

[Lilly M Service](#)

[July 18 at 1:05 PM](#) ·

SSCA NEARLY DOUBLES THE ANNUAL DUES!

This is ABSOLUTELY PREPOSTEROUS! The SSCA Board of Directors has voted to increase the ANNUAL DUES for a cruising couple from \$65 USD (which was already way too high) to a whopping \$110 USD. Also, they have tacked-on a 2019 SURCHARGE of \$15 USD to all couples - which only adds insult to injury. (Is this SURCHARGE even legal?) ALL SSCA members should join together and not only REFUSE to pay this unwarranted fee, they should WITHHOLD their annual dues until this entire clown show that call themselves a Board of Directors RESIGNS!

HERE IS THE RECENT CORRESPONDENCE BY THE SSCA BOARD OF DIRECTORS ANNOUNCING A SIGNIFICANT DUES HIKE:

"SSCA has re-dedicated itself to providing support and assistance to all its members who aspire to its ideals of promoting cruising and leaving a clean wake for future cruisers. Future enhanced services to cruisers requires resources.

The Board approved proposals to adopt a more vibrant volunteer-based approach for present and future member services. In the process, the SSCA Directors agreed to a new contractual proposal from KFR that will result in more than 50% savings from prior SSCA outlays to KFR.

Volunteerism marked the founding and largest growth of SSCA and is essential to providing SSCA's bright future with enhanced personal member-to-member support and assistance for all SSCA members.

The Board of Directors also reviewed financial expectations from our 3,000-member association. In an effort to create fairness in sharing the Association's financial burdens, all non-primary members (who previously have paid no dues) will be assessed a one-time fee of \$15 for the current year to assist SSCA in providing its continued essential services and assistance to SSCA members. You will receive a separate email when the \$15 has been charged to your account (if applicable). A payment due link will then be showing in your account where you can process a credit card payment or you can send a check to Home Base (SSCA, 500 Oakbrook Lane, Summerville, SC 29485).

Previously, only primary members have contributed dues. Their spouses and partners have not shared in the financing of our SSCA organization. A new dues adjustment was considered necessary to be more equitable with all members sharing in dues contributions. Accordingly, the seven directors of the SSCA unanimously voted for a fairer more equitable future, with a dual membership paying a greater share but slightly less than half the amount paid in a single membership. The Board determined that effective on each member's future renewal date, each single member's dues will be \$75 and \$110 for dual membership.

The SSCA remains an incredible value. We are built on volunteerism, from the Board of Directors, Event Coordinators and Committees to individual members who give their time and effort to make this a great organization hosting events or doing outreach. We have Seven Seas U to enrich our knowledge along with seminars, HAM radio exams, HF radio net, resource links, the website document library and periodicals. We can take advantage of over 30 partners (and growing) who offer discounts on hardware, marinas, towing,

publications, marinas and other things. Perusing the website offers the opportunity to return your investment two fold or more and the events and camaraderie are priceless! Find out how hooking up with a host through our port guides can make you trip not only easier but special or relax and read your free copy of Ocean Navigator. Attend a gathering or have one of your own, get advice or extend your knowledge to others, the list goes on and on.

All of this does come with a cost and while we know your funds are precious, we think you will find the SSCA is a resource and a community that is far more valuable than the price.

This is why we need your help to continue to improve and advance the SSCA. To bring all these benefits, all this knowledge and all this fun costs money. Please, contribute that \$15 for your partner or spouse to continue their membership benefits, contribute some time as a volunteer, feel the fellowship like never before! Like membership drives for many non-profit organizations, we rely on our members to keep the lights on and the Association running.

Thank you and see you out there!

Respectfully,

Ed Kelly, President
& Your SSCA Board of Directors
Rich Boren, Vice President
Marc Bodian, Treasurer
Jeff Gower, Director
Skip Gundlach, Director
Mike Hatton, Director
Anne Lloyd, Director"

ACT NOW - STOP THIS EXTORTION!

Tom & Lilly
S/V Tiger Lilly
Ile Mayotte, Comoro Archipelago, Mozambique Channel

[Ram Om](#) Seems kinda of crazy..in light of the dwindling membership... This is going to hurt them..

- [Lilly M Service](#) Ya think?

[Matt Salatino](#) This will only cost them. What's the fee to join OCC?

[Simon Standish](#) [Matt Salatino](#) the occ charges a fee for the spouse if they want to be a member. Why should I a single guy pay \$65/75 dollars when married couples get two memberships and votes for the same amount

I think couples should pay more than singles.

- [Lilly M Service](#) Simon, as an active cruiser for these past 32 years I know that the vast majority of ACTIVE cruising boat crews (not wann-bees, but active boats actually out here) are couples. SSCA membership was set up around the concept of COUPLES out exploring the world under SAIL - this is the basis for our membership. The basic unit of SSCA cruising is a sailboat crewed by a couple. Matt is exactly right that this will cost the SSCA more of our EXPERIENCED members - just the very type of members we need to retain - by increasing the basic membership for an active cruising boat couple from \$65 to \$110 (\$75+\$35) without any increase in the already diminished value of SSCA... Tom

[Frances Rennie](#) Simon Standish the OCC fee for single membership is £55 and £85 joint membership if you are 30 or younger it is cheaper

[Simon Standish](#) [Frances Rennie](#) so it's pretty similar in amounts to the SSCA proposed fees

[Frances Rennie](#) Simon yes they are

[SV Kuleana](#) [Frances Rennie](#) No worries, just doing the conversions for us Yanks. The way I see it, my OCC dues save me \$110 dollars. With Membership in OCC, the SSCA is redundant.

£55 = ~65 \$US

£85 = ~110 \$US

[Melinda Taylor](#) Does anyone use the site anymore? It was always very Americanentric, fair enough but I haven't heard anyone talk about for quite a few years now.

- [Lilly M Service](#) The content on the SSCA Website is all about the usual suspects agreeing with the Board's latest misstep. We don't know of even a single serious sailboat cruiser who uses the SSCA website for cruising information - which is a major negative result of the Board's restructuring SSCA into a social club for boaters (not sailors) on the east coast of North America. The once Grand Old Dame of cruising organizations - the SSCA - has devolved into the Eee Cee Bee Cee's (the East Coast Boater's Club). We need

to bring it back to its core values so that it may serve its core members and their mission of blue water sailing - with a tight budget and a smaller number of sailors actually heading for the horizon... Tom & Lilly

[Melinda Taylor Lilly M Service](#) you know the old saying “good places go bad, bad places go bankrupt”.

[Melinda Taylor Lilly M Service](#) truthfully there's is probably not enough actual sailors and too many armchair sailors. Seems a lot of sites go down that path these days.

The FB pages have become the thing, haven't they?

I don't use forums much anymore either, too easy to toss a question out there on FB.

[Terry Sargent](#) Guess it's time for me to cancel my Lifetime Commodore status .. sadly. I'm supposed to be exempt from further dues but don't think that will keep the buzzards away.

- [Joseph Abbott](#) The “buzzards” should only be able to pester you by changing the bylaws, Article VI/VII: Membership/Dues, which should still exempt Lifetime and Honorary Commodores from paying dues after 25 years of membership.

[Boni Rothmann](#) Well I don't see any reason to join them. What exactly does the money buy?

- [Keith Stirzel Boni Rothmann](#) not the information and knowledge that was current and available when I joined 15 years ago. The value today is in the archives of the bulletins and equipment surveys.

[Lilly M Service](#) To our knowledge, the Equipment Survey has not been updated in quite some time. There are no volunteers, and this Board certainly does not instill the kind of spirit or confidence in the Association to get people to come forward for such a large, complex project as the Equipment Guide List. The SSCA data base is not very search friendly - nothing like NOONSITE. As they drive more and more experienced Commodores out of SSCA, the Bulletin articles have suffered to the point that what is left has a very diminished value... T&L

[Pat Aben](#) We let our membership lapse a while ago...

[Melissa Feinmel](#) While understanding the financial difficulties the Association is in from past action, the Wally fiasco and other non clean wake agendas I am afraid this latest from the board will be the end of a great Association.

[Mary Camryka](#) We were quite surprised to get that email. Our first question was “Do we want to continue membership?” Rear Commodores Carl and Mary Heckrotte

- [Lilly M Service](#) Mary & Carl: We hope that you will stay - but withhold your dues and surcharge payment. If enough of us do that, then we can stop this nonsense. T&L

[Lilly M Service](#) Melissa Feinmel: We could not agree more regarding the potential of SSCA to help cruising sailors, and in particular sailors new to this demanding lifestyle. The financial constraints which the Board is presently experiencing are principally the result of its own actions: A) It has driven out the blue water sailors that used to be our core membership, and our greatest attraction for new members. B) It has failed to play to our strength (knowledge of cruising under sail through actual experience) and instead tried to compete with more skilled Internet architects (like Wally Moran) and create an empire for boaters in general when we clearly should have stuck to our knitting. C) The "Wally fiasco" could have easily been avoided by SSCA action alone if we had responsible individuals in the positions of President and Vice President. Both Mr. Kelly's and Mr. Boren's inappropriate actions substantially contributed to the situation, and (we believe) that these officers of the Board have exposed the Association to a legal liability which could threaten the existence of the Association even more than their poor management decisions. Their tactic of branding anyone who questions their decisions or actions as enemies of SSCA reminds us of the current political situation in the USA. A very good man, experienced sailor, smart and energetic volunteer, past SSCA president, and long-time Commodore of the SSCA - Dave Skolnick - was inappropriately disciplined by this Board, and that wrongful action is at the very heart of what you refer to as the "Wally fiasco". These guys gotta go - and the sooner the better... Tom & Lilly

[Susan Schreyer Leaf](#) Used to belong with the dream of cruising internationally, but quit after no help or assistance. Glad we quit when we did.

[Cody Cordwainer](#) I am not a member of SSCA, as I am not at this moment cruising nor can I currently justify the expense. But when my boat is back in water I do plan to join and hope to attend some gams, etc.

I do not know you all personally nor am I intimately familiar with the inner workings of SSCA. That being said, I have run a non-profit group, somewhat similar, but for pilots. But with all due respect your repetitive missives against the board make you all nightmare members. Don't like the way it's run? Well then stand up to take a trick at the helm yourself. It's not an easy or (with members like you) gratifying job.

- [Doug Mensing](#) Haha to another real piece of work

[Scott Odell](#) Cody Cordwainer With all due respect, do you do realize that you are chastising former members of the Board experienced sailors all, with many decades of experience, who are present or former Commodores. Their issues with, the new Board's attempts to completely change the nature of the SSCA's -- changing required voting membership from experienced offshore sailors to one which doesn't even require ownership of an offshore capable yacht will forever change the nature of the group. Bad idea I say, and at the very least, worthy of polite debate.

[Lilly M Service](#) [Cody Cordwainer](#): For 32 years we HAVE supported the Commodore's Bulletin with articles documenting our first circumnavigation (1987 to 1991), and our present circumnavigation (we are currently 8 years into our second time around). Tom has served on the

Board of Directors, and served as president. He also served as the Chairman of the Awards Committee. When Two-Crew Worldwide Hull Insurance did not exist (and the SSCA membership overwhelmingly supported its initiation), he was one of the principal developers of the SSCA Insurance Program; and after leaving the Board functioned for two years as the Program Ombudsman. We have both volunteered our services at multiple SSCA GAMS and at the Boat Show booth. Tom has chaired the Circumnavigators Forum - probably the most popular and well-attended event at the Gams. Tom has functioned as the Master of Ceremonies for the SSCA Awards Banquet. Along with [Lee Chesneau](#) he has put on free weather seminars for SSCA. Tom's SSCA sponsors are Founders Pat & Leo Minor (both deceased), and Lilly's sponsors are Pam Wall (Seven Seas Award recipient who QUIT SSCA) and Dave & Sherry McCampbell (S/V Soggy Paws). Tom was a regular contributor to Dave McCampbell's Technical Forum in the Bulletin. We think that we have done our part in the past to support SSCA, and our current Lifetime Commodore emeritus roll is to Speak Truth To Power. We think that we are not only qualified to criticize this Board, but we feel that we have a DUTY to the Association to do so. Our allegiance is certainly not to the Board of Directors, but rather to the membership, blue water cruising under sail, and the core values of SSCA. Tom & Lilly

[Bob Burns](#) Cancelled membership after 31 years

[Joseph Abbott](#) We were SSCA Associate members for a year (2012-13) and did not renew – no value. We also recently departed the SSCA Facebook public page after the third moderated deletion of respectful and constructive suggestions - the three strikes and you're out philosophy. You cannot help those who are not willing to help themselves – we tried and failed.

[Suzanne Longacre](#) AS I told [Mary Verlaque](#) the B of D needs to stop spending money for ancillary services, cut back to basics and now they have done the opposite, continuing to let the tail wag the dog. I kind of knew the Associates would move to take over one way or another and transform our SSCA.

[Ann Stadler](#) Sad, Tom! We were members for a couple of years after we met you guys and Harry & Melinda. Got nothing from our dues paying. And now it's even more!! Nobody even acknowledged us coming in or going out. Poorly run clique. The only value I can see is Glenn with his KPK messages and I don't have to pay anything for that.

We just arrived in Norfolk - WOW!!

[Scott Odell](#) I'd gladly support Glen/KPK, but for the moment my SSCA dues are on hold until I see some movement back from it's becoming a great loop and East coast luncheon club, to one restricting voting membership to those who at least own an offshore capable yacht.

[David J. Abbott](#) Very Strange. Most real ocean cruisers are on a tight budget. This will squeeze a lot of people who would like to be a member of the organization, but they don't want to spend that much money. This will be the end of our participation in the SSCA. Too bad. Goodbye SSCA.

- [Lilly M Service](#) Doc - Don't quit yet, we NEED your experience and your voice in SSCA. We hope that when you receive your 2019 SURCHARGE bill from the Board that you will refuse to pay it, AND you will refuse to quit SSCA. As the Romans would declare: Illegitimi non carborundum! Warm regards, Tom

[Joseph Abbott](#) Lilly M Service The strategy to withhold payment might not be prudent. Not sure of the exact wording, but in the bylaws Article VI: Membership Sect 10, Termination of Membership believe it stated a member is deemed delinquent 30 days after due and will be dropped after 3 months for failure to remit dues. This is a way for the “bastards” to “grind” the “opposition” out of existence by their own actions.

[Lilly M Service](#) Joseph: If HUNDREDS of SSCA members do this (out of 3000) then it will likely squeeze the Board into reconsidering this ill-conceived move... Tom

[Joseph Abbott](#) Lilly M Service As you have astutely observed and stated previously a “malaise” permeates the ranks of the Commodores – the only membership class with the vote to change the course of the organization. I read previously someone stated on the last election the participation rate was ~17%. This roughly means about 100 out of the ~580 active, rear, and lifetime Commodores participated. Do you have the “ear” and the “sway” with the only influencers that matter? The next election is about to commence – do you honestly believe a change for the better is to result of it?

[Lilly M Service](#) Joseph: The main thing is that we are openly talking about these issues as the ballot comes out, and before most of the voting membership has decided. One of the Board's favorite tactics is to spring these controversial issues on the Commodores - without previous open discussion - and in the secrecy of the Annual Ballot. (Or maybe they are just a bumbling, poorly led group who cannot manage their time or events properly...) We believe that early in the year the Board should be publicly throwing-out Straw-Men for discussion by the Association - INCLUDING listening to feedback from the SSCA Associates. This is EXACTLY why we sent our proposal for the new class of voting membership called CRUISER (based on sailboat ownership) to the Board in MARCH - but they just sat on it... It would be very healthy for the Commodores to know how the Associates feel about the various issues, and let those ideas influence how they vote. Even better, if these Straw-Man ideas can be refined in the open debate phase, then before they are presented to the Commodores for a vote, a consensus can be developed. But that does not serve the Board's (apparently) nefarious purpose to redefine SSCA into an East Coast boater's club... When it comes to the lethargic attitude of the Commodores, what we really have is a crisis of leadership, with people elected (pushed?) to the Board with little or no vision of what the Association is, or can be... As you have read above, too many Commodores are just tired of the fight to preserve SSCA, and are voting with their feet. We certainly do not flatter ourselves to think that we are the big cheese and know better than others. However, 32 years and 85,000 miles of cruising have given us a pretty good idea of what works, and what doesn't. Just observe the current state of the SSCA, and then ask any member of the Board, "How's YOUR plan to reshape the SSCA working out?" It is clearly a disaster which will result in the destruction of the Association; but they always try to deflect the situation by

blaming the Association's problems on the Internet Communications Revolution. But some people (like [Wally Moran](#)) know how to make that work for their cause instead of against it. I don't pretend to know what Wally does about mass communication, but I DO understand that SSCA is based on blue water sailing, and NOT the general boating public. The DREAM that attracts people to the cruising lifestyle (and SSCA) is SAILING to far off destinations; and although a relatively small number actually achieve this, it makes the IDEA no less powerful. That is the power we allude to, the power of turning a dream into reality - and we DO know just what that takes, and how to go about the process. Tom & Lilly are living the dream of cruising under sail; but we think that dreams are much more powerful when they are shared - especially with like-minded people. We hope this better explains what we are trying to accomplish... Tom

[Joseph Abbott](#) Thanks for the responses. One last thing to ponder (no response needed). Would the original founders of the SSCA join this organization today? We based our subscribership decision on the answer we determined to this question. Cheers!!

[Lilly M Service](#) STAND UP AND BE COUNTED: and then VOLUNTEER to help... (LILLY's reflections on the current state of affairs in the Seven Seas Cruising Association...)

For 32 years Tom has faithfully supported the SSCA, and for the past ten years I have been at his side sailing the world's oceans, embracing the cruising lifestyle, and promoting SSCA. We have freely shared our cruising experience and published several letters in the Bulletin documenting Tom's first circumnavigation with his family (1987 to 1991), and our present world voyage. (We are currently 8 years into a 5 year cruise - or so that rascal promised...) We published a free set of Pilots in the Bulletin covering the northeast coast of South America from the Rio Orinoco Delta of Venezuela to the Amazon Delta of Brazil; a region sparsely covered in commercial cruising guides. For a year TIGER LILLY had one of these Pilots in every Bulletin. Tom was a regular contributor to Dave McCampbell's Technical Forum in the Bulletin. Sharing cruising experience under sail is the HEART of SSCA's core mission.

Tom has served on the Board of Directors, and served as President. He also served as the Chairman of the Awards Committee. Back in the mid 90's when Two-Crew Worldwide Hull Insurance did not exist (and the SSCA membership overwhelmingly supported its initiation through a referendum survey), he was one of the principal developers and administrators of the SSCA Insurance Program; and after leaving the Board he functioned as the Insurance Program Ombudsman. We have both volunteered our services at multiple SSCA GAMS and at the SSCA Boat Show booth in Annapolis, Miami, and St. Pete. Tom has enjoyed serving as the Master of Ceremonies for the Annual SSCA Awards Banquet. Volunteering is how SSCA members allow the Association to function with minimal cost and maximum advantage to our members.

Tom has chaired the Circumnavigators Forum - probably the most popular and well-attended event at the Gams. Along with Lee Chesneau he has put on free marine weather and routing presentations for SSCA. Together we have chaired the Blue Water Round Table Discussion at GAMS. TIGER LILLY has sponsored mini-GAMS on blue water cruising in Grenada, Trinidad, and Curacao to help cruisers prepare for sailing across the South Pacific. Educating sailors to better prepare them for their next level of the challenging lifestyle of living aboard and cruising

is an important part of the SSCA's Core Mission. Our valued ASSOCIATE members are the future of SSCA, and tomorrow's leaders of the Association.

In the past, the SSCA had a long-established and very positive presence on the international waterfront; but unfortunately, that is no longer reality. In the past ten years we have seen fewer and fewer SSCA red swallow tails or blue burgees, and west of the Panama Canal we have not seen either in over six years... We are proud of the SSCA tradition of helping others through sharing and volunteering down through the successive generations of cruising sailors - and we don't want to see this heritage lost. Tom's SSCA sponsors are Founders Pat & Leo Minor (both deceased), and my sponsors are Pam Wall (Seven Seas Award recipient who quit SSCA) and Dave & Sherry McCampbell (highly respected SOGGY PAWS Cruising Compendiums). We, in turn, have sponsored tens of qualified and experienced ASSOCIATES to become COMMODORES, and carry on the traditions of SSCA service to the cruising fleet. The Association's Core Value of CLEAN WAKE CRUISING has been a beacon to the international community of cruising sailors - and we certainly hope that it can be restored to prominence.

We have submitted multiple letters and initiatives to the Board over the past decade trying to get them back on track as an international blue water sailing Association. Unfortunately, in the pursuit of new members (and the associated revenue) they have mistakenly chosen to become all things to the general Stateside boating public... What this Board (and several previous Boards) fail to understand is that if we keep the Association focused on our Core Values and the Core Mission, we can gain members through attraction rather than promotion - while maintaining quality and effectiveness. The latest initiative we submitted to the Board proposed a new level of voting membership called CRUISER which would be created from the ranks of ASSOCIATES who own sea-going sailboats. This concept would significantly increase Association participation, but not dilute the voting membership with ASSOCIATES who lack the commitment of sailboat ownership, and actual cruising experience. The Board has kept the name CRUISERS but convoluted the concept ass-backwards by proposing in the current ballot that ALL ASSOCIATES with two years of membership (sans vessel ownership or cruising experience) be made voting members. THIS SHOULD BE VOTED DOWN BY THE COMMODORES!

We think that our record (along with several other dedicated long time SSCA Commodores) of VOLUNTEERISM shows that we have done our part in the past to support SSCA, and we believe that our current Lifetime Commodore emeritus roll is to Speak Truth To Power. For our efforts to help support and save the SSCA we have been branded enemies by the current Board of Directors - because that is how they treat members who do not agree with them. (It sounds a lot like the political climate in the USA...) Consider the current Board's record: Financial mismanagement, and inability to operate within a realistic budget; A continued lethargy in the ranks of the COMMODORES - stemming from the Board's failed leadership; A fundamental lack of understanding of the Core Mission of SSCA - "To promote the live-aboard lifestyle of cruising under sail internationally"; A fundamental lack of development of our Core Membership - blue water sailors interested in exploring the world's cruising destinations; A fundamental misunderstanding of the role of ASSOCIATES in the SSCA - "To avail themselves of the knowledge and experience of the COMMODORES to better increase their propensity for future success in the challenging lifestyle of living aboard a cruising sailboat, and sailing to distant

destinations". We don't view our relationship to our valued SSCA ASSOCIATES as being "better" than them, but rather we take very seriously our obligation as COMMODORES to help our ASSOCIATE members realize THEIR dreams - just as others have helped us along our way.

We are Tom & Lilly of TIGER LILLY, and we are still out here actively cruising. We think that we are not only qualified to criticize the current Board, but we have a heart-felt obligation to the Association to do so. Our allegiance is certainly not to the individuals who make up the SSCA Board of Directors, but rather to the membership, the Core Mission, and the Core Values of SSCA. We are not sitting ashore going to lunchions and talking about the "Good Old Days" or (worse) "Someday..." (with only limited somedays left). We know that the international community of sailors will profit from a vibrant, healthy, Seven Seas Cruising Association tailored to the Twenty-First Century. We cannot be all things to all "boaters", but we can be a very effective right-sized association of international cruisers helping our fellow sailors achieve their dreams.

Just like a sports team that has had a disastrous season, we must fall back on the fundamentals, regroup, and rebuild SSCA. We hope that you will join us in our efforts to get SSCA back on track - it is certainly worth saving. As a community of cruising sailors, we must all STAND FOR SOMETHING, or we stand for nothing...

Commodore Lilly Service (one of the "new breed" of SSCA Commodores)

S/V Tiger Lilly

Ile Mayotte, Comoro Archioelago, Mozambique Channel

- [Claire White Lilly M Service](#) wow so well said! Let's hope they see the lights of active members shining directly at them and take immediate action or resign and run off into some burrow!

[Lilly M Service Claire White](#) Oh Claire, you are LIVING PROOF that I can actually LOVE a flippen power-boater. All the best to you and YOUR "Banana Man". Tom (Lilly sez: BFF - SHMWLY)!

[Doug Mensing Lilly M Service](#) well as a practicing Catholic I will be holding a "Clean Wake" for the ssca at the local bar

[Marc Bodian](#) How long did Tom serve as president and why did he leave so abruptly?

[Lilly M Service](#) SSCA RESTART - Which way will it go?

The current dues for a couple (or an individual) is \$65 (according to the SSCA website). So now the Board is raising the dues for an individual to \$75 - PLUS spouses are charged a new SURCHARGE of \$35. For a couple (the most popular type of cruising crew) to belong to SSCA now costs \$110 - almost DOUBLE! These guys are destroying SSCA. Long time members (many are highly experienced sailors) are quitting in droves, and then the Board will try to replace them with one of their desperate new-member give-away recruiting campaigns. The Board has called this new unwarranted charge a Spouse/Partner Surcharge, but in reality it is a BAD MANAGEMENT SURCHARGE! This Board is not only SHRINKING SSCA - they are

dumbing it down...

Here is what we think may be going on: The tide has shifted, and many of the Commodores have belatedly realized that SSCA has been going the wrong way for years now. The Board senses this shift, and in order for them to continue to reshape the Association they need to get rid of many of the Commodores (voting members) which do not support the Board's mis-guided views. By nearly doubling the annual dues, the Board knows that the Rear Commodores (living on tight retirement budgets ashore) and Commodores (such as TIGER LILLY, actively cruising on a tight retirement budget) will quit because they cannot afford this UNJUSTIFIED additional expense. Associate members (generally, as a group) tend to be younger "boaters" still in the mix of jobs (with active working incomes) and living in the Earth People culture; and this significant increase in SSCA dues has a much smaller effect on them. End result - the SSCA Board can more easily distort the SSCA into a boater's club without those pesky Commodores trying to stop them. Admittedly, this is a pretty sophisticated plan considering the lack of planning, management, and leadership this Board has demonstrated in the last nine months - but whether they planned it this way, or just bumbled into it, it is certainly serving their purpose...

We need to replace this entire Board and restructure SSCA's membership, budget, and operating structure... We urge the SSCA members NOT TO QUIT - just REFUSE to pay your dues... Sooner or later it will be the BOARD that quits, and then we can hit the restart button for an appropriate sized Facebook-based SSCA with a Core Mission of blue water cruising under sail, which supports a Core Membership of SAILORS - with dues at less than half this new cost. Although the transition will be challenging, this is all very achievable...

COMMODORES: DON'T QUIT SSCA - VOTE NO ON AMENDMENT TWO! (This amendment proposes automatic voting membership for Associates with only two years membership, and no boat ownership and no sailing experience - another attempt by the SSCA Board to dumb-down SSCA and make it an East Coast Boater's Club - the EEE CEE BEE CEE's)

Think about it...

Tom & Lilly

S/V Tiger Lilly

Ile Mayotte, Comoro Archipelago, Mozambique Channel

- [Joseph Abbott](#) One minor correction. Current dues are **now** \$75. They used to be \$65. From SSCA website today, sadly.
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- [Lilly M Service](#) Joseph Abbott: It is no coincidence that the Board's SURCHARGE announcement did not specifically point out this INCREASE of the Annual Dues from \$65 to \$75, and instead they put the emphasis on the \$15 one-time 2019 surcharge (which increases to \$35 at renewal)... This is just another example of how Kelly and HIS Board communicate with OUR membership. It is time for a change... Tom & [Lilly](#)
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- [Joseph Abbott](#) As the current board's decisions might be motivated to preserve the financial "security" of the association, I'm reminded of something I read in the past.....

"There is no such thing as security... It's all lost in the end. So don't live your life like there is." (Jack Carstarphen, "Growing Up At Sea" by Tere Batham)

[Lilly M Service](#) They remind me of the US Government - First they SPEND the money, then they either borrow the funds (and mortgage the future of the next generation), or they increase taxes. In our individual families WE have to create a budget to MATCH our incomes. The SSCA Board needs to reduce expenditures by changing the SSCA operating procedures, NOT increase the dues. They have got themselves (and our Association) in a pernicious arrangement with the KFR power-boat people (regardless of what they say - just look at the budget) and that needs to end ASAP. [Tom](#)

[Bob Burns](#) Well, at least in my case, the Board may have gotten what you ([Lilly M Service](#)) think they want - I quit after 31 years as a Commodore and then Rear C. During my 15 year circumnavigation the SSCA resources were very helpful and it will be sad if the organization moves away from supporting long-distance cruisers. However, with no boat at the moment and no immediate prospects, the increase pushed me over the edge from getting a marginally interesting newsletter to deciding it was not worth the \$\$\$. Will be interesting to see how this plays itself out. 😊

[Joseph Abbott](#) Your post made its way onto the Cruisers Forum:
<http://www.cruisersforum.com/.../ssca-to-double-fees...>

- cruisersforum.com
SSCA to double fees.. - Cruisers & Sailing Forums
[SSCA to double fees.. - Cruisers & Sailing Forums](#)

[Lilly M Service](#) TIGER LILLY DRUMMED OUT OF SSCA!

We just got in from a challenging passage down the Mozambique Channel from Madagascar to South Africa, and what did we find awaiting us but an email from the SSCA Board Informing us that we were on PROBATION, and being reviewed for EXPULSION from the SSCA. Among the "offenses" we are accused of is trying to return an international sailing organization to the control of, SAILORS! Also, the Board of Directors of SSCA takes offense at the crew of TIGER LILLY for having the audacity to discuss these issues openly on Facebook - after THEY have censored both the SSCA FB page and the SSCA website of our comments - and they blame US for their troubles! We hope that all SSCA members will withhold their dues until the BOD rolls back the nearly double 2020 rate hike, and figures out how to cut and balance the budget. Money and membership numbers is about all these folks understand or are interested in - so hold it back... SSCA is slowly driving the blue water sailors out of the Association - and firing those of us who love it too much to quit! Tom & Lilly S/V Tiger Lilly, Zululand Yacht Club, Richards Bay, South Africa ZA

[Lilly M Service](#) LILLY SEZ:
OMG NOT ME TOO!!!

Can anyone even imagine that after serving the Seven Seas Cruising Association for the past 32 years and over 90,000 miles of bluewater cruising, this is how the SSCA treats a past president and Lifetime Commodore? I have been sailing right alongside Tom-Tom the Sailor Man for these past ten years cruising about 2/3 of the way around the Blue Planet, and I THOUGHT that the life we live as live-aboard international sailors is what SSCA was centered around - but I guess that we are not the kind of cruisers they want anymore...

Standing up for something has always been my motto - and kicking me out of SSCA because I stand next to a man who has dedicated much of his life to being a SAILOR is just unimaginable... What are these people thinking?

I have dedicated my time aboard TIGER LILLY towards teaching other cruising women the survival skills they need on a sailboat; like swimming and drown-proofing, operating a dinghy solo, finding one's way in the Third World, and a women's perspective on knot tying. Women do things on a boat different than men, and as a woman I have often been able to teach other boat women what their male partners could not.

In the early years of their sailing careers, couples come to SSCA (as Associates) to gain the skills they need for successful cruising, and then in our later years (as Commodores) we just pay those skills forward to others following in our wake. SSCA is cutting off its nose to spite its face by driving out our experienced cruising base... (And for those who will not knuckle-under and quit, this Board just throws them out...) The SSCA Board members seem to have absolutely no idea of what the Association is supposed to be all about.

We LOVE and understand the cruising under sail lifestyle, and of course we will be just fine sailing the world's oceans without the SSCA; but who will be left to help the young sailors who have dreams which reach beyond the US East Coast ICW - those who seek broader horizons? It is all so very sad...

Lilly
S/V Tiger Lilly
Zululand Yacht Club, Richards Bay, South Africa ZA

[Lilly M Service](#) THE SSCA BOARD OF DIRECTORS
A letter from the SSCA President Ed Kelly to Tom & Lilly of S/V Tiger Lilly:

"Dear Tom and Lilly,

I regret to have to write you this letter. In past years you have been respected and trusted Commodores. In past times you have shared cruising information & valuable information in our SSCA Commodores Bulletin and in our Forums.

Unfortunately, numerous bitter and adverse postings you have made of late and activities on public Forums have been inappropriate and in violation of standards expected of members of the

SSCA - especially members who hold Commodore status.

I regret to inform both of you that you are being immediately placed on moderated status on all of the SSCA Forums and the SSCA Facebook page. You have recently posted a number of matters that fail to meet the SSCA clean wake precepts:

1. You have improperly urged members to not pay dues, which are required to keep the SSCA from bankruptcy;
2. You have used uncivil divisive language that has cast aspersions upon your fellow members of Seven Seas Cruising Assn.
3. You have continuously engaged in unfriendly postings in order to attempt to incite harm to the Seven Seas Cruising Association, and are continuing to support a previously expelled member who has set up a rogue site attempting to do harm to SSCA.

For all of the above reasons you are immediately placed on Moderated Status (pending further Board of Directors review) in all of the forums of the Seven Seas Cruising Assn and on our media.

You are further notified that your past conduct will be examined to determine whether or not your conduct has been in accord with the requirements that our members activities keep a clean wake and do not reflect adversely upon SSCA and its members.

Respectfully,
Edwin F Kelly
President-Seven Seas Cruising Assn SSCA Shea"

Although Edwin disingenuously signs his letter "respectfully", in our view there is nothing respectful about him, the board he "leads", or his efforts to reduce the once-venerable Seven Seas Cruising Association to a US East Coast Power Boaters Club... Edwin is an attorney, and apparently he likes playing at being a sea-lawyer...

Like Lilly is so fond of saying, "You either stand for something - or you stand for nothing!" We hope that you will join us in our efforts to restore the SSCA to those who enjoy this rewarding lifestyle - couples out exploring the world under sail...

If you are a member of SSCA, we ask this simple straight-forward question, "Does the action of the SSCA Board to remove the crew of TIGER LILLY from the Association reflect YOUR views on what we should be about?"

Warm regards from beautiful South Africa,
Tom & Lilly

S/V Tiger Lilly
Zululand Yacht Club, Richards Bay, South Africa ZA

- [Jimmy Newcomb Lilly M Service](#) put Tom on Double "Secret" Probation!!

[Ryan Rayfield Lilly M Service](#), looks like your in "time out"

- [Lilly M Service](#) Yeah, while they destroy SSCA...

[Joseph Abbott](#) C'est La Vie!!

[Terry Sargent](#) My first impulse was to take down my Commodore's burgee and ask to be taken off the rolls. But as a Lifetime Commodore not required to pay dues now I will continue as a member and vote against these absurd measures whenever I can. (Wonder if saying this I will get a letter?)

[Lilly M Service](#) Terry Sargent: We are glad that this is the direction you have chosen - stay aboard and speak your mind. We think that there is a concerted effort by some members on the Board (a majority?) to drive those pesky old-timers out so that they can remake the SSCA in their "Great Looper" and US ICW image. Hang in there, and consider running for the Board. One of the many problems that must be addressed is a lethargic attitude by too many of the Commodores. What we have had for the past ten years is far too many people on the Board who do not understand what the MISSION and CORE MEMBERSHIP of SSCA is about. Granted that we have suffered under a succession of absolutely ineffective and wrong-headed "leaders" on our Board, but unless and until WE the Commodores step up and rescue the Association, the SSCA will cease to exist in the near future. That would be a tragic loss. Where will future generations of bluewater cruisers be able to look to get the practical help and advice that was so freely offered to us? (And which significantly increases a new sailor's propensity for success in this challenging lifestyle of cruising under sail.) SSCA has been a huge advantage to many sailboat cruisers, and keeping the Association afloat (in probably a different form - to match the changing times) is work that we the Commodores should be about... Tom & [Lilly](#)

[Jane Good](#) I recommend you join the OCC. Vote with your feet.
my membership was given up a few years back

[Rich Tiger Hall](#) Time to jump ship sadly my grandpa, & others have left this sham... Ugh.. what happened to Ethics? Audious..... See you others on the Sea.. Good Luck.. No Hard Feelings to some, but to the sad Board Members reflecting there greed and insecurities in their own lifes... Keel Hulling be good enough for you all..... Ugh... Sad Times we live in, when everything we believe in and grew up with becomes all about the money.....

[Jessica Bourgeois](#) I acted. They dont...and wont...have my money

[Michael Weston](#) Noonsite.

[Don Salthouse](#) You rebels ☐ but we still love you

[David J. Abbott](#) Ginny must be turning over in her grave. She kept the SSCA going for years with a budget of essentially zero dollars from her apartment.

[David J. Abbott](#) The SSCA changed and we stayed the same.

[Ellen Brooks Ernisse](#) Our membership lapsed last November and we were concerned about the \$65 yearly charged for a nice newsletter, which we LOVE to read to follow others who are still out there. We circumnavigated but have been rear commodores for 13 years. We were members for 20 years but never made it to a free subscriptions. We are so saddened because SSCA gave us so much while we were cruising. So sorry to hear about all this but we will definitely not renew our subscription at the outrageous rate. As David just said....all blue water cruisers have stayed the same but SSCA did not. Thank you Tom and Lilly! Sorry to have missed you when we were out there!!!

[Lilly M Service](#) UPDATE ON THE SSCA BOARD's ACTIVITIES

We responded to SSCA President Edwin Kelly's (esq...) PROBATION-EXPULSION letter with a "Stuff you Edwin, and the horse you rode in on!" letter of our own. (Cleaned up a bit in this version for sensitive readers, but you can fill in the blanks...)

Two of the Board members immediately responded to defend their boy Edwin: ANNE could not believe that a retired Naval Officer could use such language. Apparently she has had limited experience with Fleet Officers. (Maybe she hung around with the Navy lawyers and dentists...)

SKIP'S best shot was a hand-wringing "Can't we just disagree without being disagreeable?" Mind you, this is immediately after Edwin's letter threatening our expulsion...

MEANWHILE, as these pillars of administration and leadership fuss and fume over those nasty folks aboard TIGER LILLY - asking themselves how soon it would be politically correct to throw the rascals out - the SSCA is CRUMBLING around them... Wow, have they got their PRIORITIES in order, or what?

It was probably a waste of time, but we responded to Skip (cc the Board) thusly:

Skip,

Let's see if we have got this right - YOU and your fellow Board members want to throw TIGER LILLY out of SSCA after 32 years of SERVICE to the Seven Seas Cruising Association, and now you expect US to "disagree without being disagreeable"? If you think that we would just quietly lie down and let you throw us under the bus, you have absolutely no earthly idea of who we are, what we love, or what we stand for.

Hey Mate, this is not about some PC disagreeable difference of opinion, this is about the very SURVIVAL and the SOUL of SSCA, which you and your fellow Board members have just about destroyed through your inept leadership of our Association. You did not start this fight, and it has been long in the making - but you are now sitting on the Board, and YOU are now

responsible for either being part of the downward spiraling problem, or part of pulling-up and finding a solution. You like to think of yourself as an educated man Skip, but just doing the same things (another membership drive, more lowering of standards, another dues hike), and expecting different results, is just plain STUPID.

Trying to throw TIGER LILLY out of SSCA because Tom & Lilly disagree with the nonsense you and your fellow Board members are pulling is also much more than "disagreeable". We stand for the CORE VALUES (helping other sailors), CORE MISSION (living-aboard and cruising the world under sail), and the CORE MEMBERSHIP (the Commodores) of SSCA and have done so for over 32 years. This is fundamentally different from the SSCA that this, and previous Boards in the preceding decade, have morphed SSCA into. Your lowest common denominator / tail wagging the dog approach to what should be (and was) an international sailing association simply does not work. Consider the actual results of your approach - every day fewer and fewer sailors are following you and your "leaders" Kelly and Boren... Make no mistake about it, TIGER LILLY hasn't made a shambles out of SSCA - YOU and the Board have...

These Clean Wake BULLSHIT charges that you and your fellow Board members like to throw around (this is not the first time - we have not forgotten what you misguided cowards did to Dave Skolnick), and with which you have falsely accused us, will not stand the light of day. Be assured that unlike the dues-doubling decision you UNANIMOUSLY made in private, your attempt to throw TIGER LILLY out of SSCA will NOT go down un-challenged in the International Sailing Community. TIGER LILLY represents the SPIRIT of SSCA, you and your Board represent a failed methodology of being all things to all boaters - and sailors know the difference. If it wasn't for myopic vision and bad management - SSCA would not have any management at all...

After you clowns get done destroying SSCA it will be sailors like us who will put it back together - IF there is enough interest left in the International Sailing Community. Sadly, you and your Power Looper and ICW mates on the Board have just about completely removed the spirit of adventure from the Association - in fact, it may already be dead... That SPIRIT (not afternoon Stateside luncheons, not chandlery discounts, and not ICW anchor lobbying) is the PULSE of SSCA, and that is the part that none of you seem to get.

Our vision is that the SSCA of the Twenty-First Century will likely be a small Internet-based international organization (probably under 1000 members total) of SAILORS actually out exploring the world, dedicated to sharing practical cruising information (probably in partnership with OCC or Noonsite, but likely not in-house), and helping those who desire to associate with us and follow in our wake to learn the ropes and increase their propensity for success in this challenging lifestyle. The emphasis will be on seamanship and active cruising, and living-aboard will be tertiary. This SSCA will have few costs and minimal dues. The association will have three levels of membership: Active blue water sailors (COMMODORES), cruising sailboat owners (CRUISERS), and wanna-bee's and dreamers (ASSOCIATES). The COMMODORES and CRUISERS will set the course of the Association, and the Associates can (if they choose) learn and work towards becoming active sailboat cruisers. That is TIGER LILLY's vision, and this concept is diametrically opposed to the East Coast Boaters Club (the Eee Cee Bee Cee's) approach which you and your fellow Board members have been dragging SSCA towards.

Therein lies the problem - we are going different directions, and TIGER LILLY actually has a vision and a workable plan. Based on current first-hand experience, we firmly believe that our approach will work; and over the past two years we have communicated this plan to the Board for their consideration - but you have UNANIMOUSLY rejected it. The current state of SSCA (lack of Spirit, diminishing membership, financial ruin) clearly demonstrates that YOUR approach is a formula for extinction. If YOU and your fellow Board members want an Eee Cee Bee Cee, then fine, go form one and call it what you will - just don't call it the Seven Seas Cruising Association. That name is already taken, and it stands for something much more formidable than what you are trying to reduce SSCA to. You see Skip, it is a vision thing - and you guys really don't have one...

WAKE UP SKIP, and get your head out of your ass - YOU are destroying SSCA. YOU and your fellow Board members present a grave danger to the survival of the SSCA, and TIGER LILLY will not go quietly, or without standing up to you and your sea lawyer "leader" Kelly.

If you light-weights want a fight - then you've got one. Your fait-accompli "examination" of TIGER LILLY's "conduct" fools no one... Skip, be your own man, stop and think about the path you are on, and consider the "leaders" whom you are following. It is never too late to take a stand, SOMEBODY at that Board table needs take a very close look at the mess YOU have created...

Tom Service

S/V TIGER LILLY

Zululand Yacht Club, Richards Bay, South Africa ZA

[Lilly M Service](#) LILLY SEZ:

SKIP: When we walked into the Zululand Yacht Club bar, covering the overhead was a colorful array of the pennants of yacht clubs and sailing associations from all over the world. Among them was an old tattered SSCA Commodore's swallowtail - and it just broke my heart to see it hanging there. It was the first SSCA flag we have seen west of the Panama Canal. It seems to me (through direct observation over these past ten years) that the policies of the SSCA Board have just about completely driven the Seven Seas Cruising Association from the oceans of the world - and that is a great loss to us all... TIGER LILLY is on the far side of the world, living the dream of cruising under sail; I think that TIGER LILLY (and others out here like us) are the Spirit of SSCA. We love this life of cruising the world under sail, we love the SSCA (or you would have driven us out long ago), and we truly love helping our fellow sailors. Tom and I are like two sea birds on the wing, living where the sky meets the sea, and chasing the horizon - that is the life we embrace, that is the Spirit of SSCA, and nothing that you or the Board does can diminish that love...

Lilly

[Bruce Mccampbell](#) It is surprising that an organization of volunteers cost so much.

[Bill Rohde](#) Sorry, but in the opinion of many, many, of us, YOU are the one's destroying the SSCA. Times change. Organizations can't be run out of an apartment with a mimeograph machine and stamps anymore ... an essential and effective web presence costs money. Allowing

a minority group of too-often disengaged Commodores to run the club is wrong and needs to be fixed. club dues are not exorbitant ('tho I agree the move to charge spouses/partners makes no sense for a couple-cruising centric organization.

Bottom line ... please back off before you totally destroy this great organization.

[David J. Abbott](#) There clearly are competing visions of what the SSCA was, is, and should be.

During our eleven year circumnavigation, the SSCA served our purposes well.

We are now sailing around the world a second time, and the SSCA changed and the world changed, and the SSCA no longer serves our purposes. There are simply too many other sources of great information online to pay the exorbitant membership fees.

I suspect the number of real ocean cruisers is fairly small and I can understand why an organization would want to have a broader appeal and member base.

Tom has a clear vision of what the SSCA was in the past and he has every right to ask that the SSCA maintain their original charter and purpose. Shooting the messenger never makes things better.

In the past 6 months of cruising outside the USA I have not seen a single SSCA burgee flying.

Times have changed, the SSCA changed, and real ocean cruisers are still on a tight budget, and the number that will spend money for expensive dues are few and far between. The SSCA **WOULD BE WISE TO MAKE MEMBERSHIP FREE FOR REAL OCEAN CRUISERS WHO SAIL MORE THAN 1000 MILES OFFSHORE EACH YEAR.** That would keep these hearty sailors in the organization. It would also utilize real ocean cruisers as role models for wannabe voyagers. If I sail the East African coast, you can be sure I will talk to Tom Service before I set sail.

[Jerry Tuttle](#) Why don't you just quit the SSCA?

- [Bruce Mccampbell](#) [Jerry Tuttle](#) I did