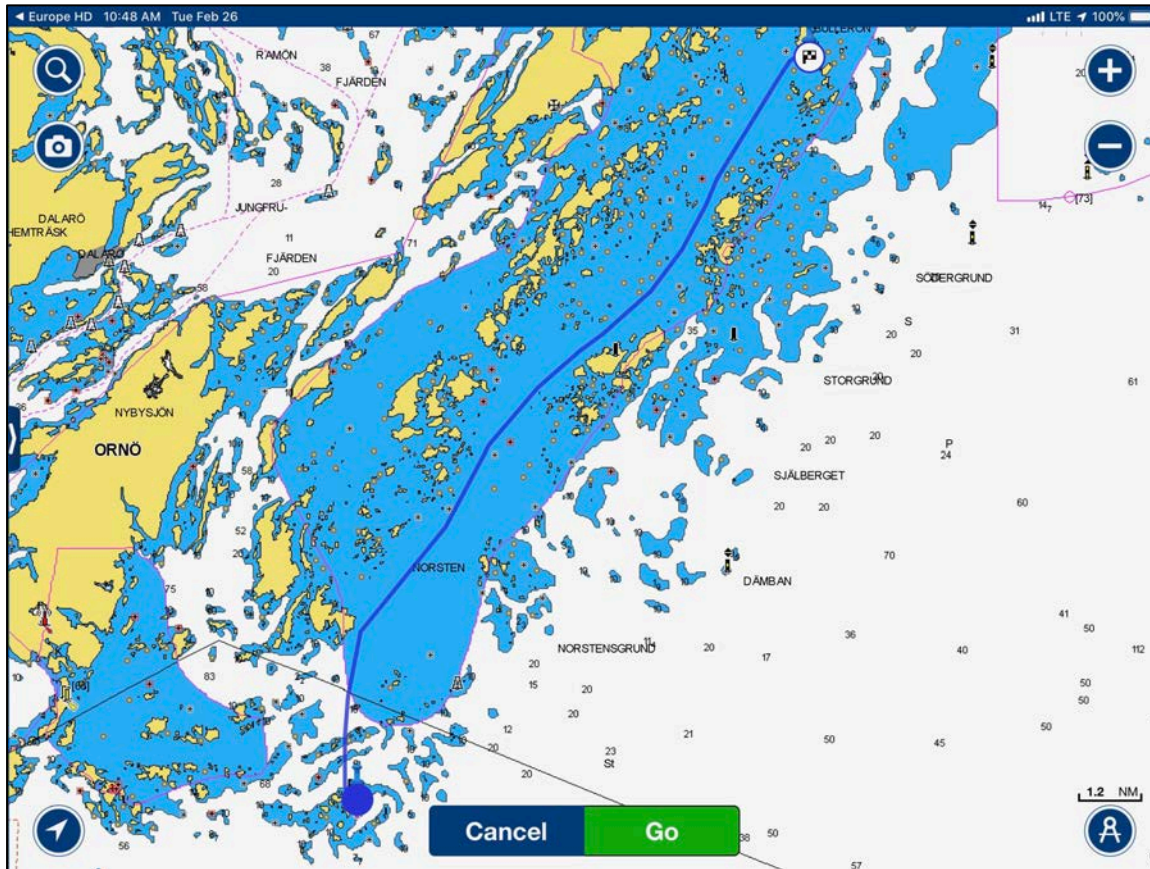
Depart Östermarsfladen to the E.

The sample route is straightforward and may be downwind. You will notice the change from the high, wooded islands of the inner archipelago to the rugged, low islands of the outer archipelago.

The Huvudskär archipelago may be entered easily from the west.

**DIVISION 3**  
**3 July**

**Huvudskär to Bullerö – 17NM**



Exit Huvudskär to the NW.

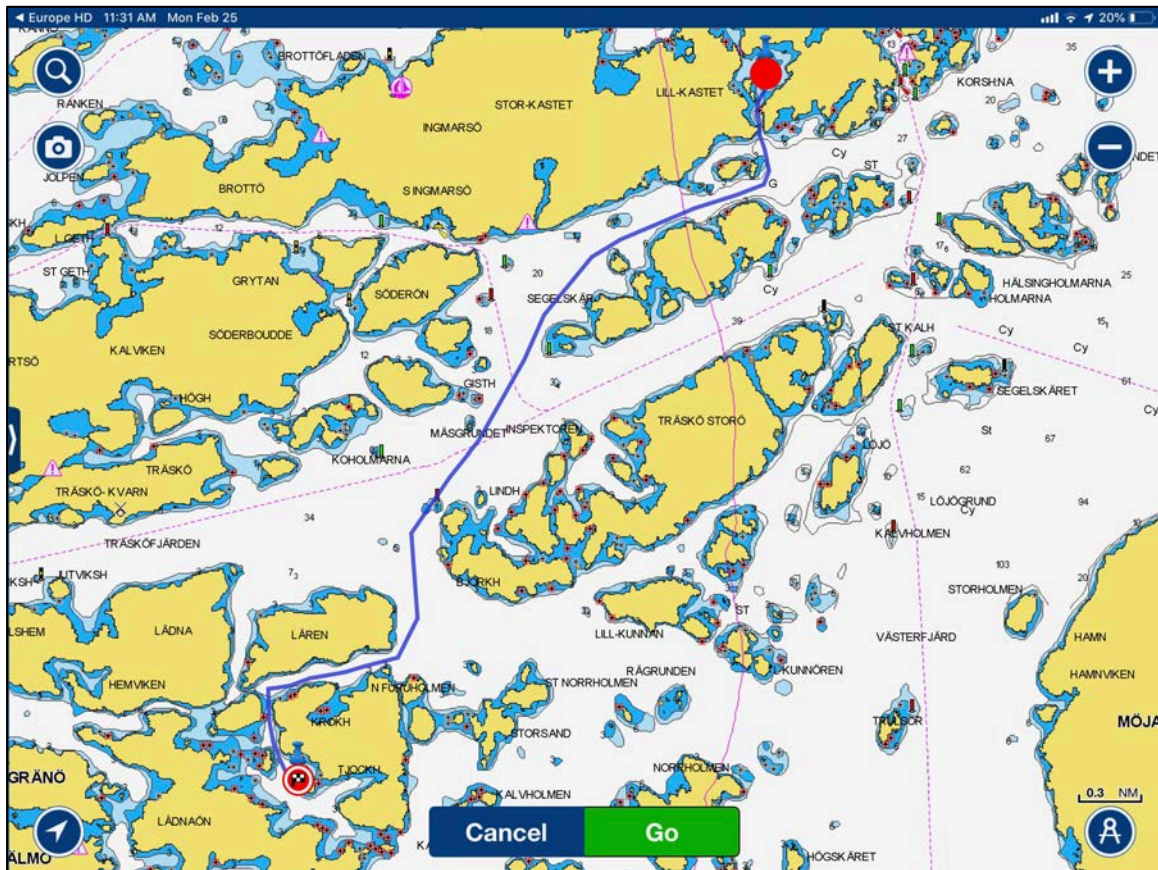
The sample route is straightforward.

Nearing the harbor at Bullerö, passing N of Bodkobben, stay a bit closer to the northern shore.

## DIVISION 1

4 July – Happy 4<sup>th</sup>! 🌟🌟🌟

### Finnhamn Paradiset to Lådnafladen - 5NM



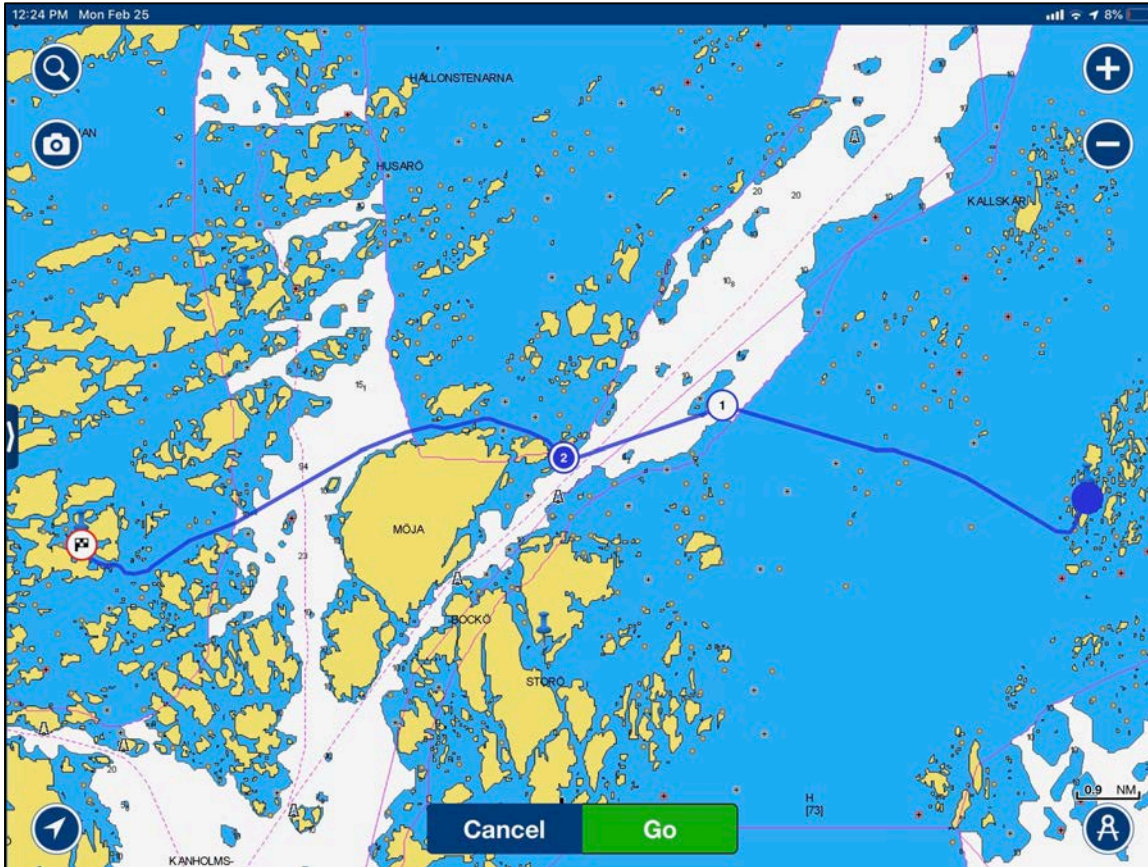
Today's is a very short route. As shown in the sample, it is straightforward.



## DIVISION 2

4 July – Happy 4<sup>th</sup>! 🌟🌟🌟

### Stora Nassa to Lådnfladen – 16NM



Today we return to the inner archipelago and protection among high, wooded islands.

The sample route shows an exit from Stora Nassa to the SW although there are other options.

We cross an area noted as “Known shoals down to 6M are shown...Greater depths are incomplete.” Hazards are charted, and some soundings, but not depth contours.

For those wishing a more adventurous route, there are many attractive options, for example:

1) SE of the large island of Möja there is an archipelago of islands including Bockö/Hemö, Storö, and Lökaö that offers several narrow but navigable passages;

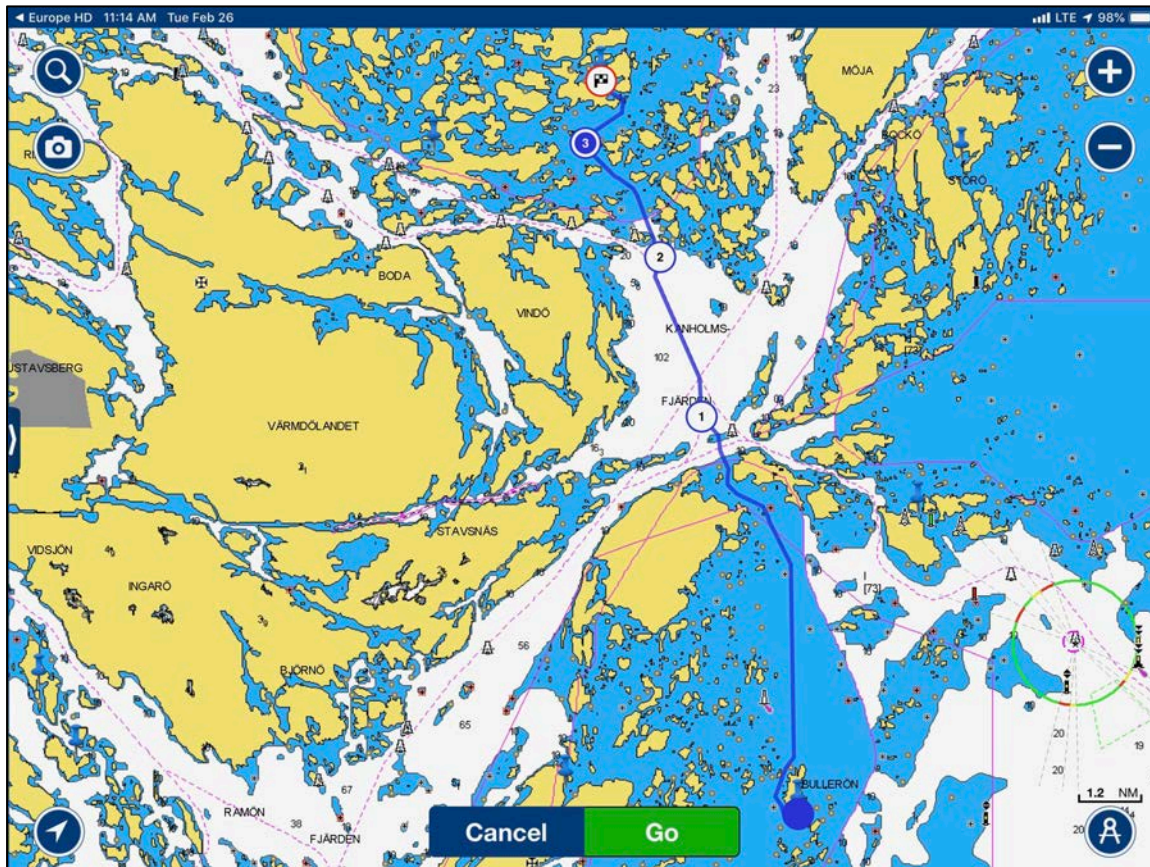
2) south of the large island of Möja there is a navigable channel between Möja and Södermöja, but be prepared for large ferries that, somewhat amazingly, also use that narrow channel.

Enter Lådnfladen carefully from the SE.

### DIVISION 3

4 July – Happy 4<sup>th</sup>! 🌟🌟🌟

#### Bullerö to Lådnafladen – 16NM



When leaving the harbor at Bullerö, passing N of Bodkobben, stay a bit closer to the northern shore.

On the sample route note the short TSS (Traffic Separation Scheme) just E of waypoint 1 and another just W of waypoint 2,

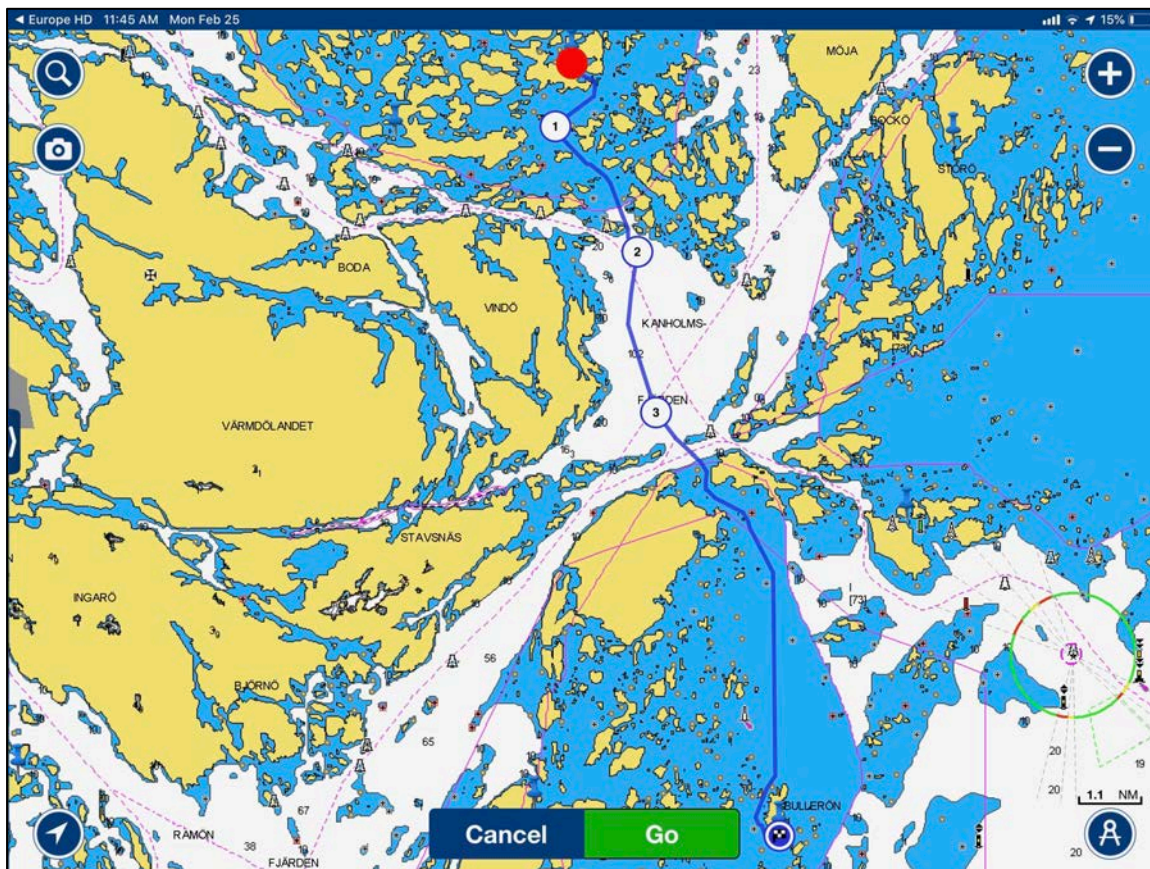
Enter the bay at Lådnafladen from the SE – carefully.



## DIVISION 1

5 July

### Lådnafladen to Bullerö-- 16NM



The sample route is not the shortest but stays in deeper water.

Exit Lådnafladen carefully to the SE.

Note the very short TSS just S of Lilla Klövholmen at 59°22'N 18°45.6'E just W of waypoint 2 on the sample route and another just E of waypoint 3.

Nearing the harbor at Bullerö, passing N of Bodkobben, stay a bit closer to the northern shore.



## DIVISION 2

5 July

### Lådnafladen to Napoleonviken – 23NM



In the prevailing SW wind, this may be upwind, so, an early start is recommended.

Exit Lådnafladen carefully to the SE.

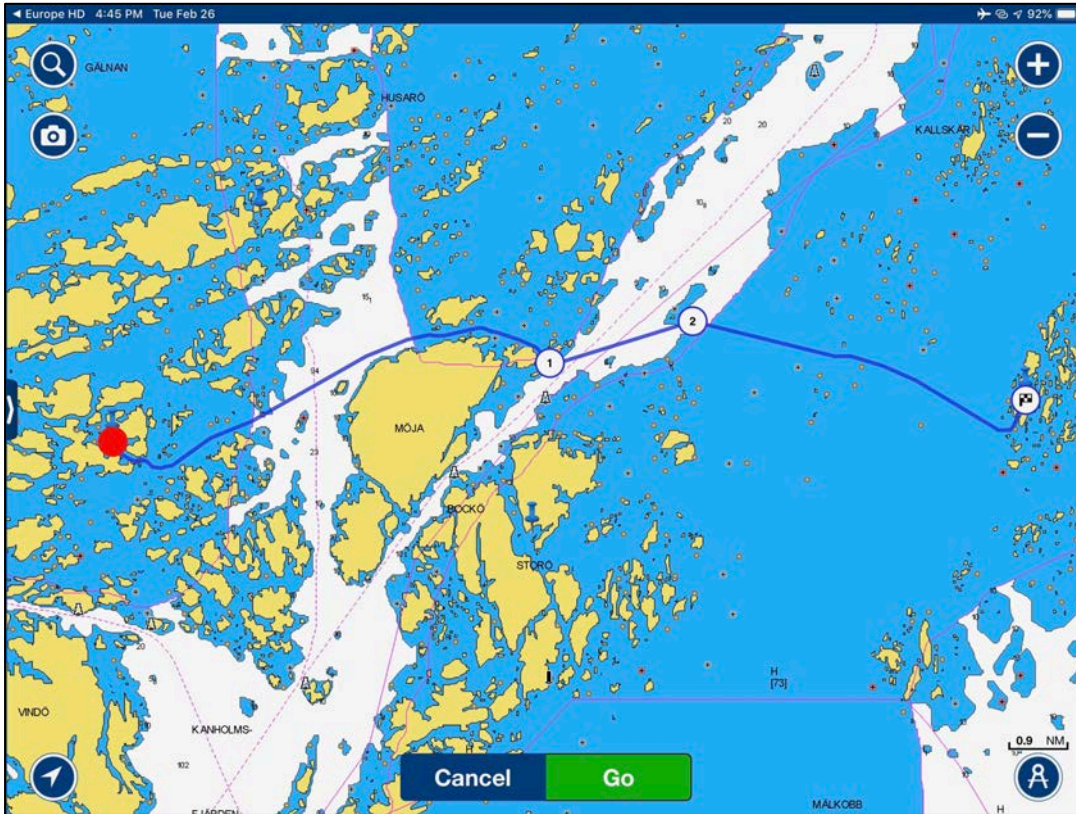
Honor the short TSS (Traffic Separation Scheme) just W of waypoint 2 in the sample route.

Much of this sample route is in relatively open water where beating upwind may be feasible.

## DIVISION 3

5 July

### Lådnafladen to Stora Nassa – 16 NM



Today we voyage from the totally protected waters of the inner archipelago, surrounded by high, wooded islands, to the outer archipelago, not far from the open Baltic Sea, with almost treeless islands. We will find an alternative destination if winds are much above 20 knots.

Stora Nassa, an almost uninhabited mini-archipelago, is a favorite destination for many, so, it is wise to plan to arrive by noon. Stora Nassa is also one of the most challenging anchorages we will visit.

Exit Lådnafladen carefully to the SE. The sample route is not the shortest but stays in relatively deeper water. It will take you north of the large island of Möja and then an area noted as “Known shoals down to 6M are shown...Greater depths are incomplete.” Hazards are charted, and some soundings, but not depth contours.

Stora Nassa may be entered from several different directions - the sample route enters from the SW.

For those wishing a more adventurous route, there are many attractive options, for example:

1) south of the large island of Möja there is a navigable channel between Möja and Södermöja but be prepared for large ferries that, somewhat amazingly, also use that narrow channel;

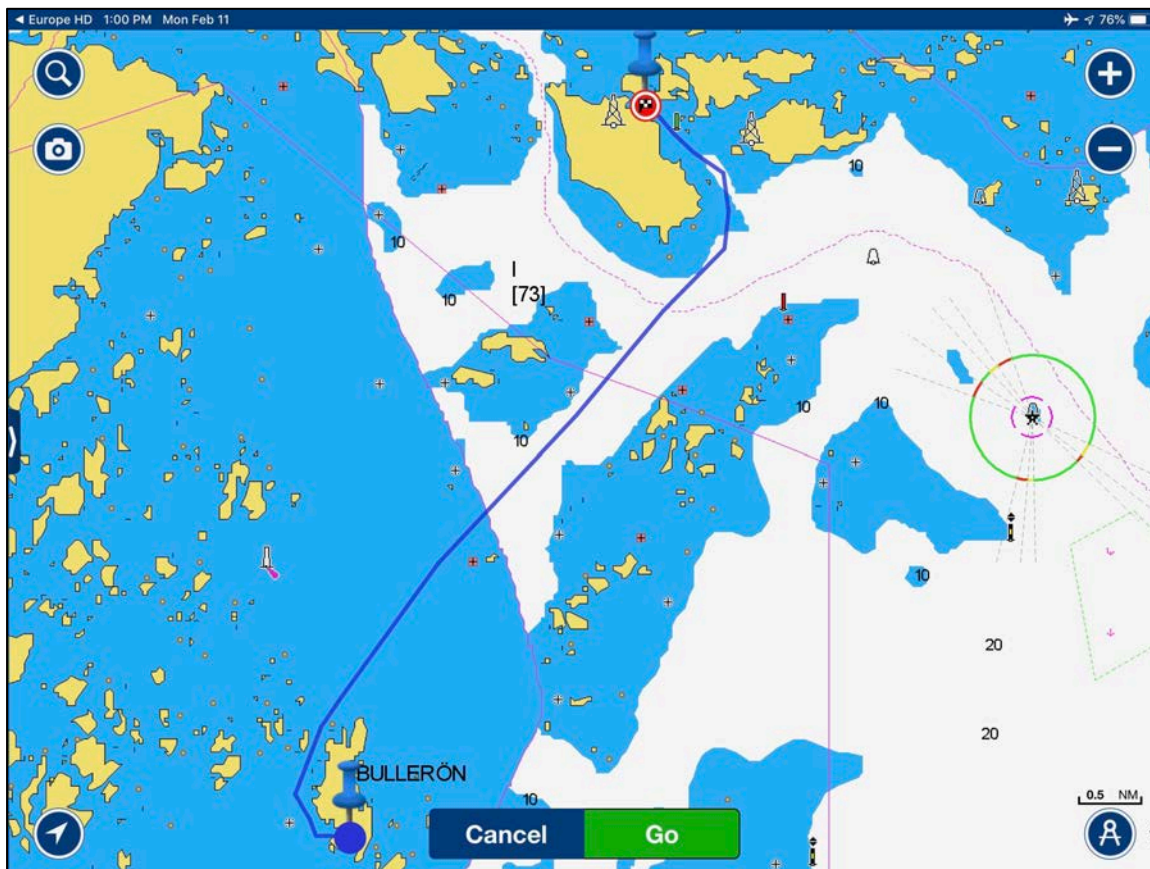
2) SE of Möja there is an archipelago of islands including Bockö/Hemö, Storö and Lökaö that offers several narrow but easily navigable passages.



## DIVISION 1

6 July

### Bullerö to Sandhamn – 7NM



Today, we sail to the KSSS island sailing center of Sandhamn, a small town on the island of Sandön, where we will enjoy a fleet dinner, lay day and limited provisioning.

The sample route is straightforward, although not without unbuoyed hazards.

When leaving the harbor at Bullerö, passing N of Bodkobben, stay a bit closer to the northern shore.

In the prevailing SW wind, this may be a delightful downwind sail so leave enough time to enjoy it!



## DIVISION 2

6 July

### Napoleonviken to Sandhamn – 19NM



This route may be a broad reach in prevailing SW winds.

Leaving Napoleonviken, stay just right of center to avoid the shallow spots on either side of the channel.

The first part of the sample route re-traces yesterday's route from Lådnafladen, then takes a direct but somewhat restricted route S of the large island of Runmarö. It is also possible – and perhaps desirable if the wind is fair - to stay in the open water N of Runmarö and approach Sandhamn from the NW.

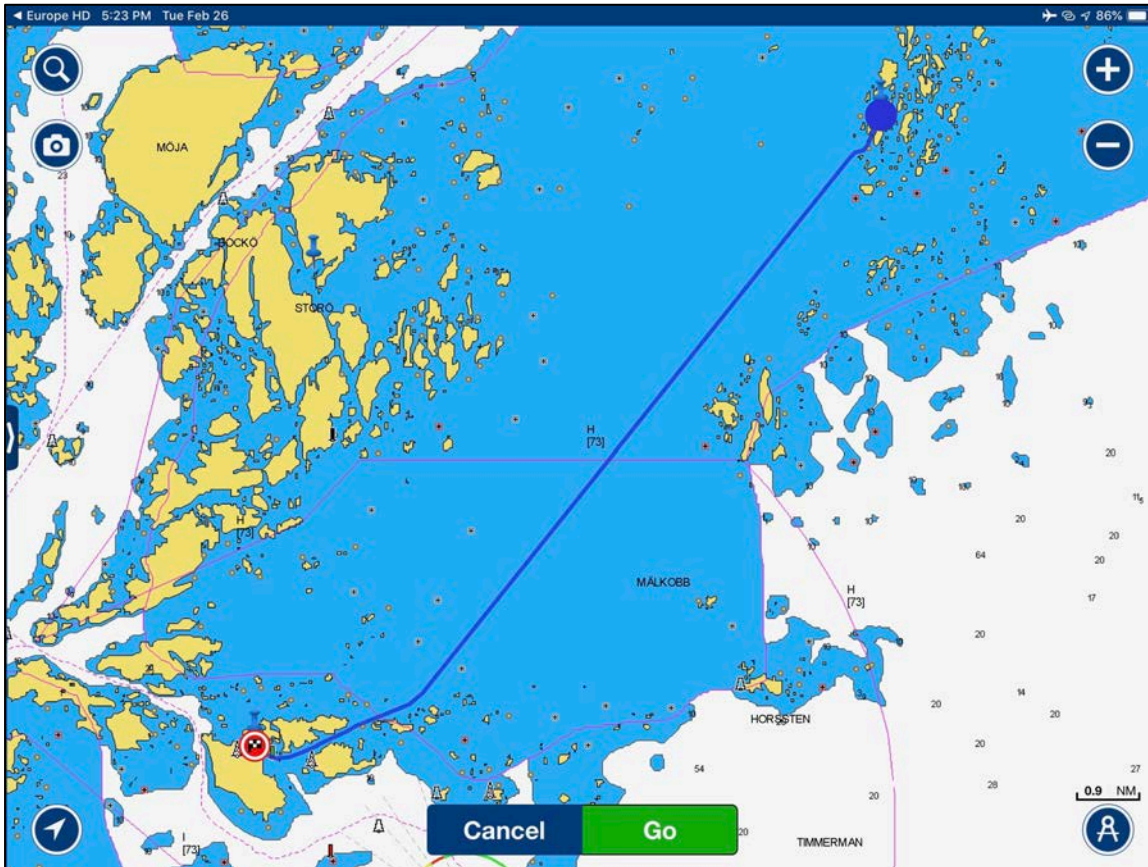
Keep a sharp lookout for the many ferries and commercial traffic in the channel NW of Sandhamn.

KSSS will meet you and direct you to a bow-to mooring. Please be patient, as this is a very busy marina.

## DIVISION 3

6 July

### Stora Nassa to Sandhamn – 13NM



Today, we leave the barren outer archipelago and return to “civilization”: Sandhamn, the island sailing base of KSSS, where we will enjoy a fleet dinner, a lay day and limited re-provisioning.

Exit Stora Nassa where convenient; the sample route shows leaving to the SW.

The course SW towards Sandhamn may be upwind but in water open enough to tack.

Keep a lookout for ferries and the many pleasure boats when you enter the approaches to Sandhamn.

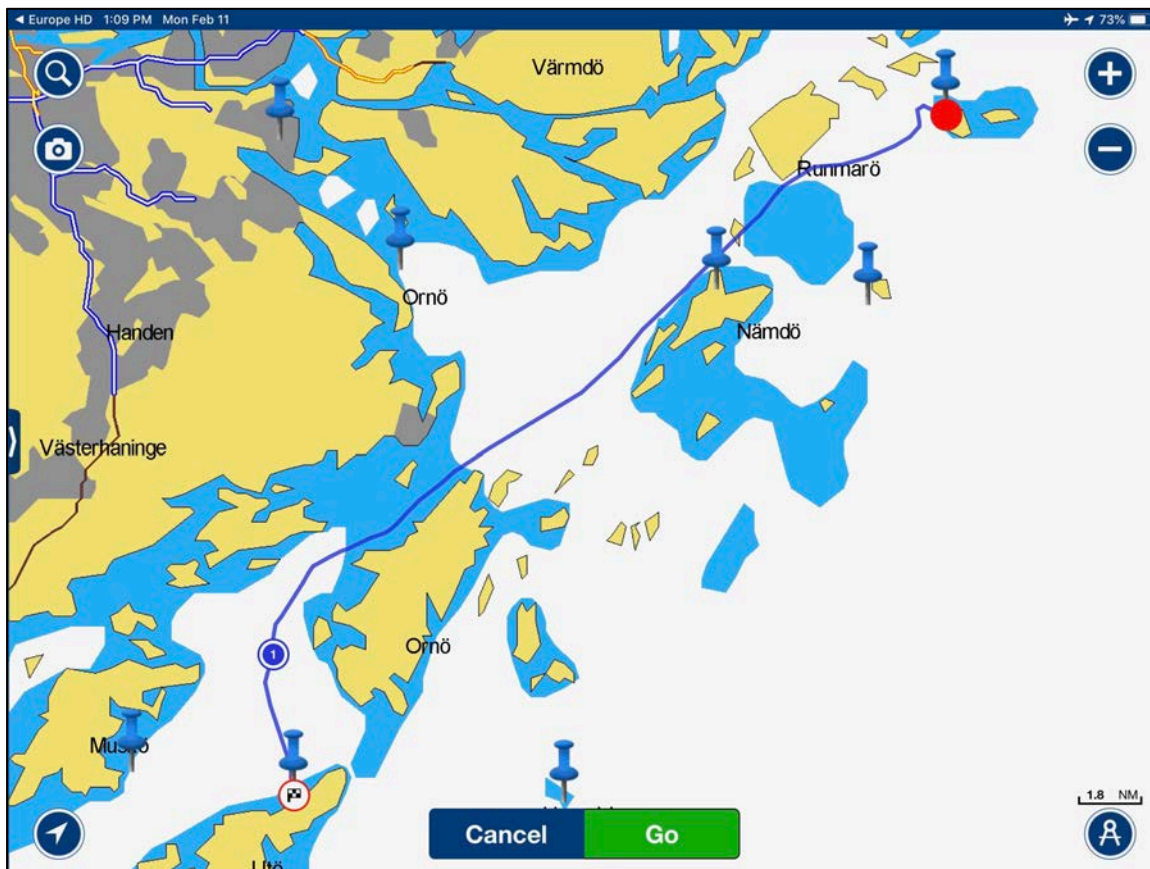
As you approach Sandhamn, you will cross the finish line of the ÅF Offshore Race (also called the Gotland Runt, or Round Gotland Race), which begins in Stockholm Harbor, goes SE around the island of Gotland in the middle of the Baltic, and returns to Sandhamn. A couple of hundred competitors will have passed only a few days earlier.

KSSS staff in RIB's will direct you to a place to tie up. Please be patient as they can be very busy.

## DIVISION 1

8 July

### Sandhamn to Utö -- 30 NM



After our two days in Sandhamn, we set out on a longer passage, which may also be upwind, so an early start is recommended.

Leaving Sandhamn, keep a sharp lookout for ferries and other commercial traffic in addition to the many pleasure craft.

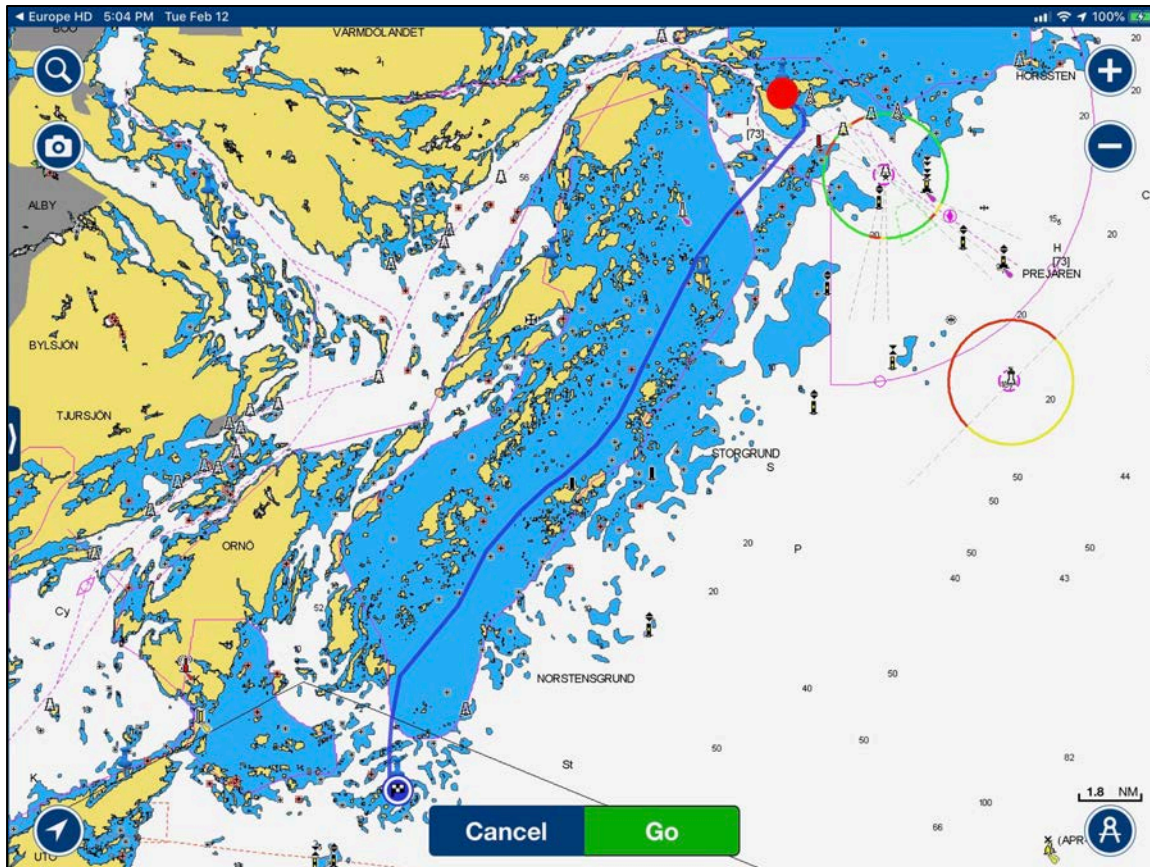
While there are interesting routes E of Runmarö and Ornö that are a little shorter, the sample route stays in deeper waters with wider lanes and is relatively straightforward.



## DIVISION 2

8 July

### Sandhamn to Huvudskär – 24NM



Today we will be in the outer archipelago.

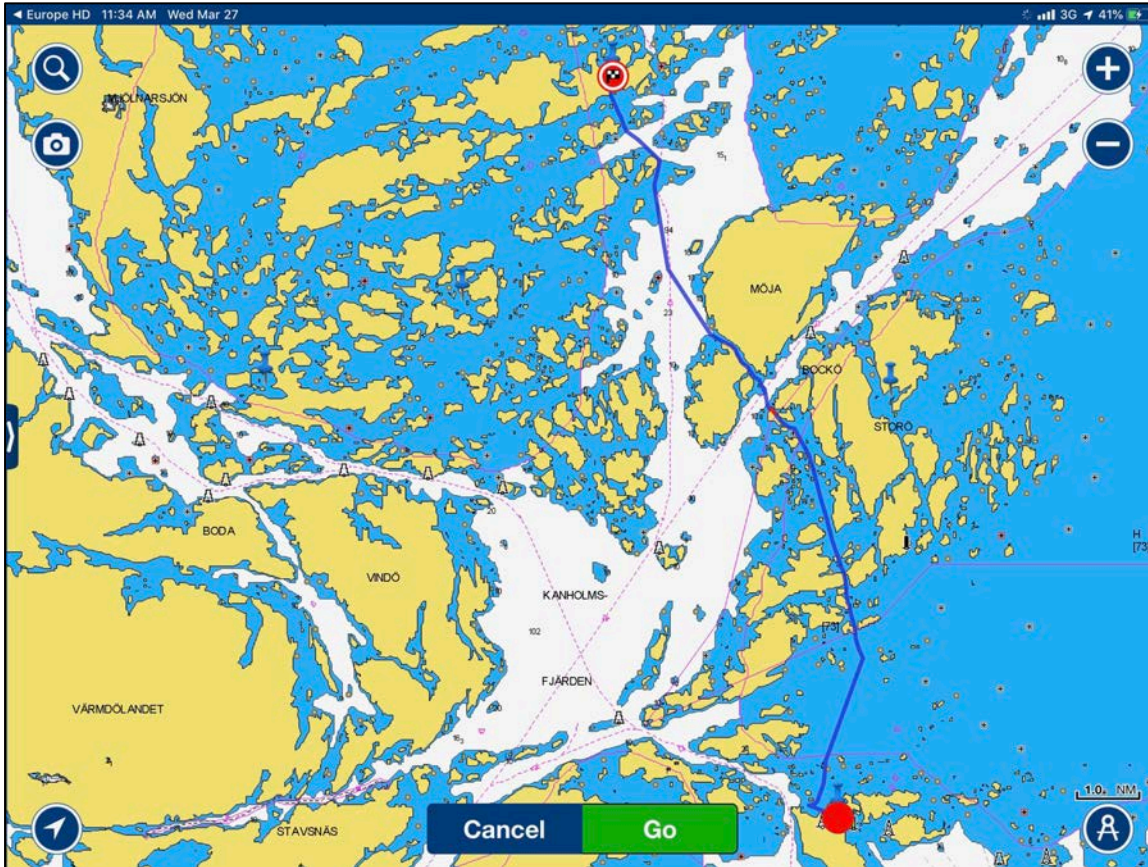
The route is SW and may be upwind, so, an early start is recommended.

The sample route exits Sandhamn to the SE, then turns SW for 20NM.

Huvudskar is most easily entered from the NW.

Division 3  
8 July

### Sandhamn to Finnhamn 13NM



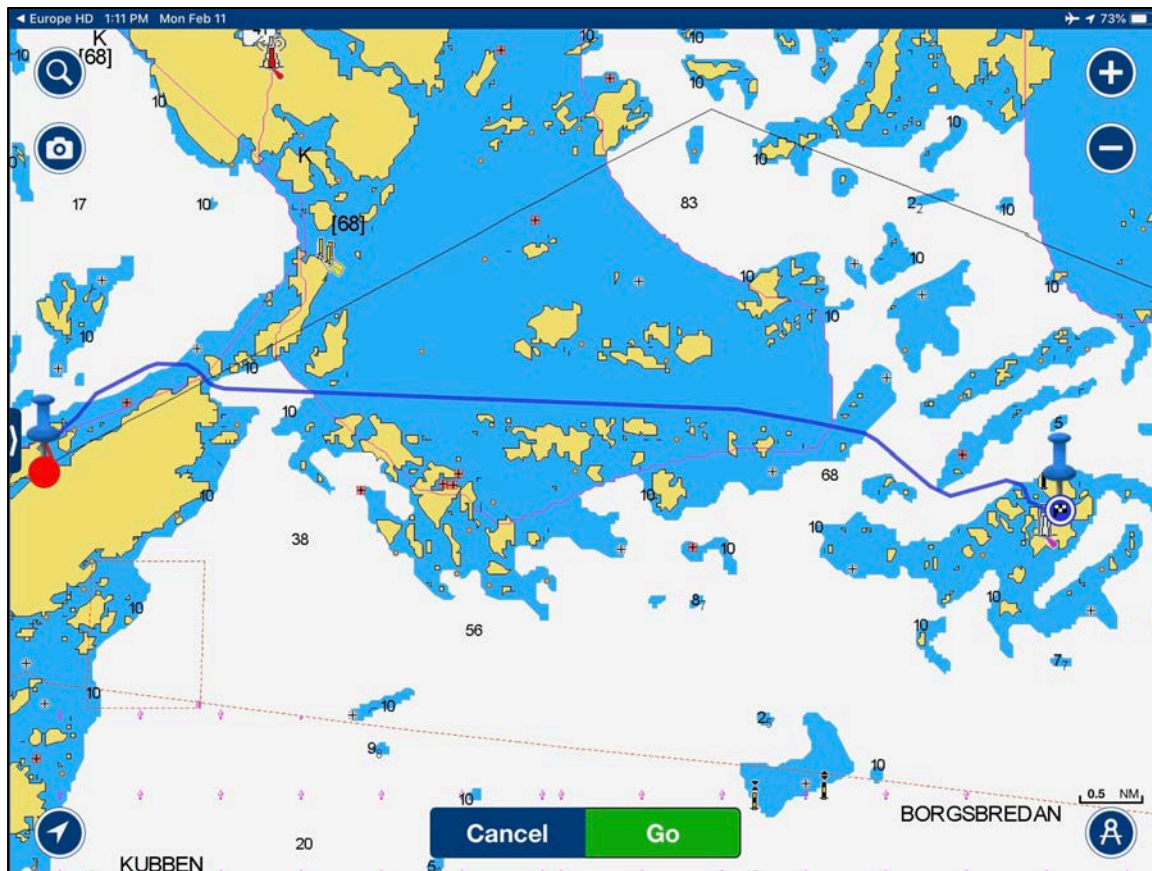
The sample route shown is quite interesting – some might say adventurous - and will require the constant attention of the navigator. The section requiring extra caution is the narrow channel on the SW side of Möja, between Möja and Södermöja, which is also used by large ferries. Do not tack or sail downwind in this channel.

If you prefer a somewhat less “interesting” route, proceed WNW from Sandhamn for 3.3NM, W of Hasselkobben, then N to intersect the sample route above. It is 1NM longer.

## DIVISION 1

9 July

### Utö to Huvudskär – 8NM



Today, we go back out to the outer archipelago, possibly on a broad reach.

The sample route is straightforward but, as always, requires constant vigilance.



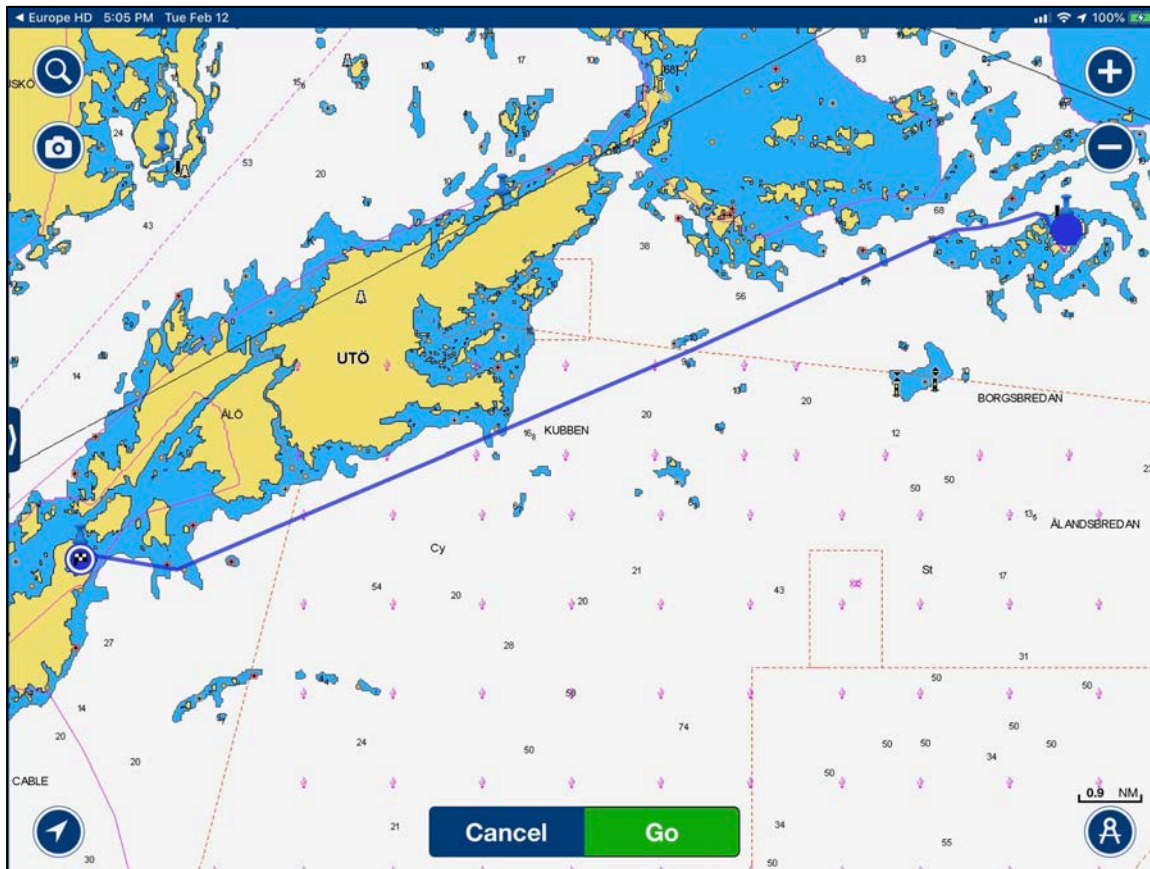
## DIVISION 2

9 July

## DIVISION 1

10 July

### Huvudskär to Nåttarö - 15NM



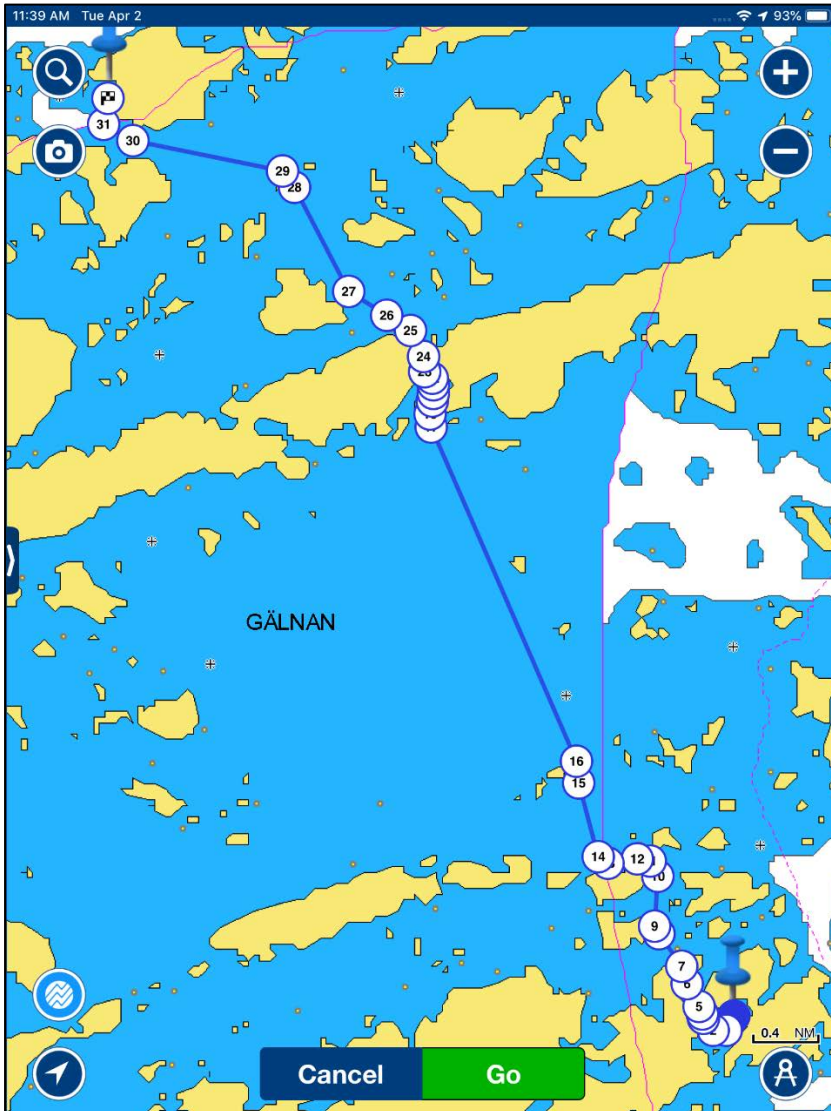
This passage may be upwind but in reasonably open water, so, leave early for a good sail.

The sample route is reasonably straightforward with only a few obstacles requiring the navigator's attention.

## DIVISION 3

9 July

### Finnhamn to Vättersö - 11NM

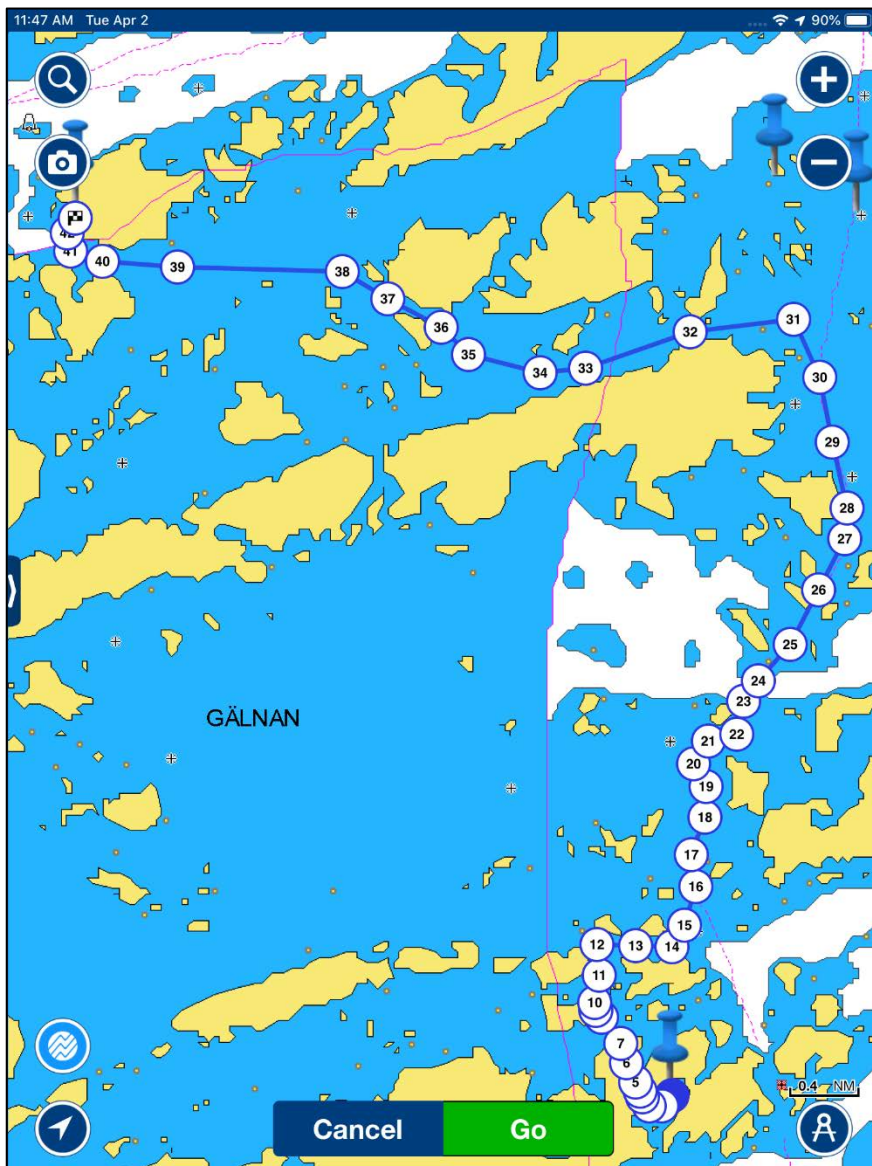


This is the route recommended by Hjalmar Schibbye, our host for tonight: “After leaving Paradiset, you can turn West past the green marker (WP13) and then turn to a northerly course passing East of Stor-Asken (WP15). From there, go a course a little West of North over the open water called Gälnan up to Klint-sundet. There you will find a bridge (WP24) that will open on request. Call the bridge operator at +468 542 431 80. If several boats want to use this way, call the bridge operator a couple of hours in advance and make up an ETA for your passage. The depth through this passage is 3 meters.

After the bridge there is a fuel station on your port side and a little shop where you can buy food, ice cream etc. North of Klint-sundet there is a large shallow area which you shall leave to starboard.

The chart shows a 2.2 meter spot on the port side just after the bridge. If that poses a danger for your draft, you may want to take a slightly longer (10.6 NM) alternate route shown below. This route will follow the same course exiting Finnhamn Paradiset until WP12, when the first group going through the bridge will head west, and the no-bridge group will head east. Heading north from WP14 there will be many turns and tight spots, but the route is well marked until you reach WP31 to the NW of Östra Lagnö, where you will turn to the west, then pass along the SW side of Granö (WP36-38) and then west again to Vättersö.

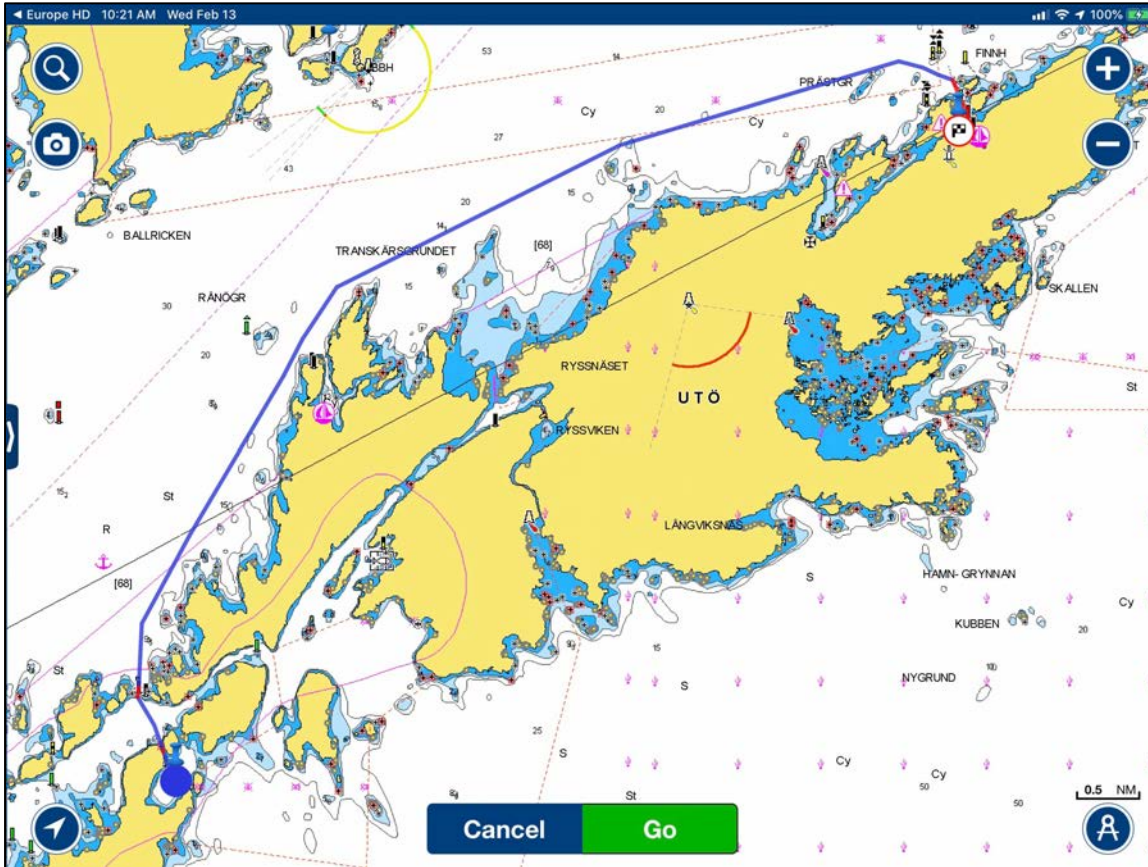
Do not attempt to go between V (west) Lagnö and Ö (east) Lagnö.





**DIVISION 2**  
**10 July**

**Nåttarö to Utö - 9 NM**



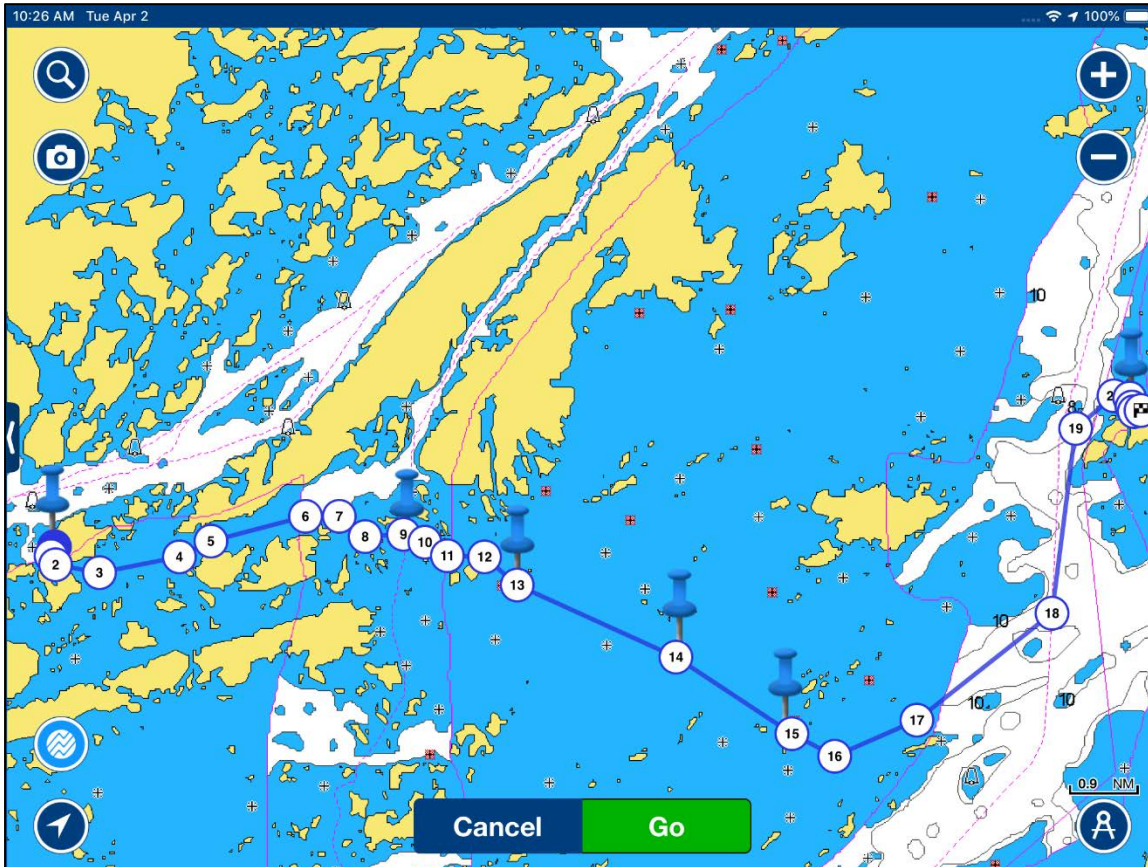
Using this sample route, leave Nåttarö northbound and Oxholmen on either side.

Pass through the narrow but buoyed channel east of N Furuklubben, and proceed to the main harbor of Utö on its NW shore near the NE end of the island.

You may also anchor in attractive Kyrkviken, entering W of Ängsholmarna, and dinghy 1.3NM to the main harbor, or pass E of Ängsholmarna – carefully! – and anchor SW of the main harbor, less than 0.5NM from it by dinghy or, if your draft is quite shallow, proceed to the wharf SW of the 3M footbridge.

**DIVISION 3**  
**10 July**

**Vättersö to Rödlöga - 18.5 NM**



This is the route recommended by Hjalmar Schibbye, host on Vättersö:

“We use the way south of Tratten (WP8), then north of Fjärdsören (WP10) giving the rocks east of the green marker a good berth, then south of Ö Askören (WP13) and Systrarna, paying attention to the shallow area called Knycklan (WP14).

SE of Systrarna you have three shallow areas which you shall leave on your port side. Then you go south of Lambskär leaving the three shallow areas west of Lambskär and the rock south of Lambskär (WP15) to your port.

From here you take a SE course leaving the small skerries and shallow areas to port. Then you turn to a ENE course and go north of Vindelskär (WP17), and you are out in Rödlögaleden heading north to Rödlöga.

Rödlöga harbor may be entered S of Lönnskär but it is easier to enter the harbor from the N.”

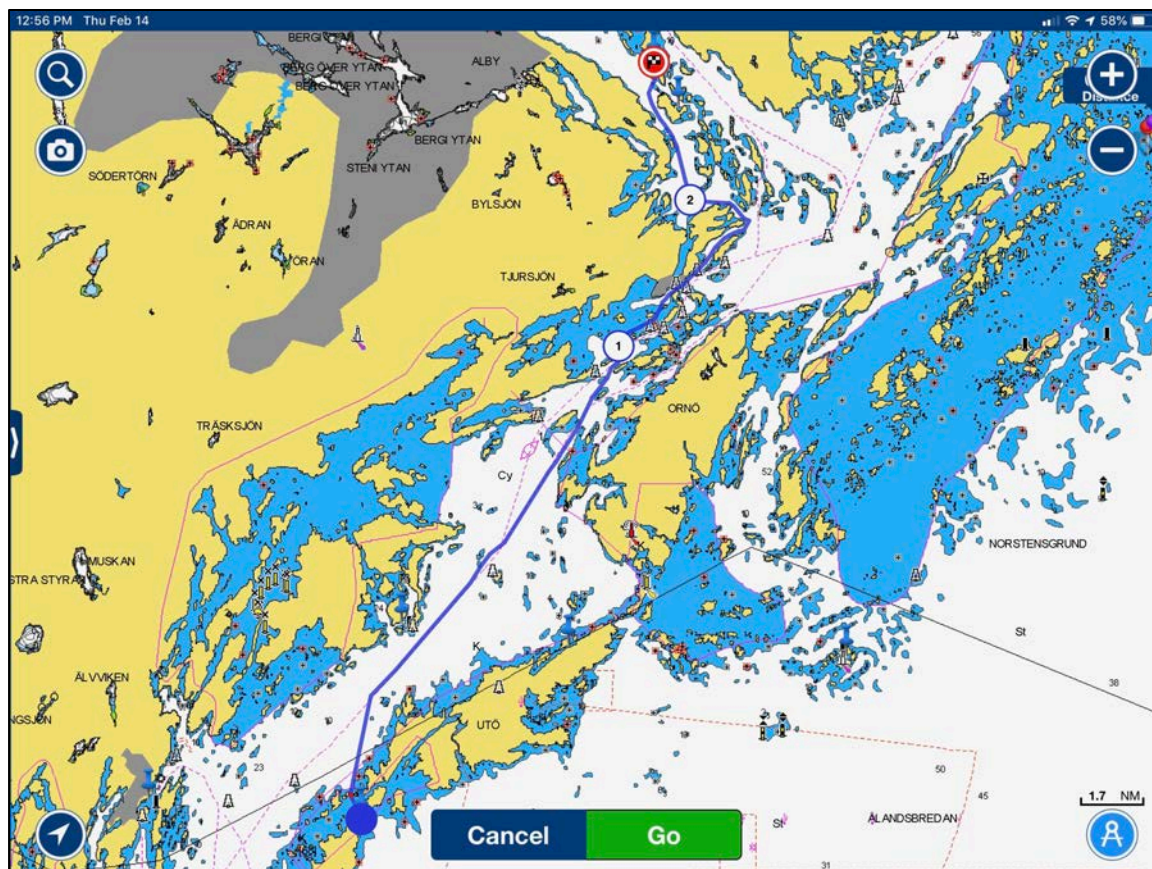
See the harbor page for Rödlöga for further guidance in entering.



## DIVISION 1

11 July

### Nåttarö to Napoleonviken -- 27NM



Heading north from the harbor at Nåttarö, there are two narrow, unbouyed passages east and west of Oxholmen and then a narrow, bouyed channel east of N. Furuklubben (island). (Alternatively, one may exit Nåttarö to the east, then find a deeper water route east and north of Utö.) The remainder of the sample route then follows a circuitous but bouyed route past Dalarö.

When entering Napoleonviken, stay just left of center to avoid the shallow areas on either side.

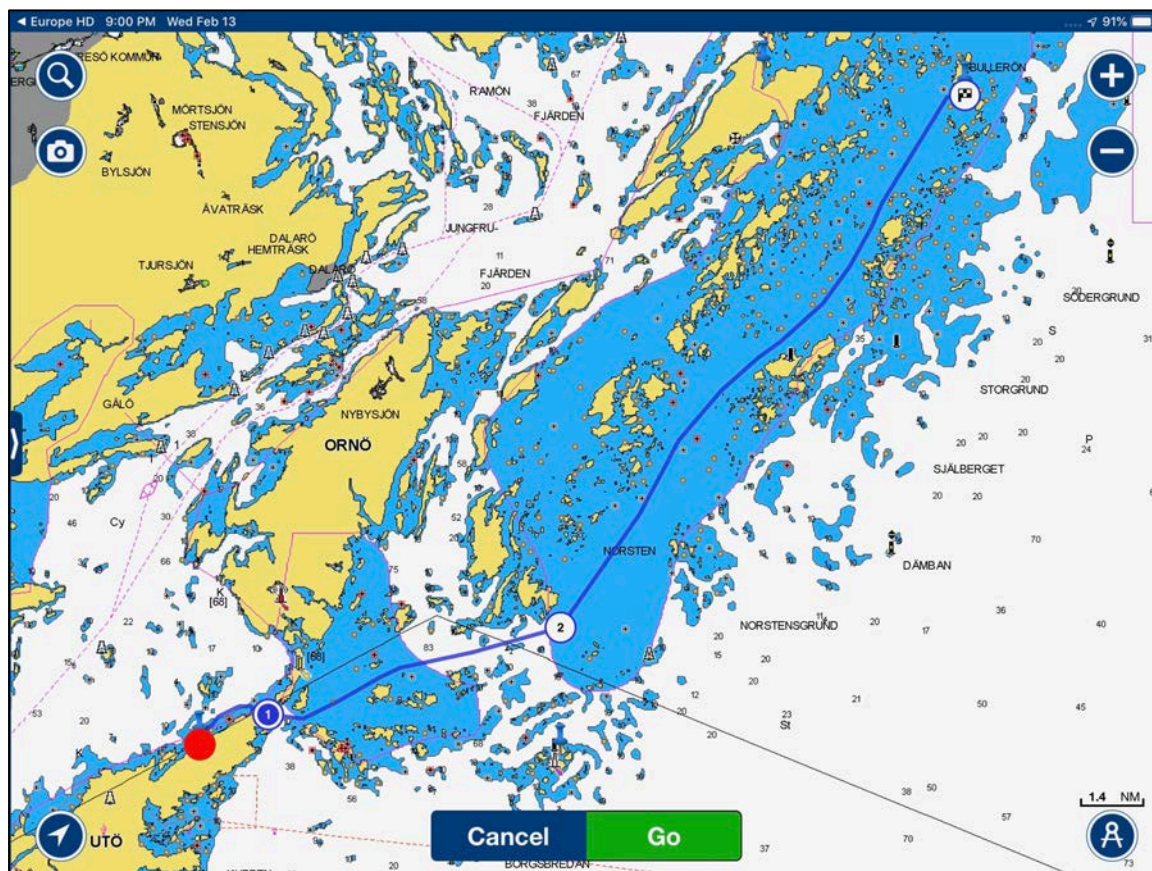
In the prevailing SW wind, this may be a delightful but possibly slow sail, so, best to allow plenty of time to enjoy it.



## DIVISION 2

11 July

### Utö to Bullerö – 23NM



Today may be a nice sail off the wind.

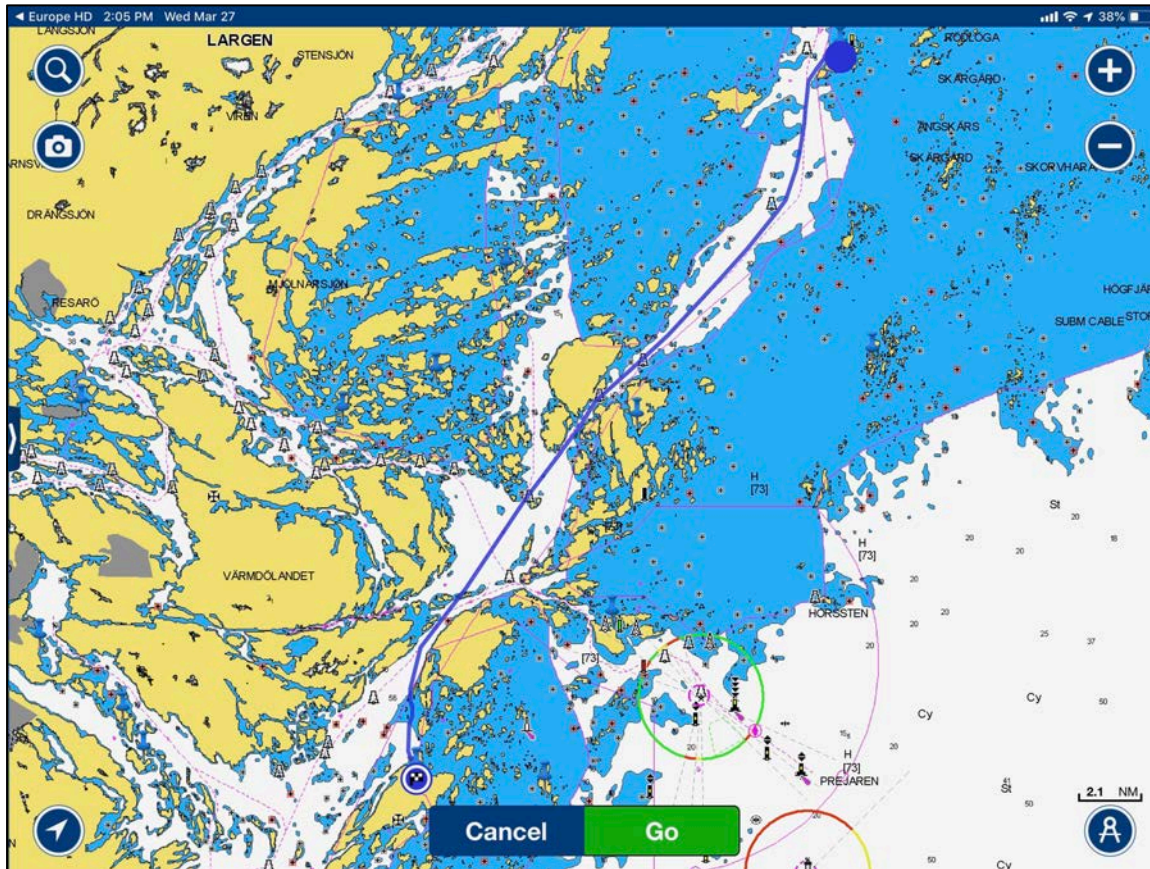
The sample route stays in deep water; there are feasible shortcuts if preferred.

Nearing the harbor at Bullerö, passing N of Bodkobben, stay a bit closer to the northern shore. Or, enter from the S, E of Bodkobben, noting the rocks 0.2NM SE of Bodkobben.

### DIVISION 3

11 July

Rödlöga to Nämdö/Skärvassa 29NM



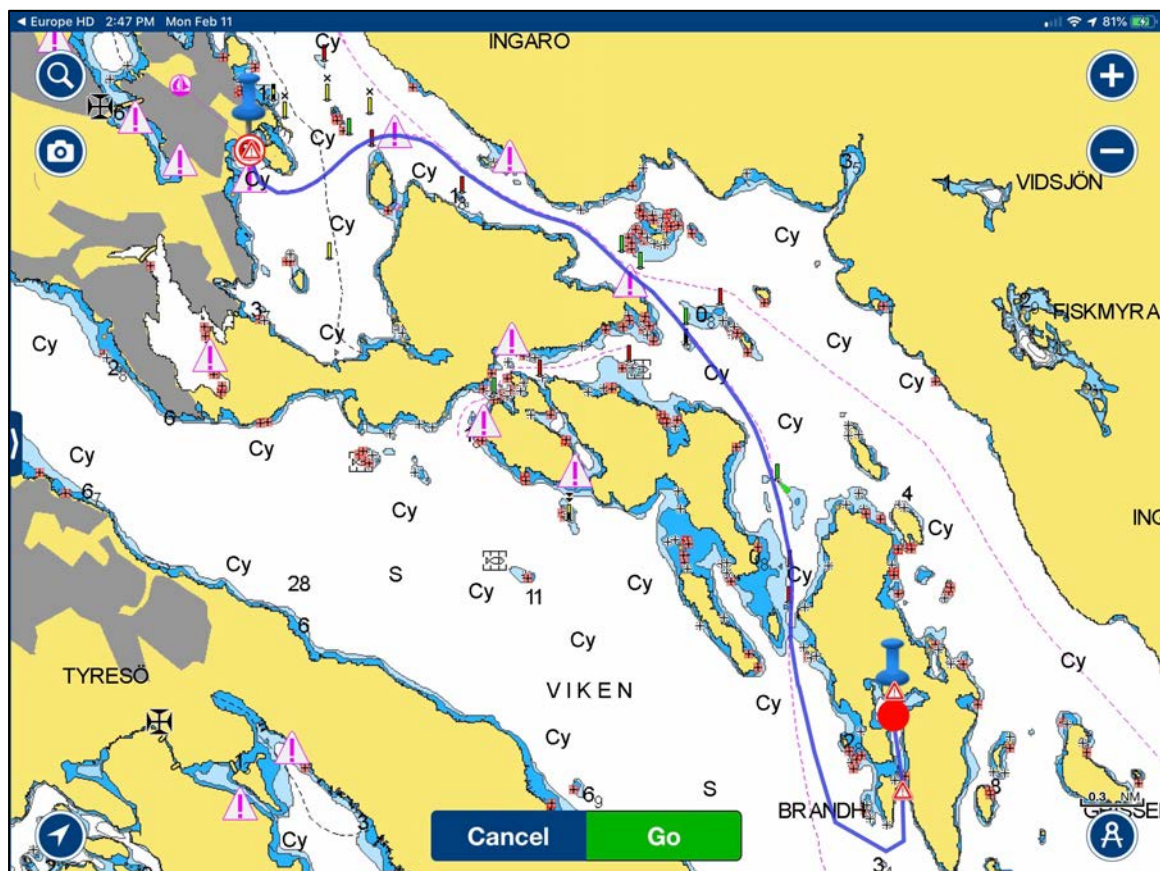
The sample route, while one of the longest of the cruise (to leave only a short distance tomorrow) and perhaps upwind, is straightforward in deep water with only a couple of charted rocks or shallow spots near our destination today.



## DIVISION 1

12 July

### Napoleonviken to Saltsjöbaden – 5 NM



The horse is headed for the barn!

Leaving Napoleonviken, stay just right of center to avoid the shallow spots on either side of the channel.

From there, the sample route is straightforward and buoyed. HOWEVER, continued diligence to buoys is required, and there may be considerable pleasure boat traffic.

In the prevailing SW wind, this may be a final, pleasant sail.

In Saltsjöbaden, KSSS will assign dock space.

We hope that you have enjoyed a safe and enjoyable cruise in the Stockholm archipelago.



## DIVISION 2

### 12 July

### Bullerö to Saltsjöbaden – 19NM



We're headed for the barn! With luck, it will be sailing, sailing.

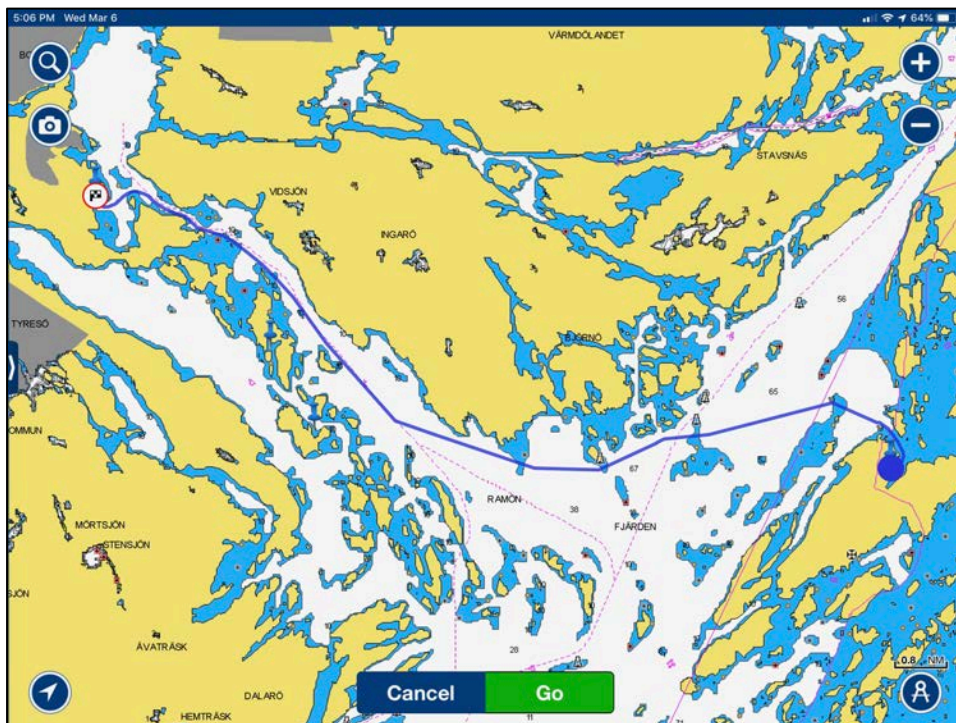
The sample route is straightforward, although not without buoyed and unbuoyed hazards.

When leaving the harbor at Bullerö, passing N of Bodkobben, stay a bit closer to the northern shore.

Entering the harbor at Saltsjöbaden, the Grand Hotel will be directly ahead, and the KSSS marina will be on your right. KSSS will direct you to a berth.

**DIVISION 3**  
**12 July**

**Nämdö/Skärvassa to Saltsjöbaden - 15NM**



Last passage of the cruise! Not too long and with a good chance for a reach most of the way.

When leaving Nämdö/Skärvassa, avoid the 2M spot 0.4NM north of Skärvassa and the rocks N of Rönnskär 0.9NM further on to the NW.

From there, the sample route is in deep water with no difficult hazards and generally W turning NW.

When you arrive in Saltsjöbaden, KSSS staff will show you to a place to tie up, most likely bow-to.

# Stockholm Sunrise & Sunset Phases of the Moon

## June 2019

Stockholm, Sweden

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Sunrise: 3:43 AM Sunset: 9:49 PM
2 Sunrise: 3:41 AM Sunset: 9:50 PM	3 Sunrise: 3:40 AM New Moon: 12:03 PM Sunset: 9:52 PM	4 Sunrise: 3:39 AM Sunset: 9:54 PM	5 Sunrise: 3:38 AM Sunset: 9:55 PM	6 Sunrise: 3:36 AM Sunset: 9:57 PM	7 Sunrise: 3:35 AM Sunset: 9:58 PM	8 Sunrise: 3:34 AM Sunset: 9:59 PM
9 Sunrise: 3:34 AM Sunset: 10:01 PM	10 Sunrise: 3:33 AM First Qtr: 8:00 AM Sunset: 10:02 PM	11 Sunrise: 3:32 AM Sunset: 10:03 PM	12 Sunrise: 3:31 AM Sunset: 10:04 PM	13 Sunrise: 3:31 AM Sunset: 10:05 PM	14 Sunrise: 3:30 AM Sunset: 10:06 PM	15 Sunrise: 3:30 AM Sunset: 10:07 PM
16 Sunrise: 3:30 AM Sunset: 10:08 PM	17 Sunrise: 3:29 AM Full Moon: 10:32 AM Sunset: 10:08 PM	18 Sunrise: 3:29 AM Sunset: 10:09 PM	19 Sunrise: 3:29 AM Sunset: 10:09 PM	20 Sunrise: 3:29 AM Sunset: 10:10 PM	21 Sunrise: 3:29 AM Sunset: 10:10 PM	22 Sunrise: 3:29 AM Sunset: 10:10 PM
23 Sunrise: 3:30 AM Sunset: 10:10 PM	24 Sunrise: 3:30 AM Sunset: 10:10 PM	25 Sunrise: 3:31 AM Last Qtr: 11:47 AM Sunset: 10:10 PM	26 Sunrise: 3:31 AM Sunset: 10:10 PM	27 Sunrise: 3:32 AM Sunset: 10:10 PM	28 Sunrise: 3:32 AM Sunset: 10:10 PM	29 Sunrise: 3:33 AM Sunset: 10:09 PM
30 Sunrise: 3:34 AM Sunset: 10:09 PM						

## July 2019

Stockholm, Sweden

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Sunrise: 3:35 AM Sunset: 10:08 PM	2 Sunrise: 3:36 AM New Moon: 9:17 PM Sunset: 10:08 PM	3 Sunrise: 3:37 AM Sunset: 10:07 PM	4 Sunrise: 3:38 AM Sunset: 10:06 PM	5 Sunrise: 3:40 AM Sunset: 10:05 PM	6 Sunrise: 3:41 AM Sunset: 10:04 PM
7 Sunrise: 3:42 AM Sunset: 10:03 PM	8 Sunrise: 3:44 AM Sunset: 10:02 PM	9 Sunrise: 3:45 AM First Qtr: 12:56 PM Sunset: 10:01 PM	10 Sunrise: 3:47 AM Sunset: 10:00 PM	11 Sunrise: 3:48 AM Sunset: 9:58 PM	12 Sunrise: 3:50 AM Sunset: 9:57 PM	13 Sunrise: 3:52 AM Sunset: 9:56 PM
14 Sunrise: 3:53 AM Sunset: 9:54 PM	15 Sunrise: 3:55 AM Sunset: 9:53 PM	16 Sunrise: 3:57 AM Sunset: 9:51 PM Full Moon: 11:39 PM	17 Sunrise: 3:59 AM Sunset: 9:49 PM	18 Sunrise: 4:01 AM Sunset: 9:47 PM	19 Sunrise: 4:03 AM Sunset: 9:46 PM	20 Sunrise: 4:05 AM Sunset: 9:44 PM
21 Sunrise: 4:07 AM Sunset: 9:42 PM	22 Sunrise: 4:09 AM Sunset: 9:40 PM	23 Sunrise: 4:11 AM Sunset: 9:38 PM	24 Sunrise: 4:13 AM Sunset: 9:36 PM	25 Last Qtr: 3:19 AM Sunrise: 4:15 AM Sunset: 9:34 PM	26 Sunrise: 4:17 AM Sunset: 9:32 PM	27 Sunrise: 4:20 AM Sunset: 9:29 PM
28 Sunrise: 4:22 AM Sunset: 9:27 PM	29 Sunrise: 4:24 AM Sunset: 9:25 PM	30 Sunrise: 4:26 AM Sunset: 9:23 PM	31 Sunrise: 4:29 AM Sunset: 9:20 PM			



# Stockholm Archipelago Cruise 2019

## EMERGENCY PLAN

### DANGER TO LIFE OR VESSEL

1. Call 112 (Sweden's version of "911") by mobile phone.
2. Issue a MAYDAY on Channel 16.
3. Call a Swedish yacht captain in your Division, as follows:
  - ✓ Division 1: until July 4 Torbjörn Frost (Joyride) mobile number +46706012727; after July 4 Carl Urban (Freak Out) mobile number +46 70-735 34 15 or VHF Ch 68
  - ✓ Division 2: Robert Hansson (Carezza) mobile number +46 72-556 29 00 or +46 70 831 25 34 or VHF Ch 69
  - ✓ Division 3: Jan Malmström (Ichiban) mobile number +46 70-815 86 40 or VHF Ch 72
4. Notify your Division Leader: Division 1 – Ernie Godshalk +1 603 854 0424; Division 2 – David Tunick - +1 (203) 921-7348; Division 3 – Nick Orem - +1 603 359-3618



Sjöräddningssällskapet (Swedish Rescue)

### NON-LIFE-THREATENING MEDICAL EMERGENCIES

1. Each division has some participants with medical skills. The Division Leader has a list of these people. Call your Division Leader: Division 1 – Ernie Godshalk +1 603 854 0424; Division 2 – David Tunick - +1 (203) 921-7348; Division 3 – Nick Orem - +1 603 359-3618
2. Call Medical Information (Allmän sjukvårdsupplysning) at +46 1177
3. Call Swedish yacht in your Division:
  - ✓ Division 1: until July 4 Torbjörn Frost (Joyride) mobile number +46706012727; after July 4 Carl Urban (Freak Out) mobile number +46 70-735 34 15 or VHF Ch 68
  - ✓ Division 2: Robert Hansson (Carezza) mobile number +46 72-556 29 00 or +46708312534 or VHF Ch 69
  - ✓ Division 3: Jan Malmström (Ichiban) mobile number +46 70-815 86 40 or VHF Ch 72
4. Notify your Division Leader: Division 1 – Ernie Godshalk +1 603 854 0424; Division 2 – David Tunick - +1 (203) 921-7348; Division 3 – Nick Orem - +1 603 359-3618

### DISTRESS TO THE VESSEL but not a danger to life or the vessel

1. Call Svenska Sjö Räddningen (the equivalent of the Coast Guard) at +46 200 290090
2. Call Swedish yacht in your Division:
  - ✓ Division 1: until July 4 Torbjörn Frost (Joyride) mobile number +46706012727; After July 4 Carl Urban (Freak Out) mobile number +46 70-735 34 15 or VHF Ch 68
  - ✓ Division 2: Robert Hansson (Carezza) mobile number +46 72-556 29 00 or +46708312534 or VHF Ch 69
  - ✓ Division 3: Jan Malmström (Ichiban) mobile number +46 70-815 86 40 or VHF Ch 72
3. Call your Division Leader: Division 1 – Ernie Godshalk +1 603 854 0424; Division 2 – David Tunick – +1 (203) 921-7348; Division 3 – Nick Orem - +1 603 359-3618

# Communications

## Radio and Telephone

Please monitor two VHF channels from 0800 to 1800, channel 16 and your division channel:

Division 1: 68

Division 2: 69

Division 3: 72

If your radio does not offer dual channel monitoring, it is recommended that you stay on 16 and switch to your division channel on request for comms between yachts.



NB: Most communications between vessels and individuals in Scandinavia are via mobile telephone. A list of mobile phones is on the Cruise Participant pages. We do not know if everyone's phone works in Sweden.

In the event you need to be reached for an emergency by someone from abroad and do not have a mobile phone and no one else on your boat has a mobile phone, the cruise co-chairs usually can be reached from anywhere via their mobile phones and can pass on messages to you.

Ernie Godshalk: +1-603-854-0424

David Tunick: +1-203-921-7348.

### A note about telephones in Sweden

Sweden has excellent cellular service. Before you leave the United States, you may want to check with your telephone company to see if you have international service and to register for an international plan that will save you money while abroad for calls, email, and text.

Beware roaming charges. You can activate roaming for a minute or two to download your emails and then turn roaming off while you read the emails and write replies. Turn the roaming back on for the minute it takes to transmit them.

Alternatively or in addition, you can buy a SIM card in many Stockholm newspaper and computer stores that gives you a local Swedish number for a savings in calls within Sweden to restaurants, etc.

# WIND CONVERSION TABLE

Miles per Hour	Knots	Meters per Second	Feet per Second	Kilometers per Hour	Feet per Minute	Miles per Hour	Knots	Meters per Second	Feet per Second	Kilometers per Hour	Feet per Minute
1	0.9	0.4	1.5	1.6	88	51	44.3	22.8	74.8	82.1	4488
2	1.7	0.9	2.9	3.2	176	52	45.2	23.2	76.3	83.7	4576
3	2.6	1.3	4.4	4.8	264	53	46.0	23.7	77.7	85.3	4664
4	3.5	1.8	5.9	6.4	352	54	46.9	24.1	79.2	86.9	4752
5	4.3	2.2	7.3	8.0	440	55	47.8	24.6	80.7	88.5	4840
6	5.2	2.7	8.8	9.7	528	56	48.6	25.0	82.1	90.1	4928
7	6.1	3.1	10.3	11.3	616	57	49.5	25.5	83.6	91.7	5016
8	6.9	3.6	11.7	12.9	704	58	50.4	25.9	85.1	93.3	5104
9	7.8	4.0	13.2	14.5	792	59	51.2	26.4	86.5	95.0	5192
10	8.7	4.5	14.7	16.1	880	60	52.1	26.8	88.0	96.6	5280
11	9.6	4.9	16.1	17.7	968	61	53.0	27.3	89.5	98.2	5368
12	10.4	5.4	17.6	19.3	1056	62	53.8	27.7	90.0	99.8	5456
13	11.3	5.8	19.1	20.9	1144	63	54.7	28.2	92.4	101.4	5544
14	12.2	6.3	20.5	22.5	1232	64	55.6	28.6	93.9	103.0	5632
15	13.0	6.7	22.0	24.1	1320	65	56.4	29.1	95.3	104.6	5720
16	13.9	7.2	23.5	25.7	1408	66	57.3	29.5	96.8	106.2	5808
17	14.8	7.6	24.9	27.4	1496	67	58.2	30.0	98.3	107.8	5896
18	15.6	8.0	26.4	29.0	1584	68	59.1	30.4	99.7	109.4	5984
19	16.5	8.5	27.9	30.6	1672	69	59.9	30.8	101.2	111.0	6072
20	17.4	8.9	29.3	32.2	1760	70	60.8	31.3	102.7	112.7	6160
21	18.2	9.4	30.8	33.8	1848	71	61.7	31.7	104.1	114.3	6248
22	19.1	9.8	32.3	35.4	1936	72	62.5	32.2	105.6	115.9	6336
23	20.0	10.3	33.7	37.0	2024	73	63.4	32.6	107.1	117.5	6424
24	20.8	10.7	35.2	38.6	2112	74	64.3	33.1	108.5	119.1	6512
25	21.7	11.2	36.7	40.2	2200	75	65.1	33.5	110.0	120.7	6600
26	22.6	11.6	38.1	41.8	2288	76	66.0	34.0	111.5	122.3	6688
27	23.4	12.1	39.6	43.5	2376	77	66.9	34.4	112.9	123.9	6776
28	24.3	12.5	41.1	45.1	2464	78	67.7	34.9	114.4	125.5	6864
29	25.2	13.0	42.5	46.7	2552	79	68.6	35.3	115.9	127.1	6952
30	26.1	13.4	44.0	48.3	2640	80	69.5	35.8	117.3	128.7	7040
31	26.9	13.9	45.5	49.9	2728	81	70.3	36.2	118.8	130.4	7128
32	27.8	14.3	46.9	51.5	2816	82	71.2	36.7	120.3	132.0	7216
33	28.7	14.8	48.4	53.1	2904	83	72.1	37.1	121.7	133.6	7304
34	29.5	15.2	49.9	54.7	2992	84	72.9	37.6	123.2	135.2	7392
35	30.4	15.6	51.3	56.3	3080	85	73.8	38.0	124.7	136.8	7480
36	31.3	16.1	52.8	57.9	3168	86	74.7	38.4	126.1	138.4	7568
37	32.1	16.5	54.3	59.5	3256	87	75.5	38.9	127.6	140.0	7656
38	33.0	17.0	55.7	61.2	3344	88	76.4	39.3	129.1	141.6	7744
39	33.9	17.4	57.2	62.8	3432	89	77.3	39.8	130.5	143.2	7832
40	34.7	17.9	58.7	64.4	3520	90	78.2	40.2	132.0	144.8	7920
41	35.6	18.3	60.1	66.0	3608	91	79.0	40.7	133.5	146.5	8008
42	36.5	18.8	61.6	67.6	3696	92	79.9	41.1	134.9	148.1	8096
43	37.3	19.2	63.1	69.2	3784	93	80.8	41.6	136.4	149.7	8184
44	38.2	19.7	64.5	70.8	3872	94	81.6	42.0	137.9	151.3	8272
45	39.1	20.1	66.0	72.4	3960	95	82.5	42.5	139.3	152.9	8360
46	39.9	20.6	67.5	74.0	4048	96	83.4	42.9	140.8	154.5	8448
47	40.8	21.0	68.9	75.6	4136	97	84.2	43.4	142.3	156.1	8536
48	41.7	21.5	70.4	77.2	4224	98	85.1	43.8	143.7	157.7	8624
49	42.6	21.9	71.9	78.9	4312	99	86.0	44.3	145.2	159.3	8712
50	43.4	22.4	73.3	80.5	4400	100	86.8	44.7	146.7	160.9	8800

taken from Smithsonian Meteorological Tables

WIND IS MEASURED IN SWEDEN BY METERS PER SECOND

To convert knots into meters per second, divide by 2.

To convert m/s into knots, multiply by 2.

20 knots = about 10 m/s

30 m/s = about 60 knots



## WEATHER FORECASTS

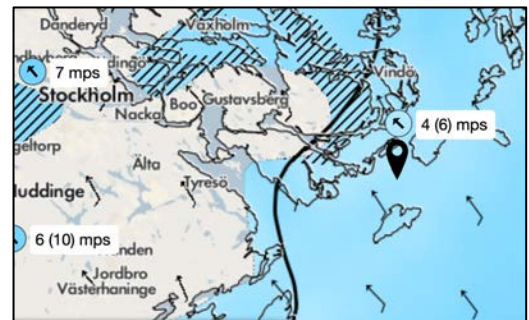
The best sources of weather forecasts in the archipelago are via the internet:

### 1. Swedish Meteorological and Hydrological Institute

- Website: **smhi.se**
- There is an English version.
- Google [smhi.se/en/weather/sweden-weather/marine-coastal-weather](https://smhi.se/en/weather/sweden-weather/marine-coastal-weather)  
Must be copied precisely.
- Displays a map with wind arrows, which can be advanced up to 6 days. Wind speeds are in meters per second (mps). For knots, multiply by 2, e.g. 6 mps = 12 knots.
- You also may click on waves and weather. The former displays the same map with wave direction arrows and colors coded to wave height. The latter gives an hourly forecast of sun/clouds/rain, wind speeds/direction, sunrise/sunset, etc.
- There is a search box where you may enter Sandhamn, Utö, Arholma, etc. – the major islands in the archipelago.
- Also provides sea levels vs chart datum. While there are no tides, the water rises/falls by up to a meter due to factors including barometric pressure, which could be significant for some harbors.

### 2. Norwegian Meteorological Institute

- Website: **yr.no**
- There is an English version.
- Enter a location.
- Provides all weather data in graphical and tabular form hourly for 24 hours, six-hourly for ten days
- Wind speeds are in meters per second (mps, or m/s). For knots, multiply by 2, e.g., 6 m/s = 12 knots.

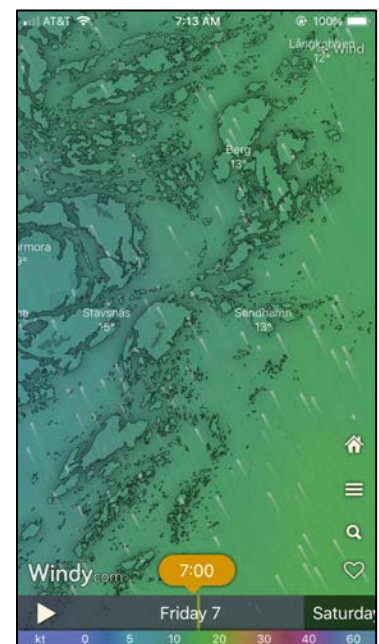


### 3. VHF radio

- Weather is broadcast infrequently on VHF with announcements on Channel 16, which then direct the listener to a local channel, varying by location.
- Not as straightforward to those accustomed to 24-hour weather channels in the U.S.

### 4. Weather apps

- There are many, including **Windy**, **PredictWind**, and **Windfinder**.
- Widely used in the archipelago.



N.B. **Your division leader** will provide a weather forecast every morning at their respective Captains Meeting. If there is not a meeting, your division leader may elect to broadcast a weather forecast on the division VHF channel at a time that the leader will share in advance with the captains in his division.

## FEVER?

If you have the misfortune of taking ill while on the cruise and are familiar only with Fahrenheit, the table below may help in reporting your symptoms to a local medical facility or physician.

**FEVER CHART TABLE**

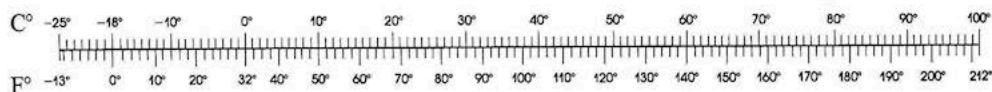
FAHRENHEIT	CELSIUS
98.6	37.0
99.0	37.2
99.5	37.5
100.0	37.8
100.4	38.0
101.0	38.3
101.5	38.6
102.0	38.9
102.5	39.2
103.0	39.4
103.5	39.7
104.0	40.0



# WEIGHTS & MEASURES

CUSTOMARY U.S. MEASURES AND EQUIVALENTS	METRIC MEASURES AND EQUIVALENTS				
LENGTH					
1 inch (in)	= 2.54 cm	1 millimeter (mm)	= 0.0394 in		
1 foot (ft)	= 12 in	= 0.3048 m	1 centimeter (cm)	= 10 mm	= 0.3937 in
1 yard (yd)	= 3 ft	= 0.9144 m	1 meter (m)	= 1000 mm	= 1.0936 yd
1 mile (mi)	= 1760 yd	= 1.6093 km	1 kilometer (km)	= 1000 m	= 0.6214 mi
1 nautical mile	= 1.152 mi	= 1.853 km			
AREA					
1 square inch (in <sup>2</sup> )		= 6.4516 cm <sup>2</sup>	1 sq centimeter (cm <sup>2</sup> )	= 100 mm <sup>2</sup>	= 0.155 in <sup>2</sup>
1 square foot (ft <sup>2</sup> )	= 144 in <sup>2</sup>	= 0.093 m <sup>2</sup>	1 sq meter (m <sup>2</sup> )	= 10,000 cm <sup>2</sup>	= 1.196 yd <sup>2</sup>
1 square yard (yd <sup>2</sup> )	= 9 ft <sup>2</sup>	= 0.8361 m <sup>2</sup>	1 hectare (ha)	= 10,000 m <sup>2</sup>	= 2.4711 acres
1 acre	= 4840 yd <sup>2</sup>	= 4046.87 m <sup>2</sup>	1 sq kilometer (km <sup>2</sup> )	= 100 ha	= 0.3861 mi <sup>2</sup>
1 square mile (mi <sup>2</sup> )	= 640 acres	= 2.59 km <sup>2</sup>			
WEIGHT					
1 ounce (oz)	= 437.5 grains	= 28.35 g	1 milligram (mg)		= 0.0154 grain
1 pound (lb)	= 16 oz	= 0.4536 kg	1 gram (g)	= 1000 mg	= 0.0353 oz
1 short ton	= 2000 lb	= 0.9072 t	1 kilogram (kg)	= 1000 g	= 2.2046 lb
1 long ton	= 2240 lb	= 1.0161 t	1 tonne (t)	= 1000 kg	= 1.1023 short ton
			1 tonne		= 0.9842 long ton
VOLUME					
1 cubic inch (in <sup>3</sup> )		= 16.387 cm <sup>3</sup>	1 cubic centimeter (cm <sup>3</sup> )		= 0.061 in <sup>3</sup>
1 cubic foot (ft <sup>3</sup> )	= 1728 in <sup>3</sup>	= 0.028 m <sup>3</sup>	1 cubic decimeter (dm <sup>3</sup> )	= 1000 cm <sup>3</sup>	= 0.0353 ft <sup>3</sup>
1 cubic yard (yd <sup>3</sup> )	= 27 ft <sup>3</sup>	= 0.7646 m <sup>3</sup>	1 cubic meter (m <sup>3</sup> )	= 1000 dm <sup>3</sup>	= 1.3079 yd <sup>3</sup>
1 fluid ounce (fl oz)		= 2.957 cL	1 liter (L)	= 1 dm <sup>3</sup>	= 0.2642 gal
1 liquid pint (pt)	= 16 fl oz	= 0.4732 L	1 hectoliter (hL)	= 100 L	= 2.8378 bu
1 liquid quart (qt)	= 2 pt	= 0.946 L			
1 gallon (gal)	= 4 qt	= 3.7854 L			
1 dry pint		= 0.5506 L			
1 bushel (bu)	= 64 dry pt	= 35.2390 L			

## TEMPERATURE



$$\text{CELSIUS}^{\circ} = 5/9 (\text{F}^{\circ} - 32^{\circ}) \quad \text{FAHRENHEIT}^{\circ} = 9/5 \text{C}^{\circ} + 32^{\circ}$$





# The Battle of Södra Stäket 1719: a summary

## Introduction

The battle of Södra Stäket took place about 15 kilometers to the east of Stockholm in August, 1719. Even though the event is not remembered as one of the great battles during the Great Nordic War (1700-1721) – the Swedish chancellor of the realm at the time, Erik Sparre, describes the battle as "une petite affaire d'infanterie" – however, the outcome saved Stockholm from being sacked. The aim of "The Sodra Staket Battlefield Archaeological Project" is to investigate the battlefield and mass graves (one mass grave was actually discovered thirty years ago). Another goal is to find out if any Russian galleys were sunk during the battle.

## The battle

In 1719, at the end of the Great Nordic War, a RuS fleet consisting of 130 galleys, 10 sloops, 21 warships and 30,000 soldiers under the command of admiral Apraksin terrorized the Swedish East coast. The operation was intended to force Sweden to sign a peace treaty.

On 13 August, Apraksin conducted an amphibious operation at Södra Stäket. This was an attempt to reach Stockholm through a back door with a division of galleys. During the landing operation six Russian battalions (about 3,000-6,000 soldiers) tried to capture two redoubts (divided by the inlet) and destroy a number of sunken cargo vessels blocking the entrance.

Three of the Russian battalions disembarked on the southern side of the narrow inlet. Around 7 pm, the nearest Swedish infantry regiment arrived with the strength of 700 men. The battle began at 8 pm. Russian grenadiers tried to capture the first redoubt in an all-out assault. Hand grenades flew back and forth between the two forces.

At the same time, on the Northern side of the inlet, about 700 meters to the West, three Russian battalions tried to capture the second redoubt (earthworks construction). Thanks to heavy firing from a Swedish galley squadron, and with the aid from a small reserve unit, the Swedes managed to dislodge the Russian force from its position.

The most intense part of the battle lasted for approximately two hours. The Swedish casualties numbered about 100 men, while the Russians lost between 400 and 500 men. According to Swedish tradition, the battle has been known as a firm victory. From a Russian point of view, it was naturally seen as a great success. The written sources are full of contradictions, which makes it difficult to interpret the actual course of events at Södra Stäket. Swedish historians, working on new interpretations of the archive material, have started to question the outcome of the battle.



Södra Stäket

From the website of the Hamn Museum, a battlefield museum in Fisksätra, Nacka Municipality, near Stockholm, Sweden about the Battle of Stäket on 13 August 1719 when Russian force, circumventing Vaxholm Castle, attempted to pass through Baggensstäket, a very narrow passage in the Stockholm archipelago.

## A HISTORY OF SWEDEN IN BRIEF

by Robert Hansson

During the last ice age, Sweden was covered with ice, and when it slowly melted, nomadic tribes travelled north to hunt. Some of them settled along the shores, becoming coastal hunting tribes during the Stone Age.

More than a thousand years ago Swedish Vikings traveled east into Russia, but also took part in raids and plundering in the British Isles, Ireland, and southern regions of Europe. Scandinavian settlements began on the eastern side of the Baltic in the 9<sup>th</sup> century.



The Swedish capital Stockholm was founded in 1252, on the border between Lake Mälaren, Sweden's largest lake, and the Baltic Sea. Stockholm was at the time in the geographic center of the country, since Finland, then a part of Sweden, was the eastern half of the country.

For almost 500 years, from the middle of 1100 to the middle of 1600, about 100 cities around the Baltic were members of a trade alliance called the Hanseatic League, with its center in Lübeck in northern Germany. Visby, Kalmar, Stockholm and Nyköping were Swedish member cities of the League and important for the development of trade in the Baltic region.

The modern Swedish state was formed over a long period of unification. A somewhat unified took root in the late 13<sup>th</sup> century. Swedish territory then was what is today the southern part of Sweden and Finland, but excluding Skåne, Blekinge, Halland, and Bohuslän, which were under Danish control. Later also the northern part of present-day Sweden became part of the new Swedish country. In 1397, the Danish queen united the Nordic Countries in the Kalmar Union. In Sweden resistance against the union grew and rebellions were fighting against the idea of the Union, which was governed from Copenhagen. As a consequence of the fighting, the Stockholm Blood Bath took place in Stockholm 7-9 November 1520 on Stortorget in the Gamla Stan, the Old Town. There was a mass execution of about 100 Swedish noblemen and burgers on orders from the Danish king, Christian II. One surviving member from the noble families, Gustav Vasa, raised a new rebellion, threw out the Danes, and became King of Sweden in 1523. He established the Lutheran church in Sweden and confiscated the property of the Catholic Church, a rich and powerful force at the time. With Gustav Vasa on the throne, the formation of modern Sweden began. His escape on skis from pursuing troops in Dalarna inspired the world famous 92 km ski race, "Vasaloppet", established in 1922.

In the 17<sup>th</sup> century Sweden emerged as great power after winning wars against Denmark, Russia, and Poland. Sweden took control over the Baltic region including the present Baltic States, northern Germany, western Poland, and the southern part of what is now Sweden. Stralsund in the present northern Germany was governed by Sweden from 1648 to 1815, when Stralsund was returned to Pommern. Sweden's so-called "Great Power Period" began in 1648 and ended in 1721, when Sweden lost the Great Northern War. Thereafter, Russia dominated the north.

After the Great Power Period, the Swedish parliament, tired of war, reduced the crown to a constitutional monarchy, with power held by a civilian government controlled by parliament. In the second half of 1700 Sweden in the arts become part of the Enlightenment in Europe. Architecture, science, and learning thrived, represented among others by Carl von Linné whose work in biology and ethnography had a major impact on modern science. In 1771 Gustav III came to the throne and led a coup, becoming an "enlightened despot" who ruled at will. The period of parliamentary domination was

## A HISTORY OF SWEDEN (cont.)

over. The king supported a lot of social reforms, weakened the nobility, and strengthened the middle class, but in 1792 a conspiracy of nobles engineered his murder.

In 1809 Sweden, after 800 years as one country, lost its large eastern territory, now Finland, which became a Grand Duchy of Russia ruled by the Czar.

In 1810, after the loss of Finland, the King was overthrown by the army. In his place, Jean Baptiste Bernadotte, one of Napoleon's marshals, was elected Crown Prince by Parliament. Despite his French background, he joined Sweden to the coalition that opposed the Emperor and served as King Carl XIV Johan of Sweden from 1818 to 1844. Since then the crown has been hereditary in the Bernadotte family. The present royal family is King Carl XVI Gustav and Queen Silvia. They have three children, Crown Princess Victoria, Prince Carl Philip, and Princess Madeleine.

After the last war ended in 1814, Sweden and Norway entered a union, sharing the Swedish king. Sweden has been at peace since, adopting a non-aligned foreign policy in peace time and neutrality in war.

Between 1860 and 1910 the industrial sector developed, but the country endured widespread poverty. About one million Swedes emigrated to the United States between in the last half of the 19<sup>th</sup> century. In 1905 Norway left the union Sweden and declared its own independence.

Sweden was neutral in the First World War. During the War and in the 1920's the industry expanded with export of steel, wood pulp, and matches. The foundation of the modern Swedish welfare state was established in the 20's. Sweden also followed a policy of neutrality during the Second World War and is still non-aligned, although there is close collaboration with NATO. The welfare state includes free medical care, free education, extensive social aid in case of unemployment, up to 18 months maternity leave, etc.

The Social Democracy Party came into power in 1932 and was the dominant party until 1976, with the exception of during WW II, when the government had representation from all the major parties under a Social Democratic prime minister. Since 1976 Sweden has had different liberal/conservative governments, as well as Social Democrats.

The well-known Swedish diplomat, Raoul Wallenberg, gave substantial help and aid to Jews facing extermination by the Nazis during the war, rescuing tens of thousands in Hungary. He was arrested by Russian troops and disappeared in 1944.

Sweden joined the United Nations in 1946 and Dag Hammarskjöld became the Secretary General in 1953, serving until his death in an air crash in Africa in 1961.

In 1982, the Social Democratic leader and Swedish Prime Minister Olof Palme was murdered.

Since 1995, Sweden has been a member of the European Union but has not adopted the Euro as its currency.

**The Russian ravages 1719:** In the east Sweden has a great friend, Finland, but also a great neighbor, Russia, which has not always been a friend of Sweden.

300 years ago, on July 11, 1719, the Russian navy raided the Stockholm Archipelago and burned seven coastal cities, Öregrund, Östhammar, Norrtälje, Södertälje, Trosa, Nyköping, and Norrköping.



They also burned almost all the buildings in the archipelago. Many islands, all in the area of our cruise, including Yxlan, Blidö, Norröra, Söderöra, Rödlöga, Husarö, östra Lagnö, Ingmarsö, Möja, Harö, Eknö, and Sandhamn were completely plundered and burned. It is said that on Sandhamn, only one house was left standing.

The mission for the Russian fleet was to reach and occupy Stockholm. The fleet was not able to pass Waxholm, however, due to a fierce Swedish defense. Instead, the Russians decided to attack Stockholm using small landing crafts able to navigate through the narrow and shallow straits, Baggenstäket and Skurusundet. The final battle took place on August 13<sup>th</sup>, when the Russians were stopped and defeated in the Baggenstäket, close to where we will have our closing dinner in Saltsjöbaden, 30 days before the day of the 300 year anniversary. A memorial monument is raised at Baggenstäket.

## **WHAT MORE TO KNOW ABOUT SWEDEN?**

### **Colonies**

For a short period of time, Sweden had two overseas colonies which might be of interest. On the American mainland, New Sweden was established in 1638 on both sides of the Delaware Valley, in the states of Delaware, New Jersey, and Pennsylvania. It was under Swedish control until 1655 when it was lost to the Netherlands. Better known to sailors is the Caribbean island of Saint-Barthélemy, with its capital Gustavia, a Swedish colony from 1784 until 1877 when it was sold back to France.

### **Industry**

Swedish industry was not damaged during the Second World War, which lent an advantage to the country in having the capability to build a strong position in Europe in the decades after the war. This led to an economic upswing and made the present welfare system possible. Having a small domestic market, the booming industrial companies looked beyond Sweden's borders. As a consequence, no other country in the world established more multinational companies per capita than Sweden. Many of these were built upon Swedish invention combined with entrepreneurial ideas. Examples are IKEA, Tetra Pak, H&M, Volvo, Electrolux, Alfa Laval, and Ericsson. Today new well-known companies have been established in Sweden, such as Spotify and Skype.

One inventor to be specifically mentioned is Alfred Nobel, the inventor of dynamite. In his will, he donated his fortune to the Nobel Prize, awarded for the first time in 1901.

### **Sport and entertainment**

Although Sweden has only 10 million people, many Swedish athletes have been both successful and famous in the international arena. For example, heavyweight champion Ingemar Johansson in the late 1950's, tennis player Bjorn Borg, slalom-skier Ingemar Stenmark, hockey players like Peter Forsberg, Mats Sundin, Niklas Lidström and Henrik Lundqvist, all in the NHL, golfer Annika Sörenstam, and soccer player Zlatan Ibrahimovic. Also, Swedish popular music has been internationally successful with groups like ABBA, Swedish House Maffia, and the late Avicii. On the movie screen Sweden has delivered actors like Greta Garbo and Ingrid Bergman and director Ingemar Bergman. Today, Alexander Skarsgård, Noel Kinnaman, and Noomi Rapace are among the most famous actors in America. In recent decades "Nordic Noir" has become a crime fiction genre of its own, translated and sold all over the world. Swedish authors include Henning Mankell, Stieg Larsson with his Millennium Trilogy, Liza Marklund, and Viveca Sten, whose murders take place on our own Sandhamn.

## Interesting Facts about Sweden

**Sweden** is officially called the Kingdom of Sweden.

**Around 2,000 years ago, the Svear people gave Sweden its name.** In their language, svear meant “us” and rike meant “kingdom.” So, Sverige, the modern Swedish name of the country, means “**Our Kingdom.**”

The land area of Sweden is the **4th largest in Europe.**

The main official language of Sweden is **Swedish** (svenska), but the country also has 5 other official languages

– **Finnish, Yiddish, Sami, Meänkieli and Romani.**

**Swedish** wasn't made the official language of Sweden until **2009**. **89%** of people in Sweden speak English.

There are **9.7 million people** in Sweden. 85% of them live in cities. The capital of Sweden, **Stockholm**, is also the country's largest city, with more than 850,000 inhabitants. Other large cities are **Gothenburg**, in western Sweden, and **Malmö** in the south. **Uppsala** and **Lund** are well-known university cities.

Sweden shares a land border with its Scandinavian counterparts, Finland and Norway, and is connected to Denmark by a bridge.

Low unemployment, a low birth rate, a highly developed welfare system and one of the world's longest life expectancies all contribute to modern Sweden having one of the highest standards of living in the world.

**Forests cover over 50% of Sweden.** There are also around **100,000 lakes**. Sweden's right to public access laws allow these areas to be fully accessible to the public.

Sweden is long – **about 1000 miles** from top to bottom – and can be divided into three major regions: **Götaland** in the south, **Svealand** in the middle, and **Norrland** in the north.



Between **300,000** and **400,000 moose** roam the Swedish woods. Over 100,000 are shot during the annual hunt, and about 250,000 people participate in the hunt. The moose is also considered the most dangerous animal in Sweden. They cause approximately 6,000 road accidents every year.

There are c. **260,000 reindeer** in Sweden. They eat mushrooms, lichen, grass, and herbs. Suovas is a word in the language of the indigenous Sámi people that refers to smoked reindeer meat fillets. Reindeer milk tastes sweet and looks like melted ice cream.



A traditional and famous dish of Sweden is **Swedish meatballs**, served with gravy, boiled potatoes and lingonberry jam.

Sweden has about **20,000 Sámi** living in the country today. Since 1993, this indigenous people has had their own parliament. In 2000 the Swedish government officially recognized Sámi as an official language.

The **Swedish monarchy** is one of the oldest in the world. It dates back a thousand years and has included 11 dynasties, with the current one, the House of Bernadotte, ruling the longest.

The **Swedish Vikings** of the 8<sup>th</sup>-10<sup>th</sup> centuries were a fearsome group, highly skilled at warfare. They invaded and settled throughout Northern and Eastern Europe.

During the 17<sup>th</sup> century Sweden again emerged as a great power in Europe with the Swedish Empire gaining territories in Eastern Europe.

While it was once a great military power, Sweden has remained **neutral** since 1814, including **World Wars I and II**. Despite the country's peaceful nature, Swedes over 19 years still have to complete up to 15 months of military service.

The **northern lights**, or **aurora borealis**, appear above the Arctic Circle (latitude 66° N) and are visible around the time of the equinoxes in late September and March and during the dark of winter in Sweden.

Sweden and Norway formed a United Kingdom from 1814 to 1905.

Sweden **pays students** US\$187 per month to attend high school.





## INTERESTING FACTS ABOUT SWEDEN (CONT.)

There is a golf course on the border of Sweden and Finland: half the holes are in one country and half in the other.

Sweden has **run out of trash**, so, it imports garbage from Norway.

Every year since 1966, the town of Gavle, Sweden, erects a giant straw goat for Christmas, and almost every year vandals burn it.

There is a cruise ship that runs between Stockholm, Sweden, and Helsinki just to purchase cheap alcohol.

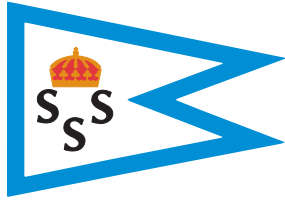
**Absolut Vodka** used to belong to Sweden's government until they sold it **Billion** to Pernod Ricard in 2008 for **US\$8.3**

The official Twitter account of **@Sweden** is given to a random citizen every week to manage.

You cannot name your child "Ikea" or "Elvis" in Sweden.

Borrowed from <http://justfunfacts.com/interesting-facts-about-sweden/>





**A History of The Royal Swedish Yacht Club  
Kungliga Svenska Segel Sällskapet  
KSSS**

- 1830** KSSS founded May 15<sup>th</sup> with the name Segel Sällskapet (The Sailing Club).
- 1831** Admiral Count Claes Cronstedt is elected the first Commodore of the Club.
- 1832** The first flag with princely emblem is specified.
- 1833** September 12<sup>th</sup>, the first test sailing, with nine participants.
- 1845** The first article in Sweden regarding sailing, in the newspaper Aftonbladet.
- 1852** The yacht Sverige (280 tons) meets the yacht America in a very even race outside Cowes, England. There are 100 members in the Club. Prince Oscar sails for the first time.
- 1853** Sails made in cotton instead of hemp or linen.
- 1865** August 6<sup>th</sup>, the first race organized at Kanholmsfjärden.
- 1868** 36 yachts racing on Kanholmsfjärden.
- 1870** The first KSSS harbour with mooring, at Kastellholmen in Stockholm.
- 1871** First international regatta in Sweden - in Gothenburg with 142 boats, 20 from KSSS.
- 1877** First triangle course, the idea of member Albrecht von Knorring.
- 1878-1880** The steamer Vega under KSSS flag sails through the northeast passage.
- 1884** The first Club House at Kastellholmen. The first long distance race starts at Trälhavet.
- 1892** The Club's first lottery boat (Puck, 90 m<sup>2</sup>) is built with a contribution from King Oscar II, who also sailed the yacht. 700 KSSS members, 167 registered yachts.
- 1894** Sail numbers sewn on mainsails instead of recognition flags for identification.
- 1895** First offshore race takes place outside Sandhamn around Almagrundet. Regatta dinner at Sandhamn for the first time. First "Vikings Cruise", to Helsinki with 18 participants. The brand new "Synebrychoffs Cup" won by "Saga" in Helsinki.
- 1896** 1613 members, 215 yachts registered. KSSS biggest sailing club in the world. The first yearbook.
- 1897** The clubhouse in Sandhamn built, the inauguration sponsored by Oscar II. Royal Jubilee Regatta in Sandhamn with 15 nations (Oscar II 25 years as King). Women allowed to join. The club has its own pavilion in the exhibition in Chicago.

- 1900** 48 yachts in Sandhamnsregattan.
- 1901** Clubhouse at Kastellholmen, the gathering point for the Club since 1882, given to KSSS by the King.
- 1904** A KSSS affiliate opens in Malmö.
- 1905** Swedish Sailing Federation founded, a KSSS initiative.
- 1908** John Karlsson takes part in the first Olympic competitions in London. First Swedish Offshore Race from Nynäshamn to Visby and back.
- 1909** Youth division founded.
- 1912** KSSS organizes Olympic sailing in Nynäshamn. One gold, two silver, and one bronze to Sweden.
- 1913** First youth race organized.
- 1919** Starting pavilion on Gastholmsgrund at Kanholmsfjärden donated by Edward Cederlund, Jr.
- 1920** KSSS SK40 SIF wins Olympic gold with Tore Holm as helmsman.
- 1920-1922** The ketch Fidra first Swedish boat to sail around the world through Magellan Sound.
- 1927** Genoa jib is invented by Sven Salén in spring 1927, in a race in Genoa. Sven Salén wins the Gold Cup in Long Island Sound with "May Be".
- 1930** Fantastic 100 years jubilee with 203 yachts from 15 nations.
- 1932** Olympic gold medal in 6mR class.
- 1935** KSSS hosts the Fårö meeting with participants from all over the Baltic Sea. The idea of Gotland Runt is born.
- 1936** Olympic silver in Star Boat and bronze in 6mR in Berlin.
- 1937** First Round Gotland Race, 42 boats.
- 1939** Second Gotland Runt, 51 participants.
- 1945** Count Pehr Sparre founds North American Station in NY as a station of KSSS.
- 1946** KSSS purchases Lökholmen, across from Sandhamn.
- 1948** Olympic bronze in 6mR in London.
- 1951** First international participation in Fastnet Race with Circe.
- 1952** Olympic silver in Dragon in Helsinki.
- 1954** KSSS first European participant in Bermuda Race.



- 1955** KSSS celebrates 125 years jubilee anniversary with races in Sandhamn, Jubilee banquet in the Stockholm Townhall in the presence of Prince Bertil of Sweden and Crown Prince Olav of Norway.
- 1956** Sven Salén wins Bermuda Race with his new Bolero (now back in the US and owned by an NAS member), also takes the speed record. Olympic gold in 5,5 in Melbourne.
- 1959** Anitra with Sven Hansen wins Fastnet Race.
- 1961** First Admirals Cup team racing with KSSS.
- 1964** Olympic Silver in 5,5 in Tokyo
- 1968** Olympic gold in 5,5 in Acapulco
- 1969** EC star boat gold and gold in Half Ton Cup with Peter Norlins Scampi.
- 1973** King Carl Gustaf accepts invitation to be patron of KSSS.
- 1977** Four KSSS crewmembers aboard the 12mR Sverige in Americas Cup.
- 1980** KSSS 150 years jubilee.
- 1982** Clubhouse in Sandhamn sold.
- 1984** First "Vikingaträffen" (Viking Cruise) with GKSS, KDY, KNS, NJK, and KSSS.
- 1989** "The Card" sails Whitbread around the world race for KSSS.
- 1990** Clubhouse in Saltsjöbaden inaugurated
- 1992** First KSSS cruise to Russia after World War II.
- 1993** First KSSS cruise after World War II to Latvia and Estonia. World Champion in 6mR in England.
- 1995** "Nicorette wins" Fastnet Race. World Champion in 6mR in Sandhamn and 11Metre One Design. First cruise since 1903 to Ladoga in Russia.
- 1996** World Champion in 2,4mR, WC and 11:Metre.
- 1997** Jubilee races and royal banquet to celebrate 100 years since the founding of the clubhouse in Sandhamn. World Champion in Finnjolle and 11:Metre.
- 1998** KSSS signs the agreement to buy the clubhouse area in Saltsjöbaden. World Champion in Finnjolle for the third time. European and World Champion in 11:metre. KSSS starts a training facility in Djursholm outside Stockholm as a complement to the Olympic investment in Saltsjöbaden.
- 1999** World Champion in Finnjolle for the fourth time in 11:Metre.

- 2000** Bronze medal in Finnjolle in the Olympics in Sydney. The Norwegian King Harald wins Swedish Championship in IMS Offshore racing in Sandhamn. The youth facilities at Långholmen inaugurated by H.M. the King in the presence of H.M. the Queen. KSSS hosts Youth Swedish Championship in Saltsjöbaden with more than 450 participants. "Nicorette" wins Sydney Hobart Race.
- 2001** EC and WC in Star boat, EC in Match racing, WC in 11:Metre.
- 2002** EC gold in Laser and silver in WC. EC in Star boat. WC in 11:Metre, WC in 2,4mR. Youth EC in Ejolle dingy.
- 2003** WC gold and EC silver in ladies Matchracing. WC in 6mR.
- 2004** KSSS has its own training area in Ranängen in Djursholm. EC for Opti takes place at Korsö outside Sandhamn. WC for J/80 is arranged in Sandhamn. WC and EC golds in Star boat. WC and Swedish Championship gold in 2,4mR. WC gold in disabled sailing, IFDS Two person WC. EC gold in 6mR.
- 2005** KSSS 175 years jubilee. Classic Yacht races in Sandhamn, EC and SC in IMS in Sandhamn, 6mR -World Cup in Sandhamn. New harbour office and service house at Restaurangholmen, Saltsjöbaden. Dragon Gold Cup in Sandhamn. NAS Stockholm Archipelago Cruise 2005.
- 2006** WC in Dingy. Gold in North European IMS Championship.
- 2007** Gotland Runt 70 years jubilee. WC gold in 2,4mR, silver in Opti EC, silver in EC in Star boat, 29:er Nordic Championship gold to KSSS, Gold in WC in 2,4 mR.
- 2008** Olympic bronze in Star boat, WC gold in 2,4mR, Gold in EC in ORCi, gold in Youth EC in Laser.
- 2009** KSSS hosts the Volvo Ocean Race stopover in Stockholm. Gold in Youth EC in Laser in France. WC gold in Kona One. Gold in WC in 6mR, EC bronze in Star boat.
- 2010** KSSS awarded sail racing organizer of the year by the Swedish Sailing Federation. Gold in Mini Maxi Rolex WC and Rolex Fastnet Race IRC overall. Artemis and KSSS present their Americas Cup challenge 2012-2013.
- 2011** Gotland Runt changes name to ÅF Offshore Race and two classes start from the Stockholm City. WC gold I Mini Maxi Rolex and Rolex Fastnet Race IRC over all. Gold in RC44 WC. EC gold in Match Racing.
- 2012** Olympic gold in Star boat in London. WC gold in Kona One. WC silver in Match Racing. EC silver in Laser. WC silver in ORCi. All classes in the ÅF Offshore Race start in the center of Stockholm, watched by 100 000 spectators. KSSS won totally nine Swedish Championship gold in different classes.
- 2013** Silver in Youth WC VM in 29:er. WC gold in X35. WC gold in TP 52.
- 2014** WC silver in Laser Radial and Swedish Sailor of the year. Winner of Stena Match Cup for the third year in a row. WC in gold in 2.4mR for the 8<sup>th</sup> year in a row. WC silver in ORCi. WC bronze in Farr 30. EC gold and silver in Kona One.

- 2015** WC bronze in Match Racng. EC gold in ORCi. WC gold in 2.4mR. WC gold in Kona. World youth Chamionship Silver in Nacra.
- 2016** KSSS has three boats in the Olympics. EC gold in Laser, EC silver in Laser Radial. Artemis wins in both Chicago and Toulon in Americas Cup. KSSS takes 11 SC. EC gold in Melges 32, bronze in ORCi WC and bronze in Opti team EC. KSSS Olympic regatta with 535 boats. The Club House in Ranängen in Djursholm inaugurated by the Princess Christina.
- 2017** Artemis third in Americas Cup in Bermuda. WC silver in 470. Bronze in the WC in Laser Radial in Japan. Gold in EC Team Opti. Gold in EC. Gold in 2.4mR in WC. WC gold in Kona One.
- 2018** Patrik Salén elected Commodore (grandson of Sven Salén and the third commodore of the Salén family). KSSS demonstrates great interest and takes part in preparation for the CCA/KSSS/NAS cruise in 2019, about 50 participating boats.







## **Cruising Club of America History and Mission**

**History**, from “The Story of the Origin of The Cruising Club of America”

“The Cruising Club of America was launched in the winter of 1921-22 by a group of yachtsmen interested in cruising and the development of the cruising type of yacht...”

“...there had never been in this country an organization comparable, for example, to the Royal Cruising Club, which, in the forty years preceding the formation of our Cruising Club, had done so much toward making cruising a national institution in Great Britain.

[A charter member proposed:] “I suggest that we use in our title the word ‘America’ in its geographical and not its political sense. To do this should result in drawing into close relationship all the deep-water amateur sailormen of our hemisphere...we sow the wildness of the sea with a host of acquaintances, for whose house flags we shall always be expectantly watching, and we convert the winter into a season of sport, wherein those who have been afloat swap their summer experiences with each other, and share them with their unfortunate shorebound clubfellows...Let us refuse stoutly to accumulate an on-shore contingent; let membership in the Club be a mark of achievement. This policy will give us a standing at home and abroad such as no American yacht club ever has had. Besides, it will make of the Club burgee a bit of bunting that all afloat will respect, and that sea lovers everywhere will strive to possess. Thus we shall become an active force influencing others to make adventurous use of the sea.”

The Club will celebrate its centennial in 2022.

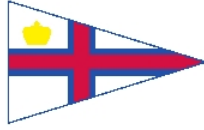
### **Mission**

The mission of the Cruising Club of America is to promote cruising and racing by amateurs, to encourage the development of suitable types of cruising craft, to stimulate interest in seamanship, navigation and handling of small vessels, and to gather and keep on file all information which may be of assistance to members in cruising.

The activities of the Club have evolved over time, but always adhere to a firm and carefully defined set of core principles:

1. Adherence to rigorous membership qualifications stressing cruising and offshore command.
2. Promotion of safe and seaworthy vessels.
3. Encouragement of good seamanship and safety at sea.
4. Promotion of offshore cruising by amateurs.
5. Remaining an all-volunteer organization.

The CCA has about 1300 members affiliated with eleven “stations” and three “posts” in the USA, Canada, and Bermuda.



THE NORTH AMERICAN STATION  
OF THE ROYAL SCANDINAVIAN YACHT CLUBS  
AND NYLÄNDSKA JAKTKLUBBEN

The North American Station of the Royal Swedish Yacht Club was founded in 1945 in New York by Count Pehr Sparre. The purpose was “to encourage the art of building, rigging, and handling small vessels, and interest in seamanship and naval architecture, particularly in connection with promotion of a closer tie between North American and Scandinavian yachtsmen. In order to do so, the Station will not primarily seek a large membership but especially welcome as members those distinguished by their activities in racing, cruising and naval architecture, and those who have sailed or contemplate sailing in Scandinavian waters or who have any special interest in Scandinavian yachting”.

Affiliated originally with the Royal Swedish Yacht Club, in 1964 the Station expanded to become the North American Station of the Royal Scandinavian Yacht Clubs and Nyländska Jaktklubben, representing KDY (Denmark), KNS (Norway), and NJK (Finland) in addition to KSSS (Sweden). In 1967 GKSS (The Royal Gothenburg Yacht Club) requested that NAS also become their station in America, bringing the “Home Club” total to five. The NAS has a Post Captain as its head. It does not maintain a clubhouse.

The Station sponsored Transatlantic races in 1959 from Newport to Marstrand; 1960, Bermuda to Skagen; 1966, Bermuda to Skagen; 1972, Newport to Virgo, Spain; 1978, Bermuda to Christiansand; and 1981, Bermuda to Horta and Cowes.

A race/cruise called The Atlantic Round was organized in 1978, a one-time event. In 1991 The Atlantic Round, in an effort to establish closer contact among all the constituent clubs, became an annual regatta held in America every third year and in the alternate years in the Scandinavian countries. The first was held in 1993 at the Stamford and Noroton Yacht Clubs.

Organized NAS cruises have taken place in Scandinavia: in 1983 with a Baltic Cruise from Helsinki to Sandhamn; 1986, Kiel to Helsinki and back to Copenhagen; 1988, Coast of Norway ending in Marstrand; 1990, Kalmar to Saltsjöbaden; 1993, Danish Cruise; 1996, Finnish Cruise; 1998, Swedish Cruise; 2002, Saltsjöbaden to Kalmar to Gotland and ending in Sandhamn; 2003, Helsinki to Mariehamn; 2005, Swedish Archipelago Cruise, which had a racing component that began in Visby; 2008, Norwegian Fjord Cruise; 2011, Finnish Archipelago Cruise; 2014, the Denmark Cruise; 2017, the Swedish Cruise (west coast); and now in 2019, another Swedish Archipelago Cruise.

The Station sponsors an active exchange program for juniors. Teenagers from Scandinavia visit the U.S. with our members, and American teenagers visit with sailing families in Scandinavia. In 2009 (and 2012) the NAS hosted the Five Club Regatta, racing in small boats exclusively for juniors, for the first time in America in Newport and continues to host every third year, with the Home Clubs hosting in Scandinavia in the intervening years.

The Annual Meeting and gala formal dinner dance is held on the first Friday in December at The New York Yacht Club in New York. The Spring Meeting and clambake is held on the first Saturday in June on Shippan Point in Stamford, Connecticut.

## NORTH AMERICAN STATION SNAPS SONGS

### *Helan Går*

Helan går – Sjung hopp Faderallan  
Lannanlej  
Helan går - Sjung hopp Faderallan  
Lej  
Och den som inte helan tar  
Han ej heller halvan får  
Helan går...  
Sjung hopp Faderallanlej.

### *I Like the Snaps*

I like the snaps  
And the snaps likes me  
Thrilling as only the snaps can be.  
Please go to hell with juice and tea  
Snaps is the drink for me.  
Over the mountains, over the sea  
Thousands of snapses are waiting for me.  
Please go to hell with juice and tea  
Snaps is the drink for me.

### *Oh, Aquavit*

Oh, Aquavit, Oh, Aquavit  
Oh, Aquavit, Oh, Aquavit  
Oh, Aquavit, Oh, Aquavit  
Oh, Aquavit, Oh, Aquavit  
Oh, Aquavit, Oh, Aquavit  
Oh, Aquavit, Oh, Aquavit  
Oh, Aquavit, Oh, Aquavit  
Oh, Aquavit, Oh, Aquavit  
Oh, Aquavit, Oh, Aquavit





## THE STAR RAFT AND HAT PARTY

This Star Raft and Hat Party are old traditions. The raft-up is also called a "Sunflower". It requires a harbor big enough and protected so that a cross wind does not shift the whole group. The two biggest boats take positions at 12 o'clock and 6 o'clock, the two next biggest take 3 and 9, and others fill in. When the raft is loosely formed, all winch their sterns in, and the Hat Party begins.

The Hat Party is a competition. You are encouraged to walk around the Star Raft to share a light refresher and to observe the competition. Just how you do that and see everyone is unanswerable.

The hats are supposed to be made from materials gathered along the cruise, such as driftwood, seaweed, bird feathers, rags, moss (forbidden to remove), sand, rocks and the like, but anything imaginative is permitted. The judges have been known to look the other way if the rules are violated.

The Post Captain appoints the Awards Committee (but is not disqualified from receiving a prize), and the Committee decides what the prize categories should be and the recipients. There is no appeal regarding the Committee's decisions.

If the wind and weather make the Star Raft an impossibility, a suitable shore location will be designated by the Committee.



# ABOUT THE LOYAL



## TECHNICAL DATA FOR S/S LOYAL – LIKB

Type	Ketch/Galleass
Built in/Place	1877 / in Rosendal, Hardanger, Norway
Building material	wood, mainly pine
Built for	transportation of fish and fish produce (split-cod, herring)
Longest journey	Chile (round Cape Horn)
Last cargo	Finnmark - Bergen 1976 with split cod.
Slipped in Forlandsvåg, Norway in 1981 for extensive restoration. Rebuilt to original condition and improved. Relaunch 7. Juni 1997. Rigging completed autumn 1998.	
Rigging	ketch rig/galeass
Sailareal	617 square metres , 12 sails
Mast height	28 m.
Length o.a.	37.70 m.
Length waterline	24.85 m.
Breadth	6.72 m.
Draught	2.8 m.
Tonnage	98 gross tons
Engine	Kromhout 12 tv 128 , 325 hp w/ 1800 rpm.
Average speed	8.5 knop
Generator	Westerbecke 25 kva , Westerbecke 7,5 kva
Voltage	220v. 110 v. 24 v.
Fuel capacity	7.500 L.
Water capacity	4.500 L.
Heating	Central heating w/radiators.
Toilets	4 (2 in cabins)
Showers	4 (2 in cabins)
Cabins	8, 6 double-berths.
Crew	3-6 persons
Capacity	60 passengers on daytrips, 18 pax bunks Seating for 50 pax below deck
Pantry	Modern facilities with large gas cooker and dishwasher.
Nav./commun.	Radar (36 n.mil), depth sounder, DGPS w/chartplotter, Navtex
Equipment	weatherfax; VHF dsc-radiotelephone, MF/Hf. Radiostation , Robertson Autopilot
Klasseinstitusjon	Den Norske Skipskontroll (Norwegian Ship control)
Certificate	Passenger certificate 60 persons coastal traffic, 18 overseas

The Stockholm Archipelago Cruise 2019 is the fifth time that the Loyal has served as a mothership for the North American Station:

2008 Norwegian Fjord Cruise  
(NAS with the Cruising Club of America)

2011 Finnish Archipelago Cruise  
(NAS with Nyländska Jaktklubben [Helsinki])

2015 Denmark Cruise  
(NAS with Stamford Yacht Club)

2017 Sweden Cruise [west coast]  
(NAS with the Royal Gothenburg Yacht Club)

2019 Stockholm Archipelago Cruise  
(NAS with the Cruising Club of America and  
The Royal Swedish Yacht Club)

## From The Log of LOYAL

**Saturday, 1 January 1910**—(Weatherbound at Rorvik on Norway's Northern coast), Southerly and South-Southeasterly gale with thick weather and rain. We kept today and tomorrow, Sunday, as the Sabbath.

**Monday, 3 January**—Same weather with SW gale from mid-day to six o'clock in the evening. Later this night strong SW storm with bad visibility and snow showers. Later diminishing wind with rain showers.

**Tuesday, 4 January**—Wind West and WNW with snow showers. Changed two mooring lines.

**Sunday, 9 January**—Departed Rorvik 08:30 a.m., towed out by steamship "Gori." Wind Southerly fresh breeze, cloudy. During the day increased to Southerly gale. Anchored 03:00 p.m. with both anchors at Goat Island by Flatangen. Wind rising to Southerly storm with rain showers.

**Monday, 10 January**—At 06:00 a.m. wind rose to WSW storm, which during the morning increased to hurricane force with hail and rain. Let out 50 fathoms chain on both anchors. During the afternoon the wind moderated, with snow slops and rain. Anchor watch set at 08:00 p.m.

**Tuesday, 11 January**—SW & WSW storm with snow slops, thunder and lightning. Set anchor watch 08:00 p.m.

**Thursday, 13 January**—Departed Goat Island 08:30 a.m., wind light and variable, cloudy, poor visibility. Afternoon dense snow; 04:00 p.m., anchored at Stocksund, both anchors 20 fathoms chain.

**Friday, 14 January**—Departed Stocksund 01:30 a.m., wind light Southeast, showers. During the morning a South-Southeast gale arose. 04:00 p.m. dropped port anchor with 30 fathoms of chain at Kristiansund, stern moored ashore. Thank God for a successful trip!

**Wednesday, 2 February**—The good ship "Loyal" en route from Kristiansund to Lofoten. God give us a safe voyage! Departure 02:00 p.m. in tow of tugboat "Nordsundet." Had loaded 70 tons of salt and 150 empty barrels. The ship is in good condition and well-manned. Wind light Southerly, cloudy. Steered normal piloting courses.

**Saturday, 5 February**—Left Skjeshavn 08:00 a.m. The wind rose to Southerly storm during the day. Took in the outer jib, one reef in the mainsail and two in the mizzen. 05:00 p.m. anchored in Sandnessjøen with both anchors. Set up anchor lights fore and aft. Barometer 28.4 inches.

**Sunday, 6 February**—Southwest storm with snow showers. Kept the Sabbath. Let out 55 fathoms chain on starboard anchor, 40 on the port.


**Monday, 7 February**—Storm from Southwest with dense snow during the morning. Departed Sandnessjøen 10:00 a.m. 03:30 p.m. anchored at Reio with 21 fathoms chain on both anchors.

**Friday, 11 February**—Departed Støl 09:00 a.m., wind Southerly gale, poor visibility. Wind decreased during the afternoon, so set full sail. 02:00 p.m. the wind increased to Southwest storm. Anchored at 04:00 p.m. at Nord Helligøvær, with both anchors, 30 fathoms of chain each.



## ABOUT THE HAVET



 Havet			
<b>Previous name:</b> <i>Edvord Hansen</i>	Year of construction: 1953	Sail area: 480 square meters	<p>The <i>Havet</i> ("the Sea") was designed for the Greenland trade. Under her first name the galleass carried freight goods, primarily grain and livestock feed, on the route Copenhagen to Bornholm.</p> <p>The city of Copenhagen acquired the sailing ship in 1972 and employed the <i>Havet</i> in the passenger trade. In 1991 the ship was thoroughly overhauled in Marstal and rigged in the original manner.</p>
Type: galleass, wood	Shipyard: Holbæk Skibs- & Bådebyggeri, Holbæk	Auxiliary engine: 142 horsepower	
Nation: Denmark	Tonnage: more than 100 tons gross	Rigging: 5 sails, and in addition 2 topsails	
Owner: Svend + Gitte Hansen, Helsingør	Dimensions: Length overall: 37.50 m Width: 7.10 m Draft: 2.60 m	Use: chartered ship	
Home port: Helsingør			
Location: Marstal			

From Chapman, *Great Sailing Ships of the World*, by Otmar Schäuffelen, 2005

The topsail ketch *Havet* was the last wooden cargo ship made in Denmark. She was designed by C. & E. Nielsen, naval architects, and built in Holbæk, Denmark in 1953-54 for servicing the trade route to Greenland. A wooden ship was judged at the time to be the strongest construction for the ice and the harsh weather a vessel would encounter in the Arctic.

But the *Havet* never got to Greenland. Instead, she worked as a coaster Scandinavia and the Baltic, frequently hauling freight on the Copenhagen-Bornholm route. In 1977 she was fitted with the current rig and re-registered for passenger service. In 1990 in Marstal at the Ebbes yard, the ship was converted below deck to the current layout: Six cabins were built, each with its own toilet and shower, as well as a large salon for dining and relaxation. 37,5 m LOA, 30 m on deck, she has a sail area of 600 m<sup>2</sup> and now books for charter trips and company events.

The *Havet* can accommodate 46 guests, 12 overnight. She was purchased two years ago by the Danish gourmet chocolate company, Summerbird, and upgraded, including replacement of much of the deck. Her home port is Assens in the northwest of Fyn in Denmark. The word *Havet* means "the sea".



# Archipelago Cruise 2019

## Stockholm Guide





## HOTEL RECOMMENDATIONS

- Grand Hotel  
<https://www.grandhotel.se/en>  
 Group Rate Discount: Link in Bulletin 8A  
<https://cruise.cruisingclub.org/Sweden-2019>
- Lady Hamilton, Lord Nelson, and Victory  
<https://www.thecollectorshotels.se/en/>  
 -Contact Johanna Olsson at [reservations@collectorshotels.se](mailto:reservations@collectorshotels.se) and mention American Cruise.
- Hotel Diplomat  
<https://www.diplomathotel.com/en/hotel-diplomat-stockholm/>
- Mornington Hotel  
<https://www.mornington.se/mornington-stockholm-en/home>
- Ett Hem  
<https://www.etthem.se/>
- Lydmar Hotel  
<https://lydmar.com/>
- Skeppsholmen Hotel  
<https://hotelskeppsholmen.se/en/>





## RESTAURANT RECOMMENDATIONS (Reservations Highly Recommended)

### LUNCH

- Östermalm's Saluhallen (The Fish Hall): In here we recommend Lisa Elmqvist
- Grodan (The Frog): Classic Swedish food located on Grev Turegatan which is one of the main shopping streets
- Prinsen: a classic restaurant off of Birger Jarlsgatan, another main shopping street
- Bakfickan: At the Opera House (side of the Opera building) and this is a small classic restaurant with fantastic food. They do not take reservations so we recommend being there by noon for lunch. Also try the rooftop bar!
- Riche: in the shopping district on Birger Jarlsgatan
- Sturehof: hotspot near "Svampen" and always a good crowd at lunch
- Grand Hotel's Veranda
- Strandvägen 1: along the water near the theater "Dramaten"
- Hallwylska Palatset: beautiful courtyard for lunch near the water
- Fotografiska: Prize-winning vegetarian restaurant at the museum
- Milles: next to Strandvägen 1 along the water near the theater "Dramaten"
- Skroten: hidden gem near Skansen (the national park/zoo) and also doubles as an antique boat shop
- Strandbryggan: floating casual lunch spot near Djurgårds bridge (also near where the boats will be docked)
- Kaffekoppen: in Old Town in "Stortorget", the main square and known for the cinnamon bun
- Broms: neighborhood joint in Östermalm
- Berns: near the water by Berzelii Park (near Kungsträdgården)
- Ulla Winbladh: Out at Djurgården near where the boats will be docked





## DINNER

- Bank Hotel: New hotel in town and popular for happy hour!
- Grodan (The Frog): Classic Swedish food located on Grev Turegatan which is one of the main shopping streets
- Riche: in the shopping district called Östermalm. Also great for a pre-dinner cocktail
- Sturehof: hotspot near “Svampen” in Östermalm
- Erik’s backficka: on Narvavägen near Strandvägen
- Ulla Winbladh: Out at Djurgården
- Strandvägen 1: along the water near the theater “Dramaten”
- Montanari: The best Italian restaurant if you get tired of all Swedish food
- Tak: A new addition to the city with a Japanese twist and gorgeous views of Stockholm rooftops
- Vin o Bar: a neighborhood gem on Narvavägen – wine bar with cheese plate
- Oaxen: Near Skansen (the national park/zoo)
- Mathias Dahlgren Matbaren: Food by famous Sweden Chef!
- Den Gyldene Freden: “The Golden Peace” located in Old Town (where you can eat classic Swedish meatballs)
- Frantzen: Upscale dining
- Tennstopet: Classic restaurant where you should order SOS (herring & aquavit)
- Teatergrillen: Opened in 1945 and remains popular today! Try Biff Rydberg – a classic dish of pan-fried diced beef tenderloin, potatoes, and onion



## **STOCKHOLM MUSEUMS**

- The Town Hall - Where the Nobel Prize dinner takes place
- Vasa Museum – No. 1 tourist attraction in Scandinavia, site of our opening dinner.
- The Royal Palace – Try to catch the changing of the guards at noon.
- The Nobel Museum - In the Gamla Stan, on the public square called Stortorget.
- Millesgården – Garden sculpture exhibit of famous Carl Milles, located on Lidingö.
- Waldermarsudde – Prince Eugen’s home, now an art museum.
- Thielska galleriet – One of Sweden’s most famous art museums, on Djurgården.
- Fotografiska – Museum of Photography, on the water.
- Moderna Museet – Important museum with modern and contemporary art on Skeppsholmen
- National Museet – Reopened fall 2018 after major renovations, Sweden’s national gallery.
- Nordiska Museet – Museum covering the history of Sweden both past and present.
- Abba Museum – A museum devoted to Sweden’s best known rock group, on Djurgården.
- Spirits Museum – The history of alcoholic drinks and drinking in Sweden, on Djurgården.

## **STOCKHOLM ACTIVITIES**

- Skansen – National Park and Zoo, the world’s oldest open-air museum. Also, a glass blowing workshop.
- Drottningholm – Includes the Royal Palace, the residence of the royal family, the Palace Theatre, and the Chinese Pavilion. Accessible by classic ferry from Stockholm Town Hall.
- Gamla Stan – “Old Town”, one of the largest medieval city centers in the world.
- Rosendahl’s Garden – Beautiful gardens on Djurgården.
- Storkyrkan – The largest and most famous church in Stockholm.
- Riddarhuset – Palace of the Nobles in Sweden accessible to the public Monday-Friday 11:00-12:00. Group tours may be arranged by emailing [visning@riddarhuset.se](mailto:visning@riddarhuset.se).



## **SHOPPING IN STOCKHOLM**

- NK – The big department store in Stockholm featuring Sweden's top clothing designers, also a fine home department with Scandinavian glass work and Dala horses.
- SvensktTenn – Interior decor store with prints from Joseph Frank, who had a substantial impact on the history of Swedish design.
- Birger Jarlsgatan – One of the longest streets in Stockholm, full of boutiques.
- Biblioteksgatan – Pedestrian shopping street near Norrmalmstorg.
- Grev Turegatan – Another popular shopping street in Stockholm.
- Sture Gallerian – Includes boutiques, restaurants, cafes, and also the historic Sturebad spa!
- Rose & Born – Classic mens' wear boutique since 1989.

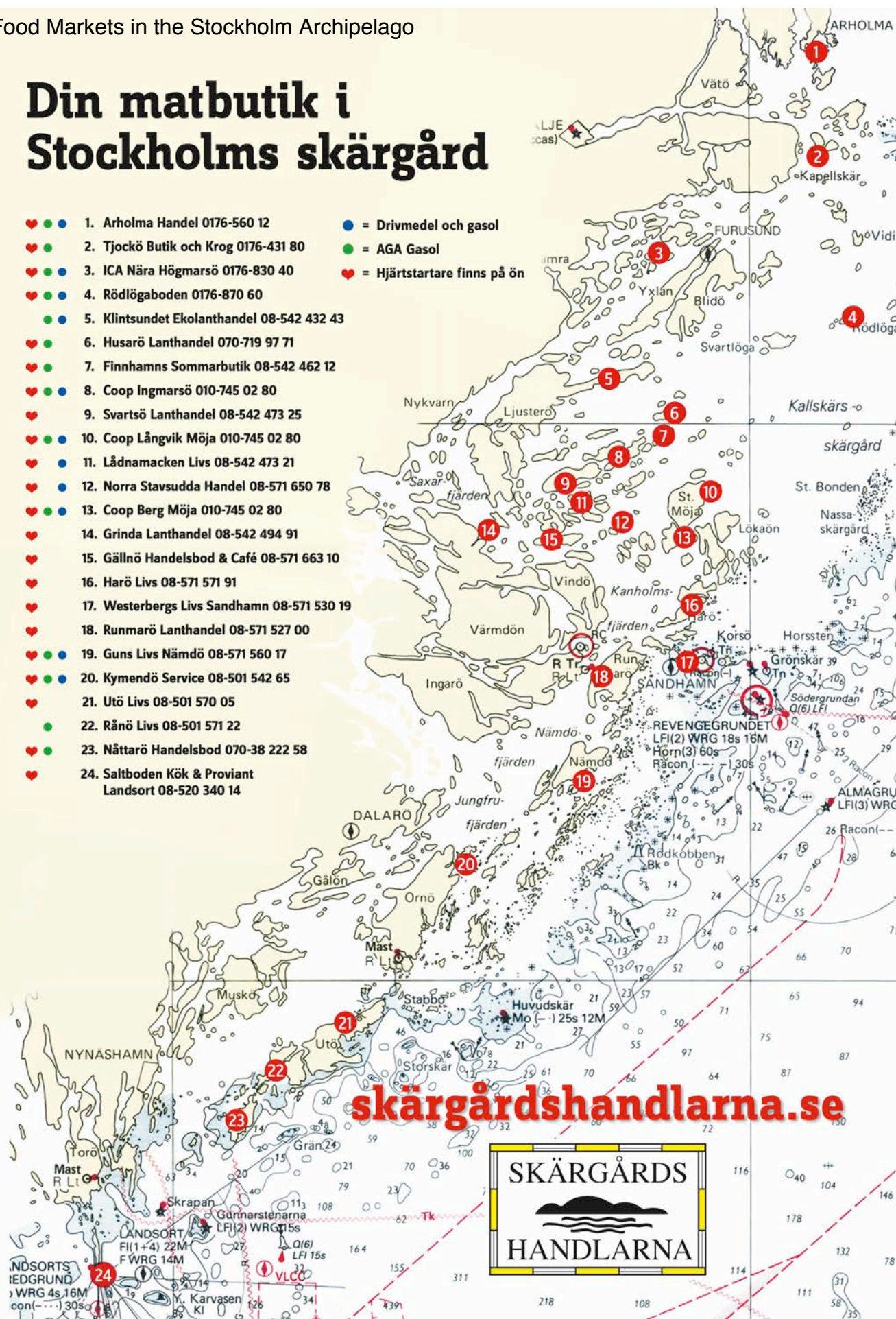
## **ACTIVITIES OUTSIDE OF STOCKHOLM**

- Artipelag – Art, culture, and design exhibitions on the waterfront in Värmdö, accessible by boat from Stockholm.
- Visby – Medieval town on the island of Gotland, accessible by plane from Bromma or ferry from Nynäshamn.
- Carl Larsson – Home, garden, and now museum of one of Sweden's best known artists, about a three hour drive from Stockholm.
- Mora – Town in Dalarna about four hours from Stockholm. See the Zorn Garden and home of Swedish artist, Anders Zorn. Also visit the wood workshop where Dala horses are made.
- Mariehamn – In Finland on Åland accessible by ferry (Viking Line or Silja Line).
- Helsinki - Easily accessible by overnight ferry.
- Mariefred – Gripsholms Slott, an historic castle.
- Sigtuna – Sweden's first town, many historic buildings and craft shops.



# Din matbutik i Stockholms skärgård

- ♥ ● ● 1. Arholma Handel 0176-560 12      ● = Drivmedel och gasol
- ♥ ● ● 2. Tjockö Butik och Krog 0176-431 80      ● = AGA Gasol
- ♥ ● ● 3. ICA Nära Högmarsö 0176-830 40      ♥ = Hjärtstartare finns på ön
- ♥ ● ● 4. Rödlögaboden 0176-870 60
- ● 5. Klintsundet Ekolanthandel 08-542 432 43
- ♥ ● 6. Husarö Lanthandel 070-719 97 71
- ♥ ● 7. Finnhamns Sommarbutik 08-542 462 12
- ♥ ● ● 8. Coop Ingmarsö 010-745 02 80
- ♥ 9. Svartsö Lanthandel 08-542 473 25
- ♥ ● ● 10. Coop Långvik Möja 010-745 02 80
- ♥ ● 11. Lådnamacken Livs 08-542 473 21
- ♥ ● 12. Norra Stavsudda Handel 08-571 650 78
- ♥ ● ● 13. Coop Berg Möja 010-745 02 80
- ♥ 14. Grinda Lanthandel 08-542 494 91
- ♥ 15. Gällnö Handelsbod & Café 08-571 663 10
- ♥ 16. Harö Livs 08-571 571 91
- ♥ 17. Westerbergs Livs Sandhamn 08-571 530 19
- ♥ 18. Runmarö Lanthandel 08-571 527 00
- ♥ ● ● 19. Guns Livs Nämndö 08-571 560 17
- ♥ ● ● 20. Kymendö Service 08-501 542 65
- ♥ 21. Utö Livs 08-501 570 05
- 22. Rånö Livs 08-501 571 22
- ♥ ● 23. Nåttarö Handelsbod 070-38 222 58
- ♥ 24. Saltboden Kök & Proviant Landsort 08-520 340 14



## WATER SOURCES AND HOLDING TANK PUMPOUT STATIONS IN THE STOCKHOLM ARCHIPELAGO

Water is not readily available in the archipelago, so, be sure to fill up whenever you can, and use your fresh water sparingly. You might be able to re-water at these harbors that we will visit, where water may be limited:

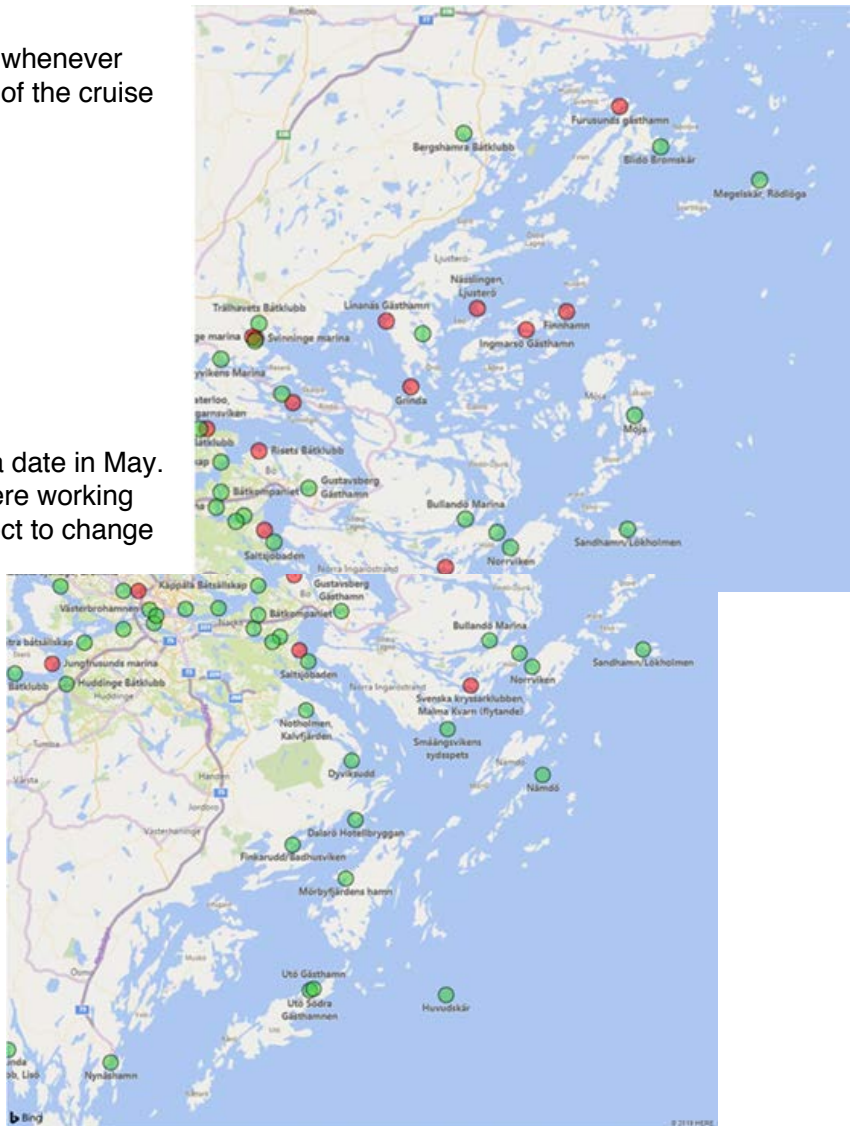
**Finnhamn  
Sandhamn  
Utö**

We may also be able to direct you to another nearby harbor – ask your Division leader or a Swedish boat in your division.

You should empty holding tanks at a facility whenever possible. The following islands that are part of the cruise have pumpout:

**Arholma  
Finnhamn  
Huvudskär  
Rödlöga  
Saltsjöbaden  
Sandhamn  
Utö**

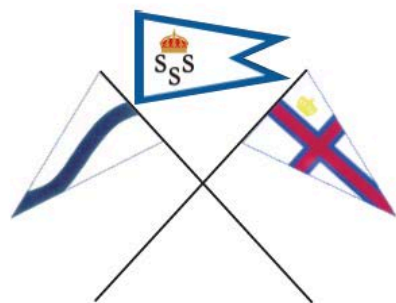
The map to the right shows locations as of a date in May. The green circles indicate pumpouts that were working then, the red, not working. The map is subject to change any time, and it does change frequently. Go to this website for the latest: [hamnkartan.azurewebsites.net](http://hamnkartan.azurewebsites.net).





# Stockholm Archipelago Cruise

June 27 - July 13, 2019



Ernest L. Godshalk, Cruise Co-Chairman  
169 Marlborough Street, Unit 2 Boston, MA 02116  
R:857.250.2900 C:603.854.0424

David P. Tunick, Cruise Co-Chairman  
71 Saddle Rock Road Stamford CT 06902  
O:212.570.0090 C:203.921.7348

Nicholas R. Orem, Cruise Treasurer  
27 Green Street Newbury, MA 01951  
R:978.255.1309 C:603.359.3618

Bulletin 12

April 13, 2019

To: Captains  
From: David & Ernie

Re: Sailing Directions & Charts

**Sailing Directions:** It is important for every vessel to have aboard, *Hamnguiden 8*, *Arholma-Landsort*, *Utgåva 3* (3<sup>rd</sup> edition), issued last month. You may obtain a copy in various ways:

1. There will be copies for sale at registration during the Welcoming Reception at the Grand Hôtel in Stockholm on June 27<sup>th</sup>.
2. You may order it online from the publisher to be sent to you. [Click here](http://havneguiden.no), or go to [havneguiden.no](http://havneguiden.no).
3. You may buy it at most chandlerys in Sweden. Two in Stockholm that offer it are Nautiska Magasinet, on the harbor in the Gamla Stan; and Captains, the official KSSS chandlery, at Kommendörsgatan 26, not far from the harbor and the Vasa.
4. You may already have *Hamnguiden 8* aboard, but make sure it is 3<sup>rd</sup> edition. We will be referring in meetings and on the radio to harbor numbers, since the Swedish names are next to impossible for non-native speakers; so, you'll want to get the harbor numbers right. They differ between the second and third editions. The harbor numbers we'll be using are from *Hamnguiden 8*, 3<sup>rd</sup> Edition,

NB: *Hamnguiden 8* is in Swedish, but it is the chartlets in them that are critical for getting in and out of harbors. There is a mangled, Google-type of translated English version online that is not very user-friendly. Despite its shortcomings, it can be helpful. To buy it for your phone or iPad (not available for computer), go to the App Store and search for "Harbour Guide". The icon is an interlaced HG.

There is an excellent, out-of-print sailing guide for the Archipelago in an English edition harbors, *Arholma-Landsort and Gotland*, by Lars Hassler and Lars Granath. It turns up occasionally online, but it is a matter of luck in searching. It is not a substitute, however, for *Hamnguiden 8*.

The cruise book also will provide sailing directions and other vital information. It will be issued in hard copy and online.

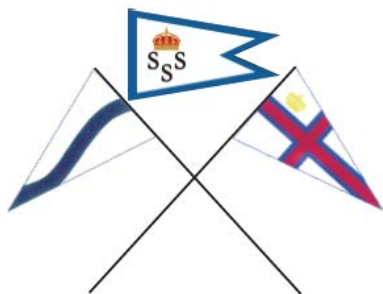
**Paper charts:** We recommend that you have paper charts aboard issued by the Swedish Maritime Administration, not British Admiralty.

**Electronic charts:** We like Navionics, but there are others.



# Stockholm Archipelago Cruise

June 27 - July 13, 2019



Ernest L. Godshalk, Cruise Co-Chairman  
169 Marlborough Street, Unit 2 Boston, MA 02116  
R:857.250.2900 C:603.854.0424

David P. Tunick, Cruise Co-Chairman  
71 Saddle Rock Road Stamford CT 06902  
O:212.570.0090 C:203.921.7348

Nicholas R. Orem, Cruise Treasurer  
27 Green Street Newbury, MA 01951  
R:978.255.1309 C:603.359.3618

Bulletin 16

May 17, 2019

To: Captains & Mothership Guests  
From: David & Ernie

Re: Cruise wear

This bulletin is divided into two parts plus a second page with dress code information.

1. **Official cruise wear with the cruise logo:** Team One in Newport is our source for official cruise wear.

CCA members: Go to the CCA website and click on Member Pages, CCA Store, Team One Newport, and finally the Stockholm Archipelago Cruise logo. There have been some bumps in getting it to work, so, alternatively, you may order from the North American Station page referenced here:

NAS members, click on <https://www.team1newport.com/Stockholm-Archipelago-Cruise-2019/products/1095/>.

At Team One Maggie Borden is in charge of our orders. She advises that the turn-around time is seven to ten days.

2. **Recommended wear and gear:** The historic "normal" temperature in the Stockholm Archipelago when we will be there is low 70's during the day, 50's at night. Like anywhere else in the north, when the wind blows over the water, it can feel cooler. The last three summers have been remarkably dry, with occasional rain mostly at night. Last summer it was hot, hot enough to go swimming virtually every day and to wear shorts and T-shirts most of the time, a first-time experience for those of us who are in Scandinavia regularly. Naturally, there are no guarantees this coming summer. When it rains, it pours. When it's cold, it is more than nippy. At least one fleece or sweater or puffy jacket (or vest) is recommended. Ditto light foul weather gear, but perhaps not boots, especially on a crowded boat. Here it is in more detail for men and women, courtesy of Ann Noble-Kiley and Noreen Shortway, both of whom have spent considerable time in Sweden on boats over the last few summers:

Light foul weather jacket  
Foul weather or waterproof pants  
Wind breaker  
Folding umbrella  
Walking sneakers  
Sweater or comparable  
Long and short pants  
Long and short sleeve shirts

Bathing suit  
Hat  
Dress or nice pants and top for dinners (women)  
Flat shoes or heels (not sneakers) for dinners  
Blazer and tie (men)  
Collared shirt for dinners (men)

**Bulletin 16, May 17, 2019 (cont.)**

**Dress code for certain events:**

June 27, Grand Hôtel Stockholm: This is Stockholm's top hotel. Blazer and open-necked collared shirt for men, dress or nice pants and top for women. No sneakers, no jeans.

June 28, Vasa Museum, Stockholm: Coat and tie for men, dress or nice pants and top for women. No sneakers, no jeans.

July 7, Seglarhotell, Sandhamn: Casual Attire.

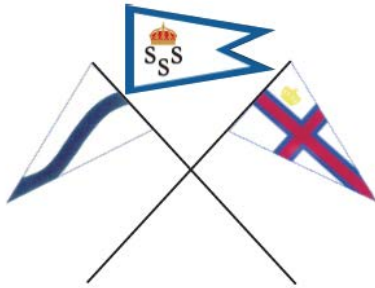
July 12, Grand Hotel Saltsjöbaden: Coat and tie for men, dress or nice pants and top for women. No sneakers, no jeans.

**Captains, please share this information with your crew. We do not have everyone's email address and must depend on you to get this information to all participants.**

If any questions, feel free to contact either one of us.

# Stockholm Archipelago Cruise

June 27 - July 13, 2019



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27 Green Street Newbury, MA 01951  
R:978.255.1309 C:603.359.3618

Bulletin 17

June 8, 2019

Amended June 12, 2019

To: Captains & Mothership Guests  
From: David & Ernie

Re: Provisioning

1. **Food and soft drinks.** Before leaving your departure port, most of the food markets listed below are a taxi or Uber ride from where your boat will be. You can locate them on Google maps.
  - Stockholm, supermarkets near the Wasahamnen marina at the Vasa Museum:
    - ICA Karlaplan at Karlaplan 10
    - Fältöversten at Karlaplan 13 (small mall with two grocery stores and pharmacy)
    - ICA Esplanad at Karlavägen 56
  - Delicatessen in Stockholm:
    - Östermalms Saluhall
  - Saltsjöbaden:
    - ICA Supermarket at Saltsjöbadens Centrum, Torggatan 8
    - Kringelgården bakery at Sturevägen 15
  - Huge, perhaps best supermarket, not far by car from Saltsjö-Duvnäs and Saltsjöbaden:
    - ICA Maxi at Skvaltán, Per Hallströms väg 15, 131 39 Nacka
  - Grocery store in Dalarö near Karlsund Marina (south of Dalarö)
    - Handlar'n at Dalarövägen 150, Haninge
    - ICA Norsbergs Livs at Odinsvägen 22
  - Grocery stores near Navigare Yacht Charters, Lidingö
    - ICA Käppala at Holavedsvägen 1
    - ICA Nära at Rökubbsgatan 4
  - Grocery stores near SailMarine Charters, Saltsjö-Duvnäs
    - Hemköp, Nacka Forum at Koralvägen 2
  - Grocery stores near Sailing Events (Charter), Bullandö Marina
    - Bullandö Handel at the Marina
    - ICA Nära Djurö at Gransbergsvägen 2-4
    - ICA Nära Stavsnäshallen at Stavsnäs gårde, Värmdö

NB: Some markets have ice, others do not. In the Archipelago, ice is by and large not available.



## Bulletin 17, amended June 12, 2019, Provisioning (cont.)

After leaving your departure port, there are markets on the following archipelago islands that are scheduled stops on the cruise route:

- i. Arholma,
- ii. Finnhamn
- iii. Gällnö
- iv. Rödlöga
- v. Sandhamn
- vi. Utö

The cruise book will have a map with locations of markets at other archipelago islands.

Most of the markets on all these islands tend to be small to very small with limited choices on the shelves. See Bulletin 15, dated May 15<sup>th</sup>, for the schedule of cook's nights off, when there are dinners or barbecues ashore. This also applies to the motherships.

Possibly the best food and alcohol shopping opportunity along the way is in the mainland port of Nynäshamn in the south of the archipelago near Utö. Your cruise book will have details for anyone who wishes to duck in there for a couple of hours or overnight.

Ice is virtually unobtainable in the archipelago. Be warned not to buy ice from a fish monger since it is often tainted and can impart a foul, strong odor to your fridge.

### 2. Alcohol, including beer

Sale and purchase of alcohol in Sweden is controlled by a national system, called Systembolaget. Prices are higher than in America, but not as much as in Norway or Japan. All alcohol is sold at Systembolaget stores, except beer with less than 3.5% alcohol may be purchased in grocery stores. Stronger beer is available in the Systembolagets.

Hours are the same at every Systembolaget: Monday-Friday, 1000-1900; Saturday, 1000-1500. There is no alcohol sold from Saturday 3:00 P.M until Monday morning 10:00 A.M.

There are no Systembolagets on the islands that we will be visiting. You are therefore advised to **buy your full alcohol supply before 1500 on Saturday, June 29<sup>th</sup>.**

There is a Systembolaget distribution point for advance orders at the supermarket in Sandhamn, our mid-cruise point, but you must order in advance at about the time the cruise begins. Unfortunately, the Systembolaget website, [systembolaget.se](http://systembolaget.se), which allows orders to be made, is not user-friendly; so, if you wish to place an order for pickup in Sandhamn, you probably should do so in person at a Systembolaget on or before June 29<sup>th</sup>.

Closest Systembolaget locations to where nearly all participants begin the cruise are:

Bullandö: Stavsnavägen, 139 71 Stavsås  
Dalarö: Kyrkvägen 2, 137 38 Västerhaninge  
Lidingö: Friggavägen 24, 181 32 Lidingö  
Saltsjöbaden: Torggatan 19, 133 31 Saltsjöbaden  
Sältsjö-Duvnäs: Nacka Forum, Forumvägen 22  
Stockholm Wasahamnen: Norrlandsgatan 3 and Karlavägen 100A  
Stockholm Grand Hotel: Norrlandsgatan 3 Stockholm  
Gamla Stan (hotels Victory, Lord Nelson, and Lady Hamilton): Drottninggatan 22

**NB:** NAS member and Nacka resident Robert Hansson is happy to advise on provisioning, especially for boats in Saltsjöbaden and Sältsjö-Duvnäs. [robert.hansson@lmlaw.se](mailto:robert.hansson@lmlaw.se) or +46 72-556 29 00.

## CLASSIC SWEDISH RECIPES by Carolina Säve

### TOAST SKAGEN

- 4 Tablespoons mayonnaise
- 4 Tablespoons sour cream
- ½ lemon, zest and juice
- Salt and freshly ground black pepper
- 2 Tablespoons finely chopped dill
- ¼ red onion, minced
- 300 g (11 oz) shrimp, peeled
- 2 Tablespoons (25g) unsalted butter
- Rye bread, sliced
- Dill, for garnish
- Fish roe (optional)
- Lemon slices or wedges
- In a large mixing bowl, mix the mayonnaise, sour cream, lemon juice and zest, salt and pepper. Add the dill, red onion, and the shrimp. Gently fold together. Adjust seasoning if needed and keep refrigerated until ready to serve.
- Before serving, melt the butter in a large frying pan, add the bread slices and fry until golden brown on both sides.
- Serving suggestion: the shrimp mixture piled on top of the fried bread and garnish with a dollop of caviar (roe), a sprig of dill and a lemon wedge.



## SWEDISH LIMPA BREAD

### Ingredients

- 1/2 cup packed light brown sugar
  - 1/4 cup dark molasses
  - 1/4 cup butter, cubed
  - 2 tablespoons grated orange zest
  - 1-1/2 teaspoons salt
  - 1 teaspoon aniseed, lightly crushed
  - 1 cup boiling water
  - 1 cup cold water
  - 2 packages (1/4 ounce each) active dry yeast
  - 1/2 cup warm water
  - 4-1/2 cups all-purpose flour
  - 3 to 4 cups rye flour
  - 2 tablespoons cornmeal
  - 2 tablespoons butter, melted
- 

### Directions

---

- In a large bowl, combine brown sugar, molasses, butter, orange zest, salt, aniseed and boiling water; stir until brown sugar is dissolved and butter is melted. Stir in cold water; let stand until mixture cools.
- Meanwhile, in a large bowl, dissolve yeast in warm water. Stir in molasses mixture; mix well. Add all-purpose flour and 1 cup rye flour. Beat on medium speed 3 minutes. Stir in enough remaining rye flour to form a stiff dough.
- Turn onto a floured surface; knead until smooth and elastic, about 6-8 minutes. Place in a greased bowl, turning once to grease the top. Cover and let rise in a warm place until doubled, about 1 hour.
- Punch dough down. Turn onto a lightly floured surface; divide in half. Shape into two oval loaves. Grease two baking sheets and sprinkle lightly with cornmeal. Place loaves on prepared pans. Cover and let rise until doubled, about 30 minutes.
- Preheat oven to 350° F. With a sharp knife, make four shallow slashes across top of each loaf. Bake 30-35 minutes or until golden brown. Remove to wire racks; brush with butter.

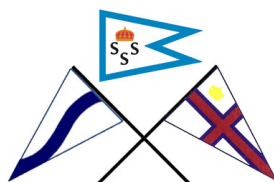


## **JANSSON'S TEMPTATION**

### **Ingredients**

- 450 g (1 lb) potatoes, preferably a floury type such as King Edward
- 1 onion
- 125 g (4½ oz) anchovies
- 150 ml (¾ cup) whipping cream (light cream)
- 4 tbsp milk
- 1 tbsp white breadcrumbs
- butter
- salt and pepper

1. Preheat the oven to 230°C (450°F).
2. Peel the potatoes and then cut them into juliennes or thin strips.
3. Peel the onion and cut into julienne strips.
4. Sauté the onion in butter until it is softened without browning.
5. Drain the spiced brine from the anchovy tin into a jug. Add the cream and milk.
6. Cut the anchovies into 1 cm (½”) lengths.
7. Lightly grease an ovenproof baking dish.
8. Cover the bottom of the dish with a third of the potatoes, then add half the sautéed onions and half the anchovy pieces.
9. Add another third of the potatoes, followed by the remainder of the onion and then the remaining anchovy pieces.
10. Add the remaining third of the potatoes then season with pepper.
11. Flatten the surface then pour the cream, milk and spiced brine over.
12. Sprinkle over the breadcrumbs and then dot the surface with butter.
13. Bake for about an hour until golden brown.



## Stockholm Archipelago Cruise

2019

### FLAG ETIQUETTE

**A CCA member attending a CCA cruise on his or own yacht should display the CCA burgee with a pigstick at the top of the main truck.**

**An NAS member attending an NAS cruise on his or own yacht should display the NAS burgee with a pigstick at the top of the main truck.**

**A CCA member attending a CCA cruise on a chartered yacht without a pigstick halyard should display the CCA Member Aboard Flag from the starboard spreader subordinate to the foreign courtesy flag.**

**An NAS member attending an NAS cruise on a chartered yacht without a pigstick halyard should display the NAS burgee from the starboard spreader subordinate to the foreign courtesy flag.**

**If a cruise participant is a member of both the CCA and the NAS, the NAS flag shall be flown from June 27 to July 6. The CCA flag shall be flown from July 7 to July 13.**

**If a cruise participant is a member of both KSSS and the NAS on a yacht without a pigstick halyard, both flags shall be flown from the starboard spreader with the NAS flag subordinate.**

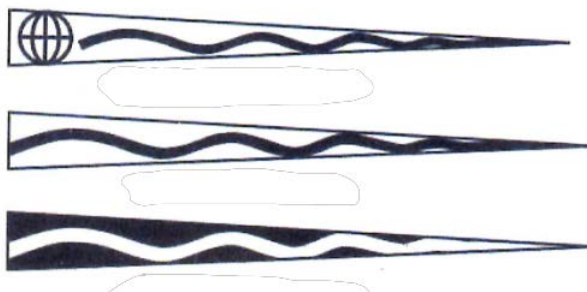
**The fleet shall dress ship in Sandhamn, July 6 and July 7. (It is understood that charter vessels may not have the requisite flags to dress ship.) Owners of private vessels are requested to dress ship in Stockholm at Wasamhamnen, June 27 and June 28.**

**If a cruise participant is a member of KSSS, the KSSS flag should be flown from the starboard spreader throughout the cruise, subordinate to the foreign courtesy flag if the latter is flown.**

**Spreaders may also be used for CCA circumnavigation and transoceanic pennants.**

**Stockholm Cruise division flags shall be flown throughout the cruise from the backstay of every vessel.**

**The national ensign shall be flown strictly from 0800 to 2100.**



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## **DISCLAIMER AND RELEASE OF LIABILITY**

The Captain, Owner, or Charterer of any yacht participating in the 2019 Stockholm Archipelago Cruise will be fully responsible for the safety of his or her yacht and its crew and guests. Each yacht - its Captain, Owner, Charterer, crew, staff, participants, guests - by participating in the Cruise, acknowledge that they do so at their own risk. The 2019 Cruise Committee, and the officers, governors, and members of The North American Station of The Royal Scandinavian Yacht Clubs and Nyländska Jaktklubben, the Cruising Club of America, and the Royal Swedish Yacht Club, as well as any members and any other organizing figures participating in the cruise, are all volunteers, and they shall in no way be liable for the conduct of any yacht or its crew or guests, nor shall they in any way be responsible or held responsible for safety of the participating yachts or any individual participating in the 2019 Stockholm Archipelago Cruise 2019.





## Stockholm Archipelago Cruise 2019

Organized by  
Cruising Club of America  
The North American Station of  
the Royal Scandinavian Yacht Clubs  
and Nyländska Jaktklubben  
The Royal Swedish Yacht Club