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*Coming Home  
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Will Keyworth took this month's cover shot of Annapolis sailor Nancy Haberland, co-skipper on *Rug Burn*, during the J/22 World Championship Regatta in Annapolis October 21-27.

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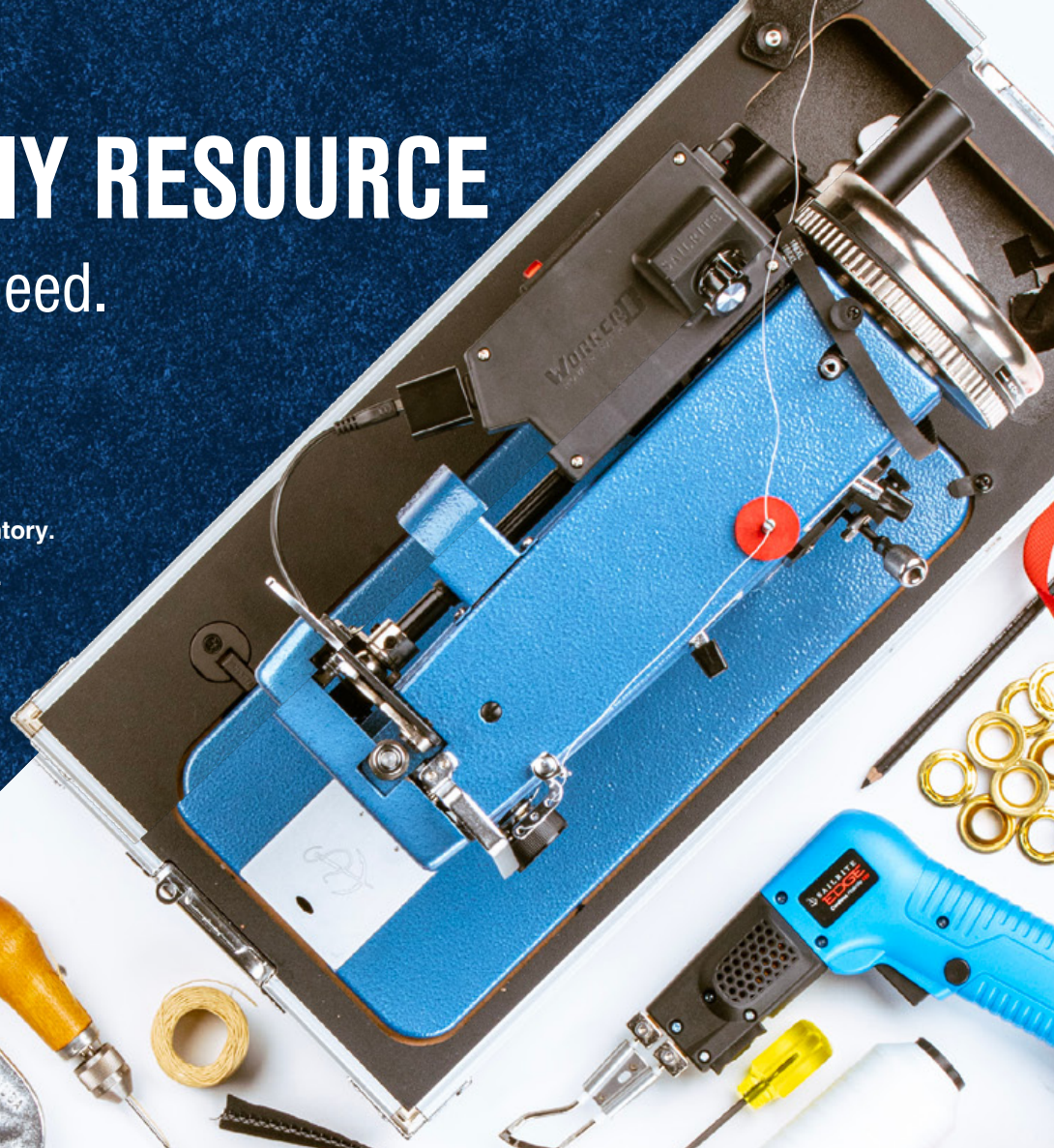
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# A Year of Memorable Stories

◆ By Molly Winans

What makes a great SpinSheet story? From my perspective as editor, three qualities distinguish an exceptional story: fascinating sailors, intriguing adventures, and excellent writing. Flipping through the 12 SpinSheet issues from 2024, I recall many memorable features among the 1126 pages we printed this year. If you missed them, I have included links at [spinsheet.com/best-2024](https://spinsheet.com/best-2024).

## January

“Une Aventure Extraordinaire: Annapolis Solo Sailor Crosses the Atlantic in a Classe Mini” (I wrote this one, so you be the judge of the writing, but wow, what a story Peter Gibbons-Neff had to tell). Also check out “Start Sailing Now: This Is Where I’m Meant To Be,” interview by Beth Crabtree.

## February

Kim Couranz’s “Speed Through Kindness;” how often do you read sailboat racing stories promoting kindness?

## March

Captain Cheryl Duvall’s “Finding a Home for Your Boat,” about the decision-making process of choosing a marina.

## April

Pet owners will want to read Cindy Wallach’s “Pets Onboard.” Another good one: “Start Sailing Now: Where Are They Now?” about our past new-sailor interviewees and how their sailing careers had evolved (spoiler: they’re thriving on the water). One more: Captain Steven Toole’s “Preparation for Offshore: Skipper Tips Beyond the Race Requirements.”

## May

Captain Duvall strikes again along with her hubby and sailing partner, Captain Dudley Whitney, with “Using Headsets To Optimize Communication” (and save your marriage).



## June

In “Raft Up Like a Pro,” SpinSheet’s senior editor Crabtree interviewed seasoned club sailors on raftup techniques (even those of us who’ve rafted up quite a bit learned something).

## July

Steve Gerard’s “Delivering *Third Act*.” This came in over the transom and checked all the boxes as a standout SpinSheet story about five seasoned sailors sharing skills and techniques on a memorable journey to New England.

## August

Eric Miller’s “The ‘Bay in a Day’ in a Beach Catamaran.” A must-read whether you sail beach cats or not: five stars!

## September

Couranz again: “Making Your Case in the Protest Room.” In 18 years at SpinSheet, this is the first time I’ve read a two-part story as comprehensive about protests (first part in August, “Help Them Help You”). Also, a hat tip to Maria Bellos Fisher for her “Five Sharks You Meet on the Chesapeake.”

## October

So many stories to choose from in our biggest issue of the year... Wallach’s “The Coconut Telegraph” about changes in cruisers’ communications in 20 years stayed with me. I also heard more feedback on my

own “Editor’s Note: Tagline Envy” than anything else I’d penned in 2024.

## November

Lou Frank’s “See the Bay: Urbanna” made me want to sail up the Rappahannock. Don’t miss James Lane’s exciting and funny story, “Fair Winds... and What?!”

## December

John Herlig’s “Mercenaries of the Sea” details the perks and learning opportunities of delivering other people’s boats (page 43). Find fodder for future charter vacations in Craig Ligibel’s “Chartering the Whitsunday Islands, Australia” (page 40).

I’m eternally grateful for all of our writers, whether they be monthly columnists, occasional feature freelancers, or those in the “claim they’re not writers” camp. I’d like to thank three columnists in particular: Tom Guay and Pamela Tenner Kellett (who pen our “Where We Sail” column quarterly) and Gwen Mayes (whose “Inspired by the Chesapeake” column covers creators on the Chesapeake). Their well-written, lively contributions make SpinSheet better.

Did I miss your favorite 2024 article? Is there something we should cover in 2025? Send your feedback anytime to [molly@spinsheet.com](mailto:molly@spinsheet.com).

Molly

# navigating peace of mind



## THE IMPORTANCE OF BOAT INSURANCE

Embarking on the open water is an exhilarating experience, filled with the promise of adventure and relaxation. Whether you're a seasoned sailor or a weekend cruiser, protecting your vessel with proper insurance is not just a choice—it's a necessity. Explore the reasons why every boat owner should prioritize boat insurance for a worry-free voyage.

### Unpredictable waters

The open water can be unpredictable, with unexpected storms, collisions, or other potential accidents. Boat insurance can give you financial protection if there is damage to your vessel, providing coverage for repairs or replacement.

### Damage and injury

Accidents on the water can result in damage to other boats, docks, or even injuries to passengers. Boat insurance offers liability coverage, which can pay for damages or injuries you're liable for while boating, up to specified limits, and lawsuit costs if you're sued. This includes damage you cause to another watercraft or if someone on or near your boat is injured and you're found to be legally responsible.

### Theft and vandalism

Unfortunately, boat theft and vandalism are realities that boat owners face. Boat insurance has comprehensive and collision coverage that can protect you against events outside of your control, including theft and vandalism.

### Incurred medical payments

Accidents on the water may lead to injuries for you or your passengers. Boat insurance offers a range of optional medical payments coverage limits, helping to cover medical expenses if you are in an accident or someone is hurt on your boat, regardless of fault.

### Peace of mind for financing

If you financed the purchase of your boat, most lenders require insurance coverage to protect their investment. Having boat insurance not only fulfills these requirements but also gives you peace of mind knowing that your financial interests are safeguarded.

### Navigational flexibility

Some water municipalities and marinas may require proof of insurance for docking or accessing certain areas. Boat insurance allows you the flexibility to explore different destinations without worrying about entry restrictions.

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### Happy Birthday, Trout!

My dad's wooden Star sailboat, *Trout*, turned 100 years old this year. I took these photos of her 100th Anniversary celebratory sail on the Magothy River a few weeks ago.

*Trout* is co-owned by my dad (Thomas Gahs) and my uncle (Kris Uebersax). She's the oldest Star in the Chesapeake Bay and one of the 10th oldest in the world. She's been in our family for 89 years.

She was also featured last year at the Gibson Island Yacht Squadron's (GIYS) 100th Anniversary of their Star fleet (*Trout* was one of 12 Star boats to be delivered to GIYS in 1923, which made them the first Stars to be delivered to the club and to the Chesapeake Bay).

Kate Gahs  
Annapolis



Send your questions, comments and stories to [editor@spinsheet.com](mailto:editor@spinsheet.com)



■ Trout's 100th anniversary sail.



■ Happy 100th!



■ Tom Gahs and Kris Uebersax in front of *Trout* at the GIYS 100-Year Star Class Anniversary. Photos by Kate Gahs



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■ We all appreciate sailors who know how to take sailing, but not themselves, too seriously. Photo by Will Keyworth



# How Will You Spend the Off-Season?

## Five Ways To Let Yourself Go:

## ... And Your Boat Too:

- 1 Say yes to *all* the holiday party foods. After all, they only come once a year.
- 2 Skip off-season workouts. The gym is always crowded in January, anyway.
- 3 Stow your exercise bag in the back of your closet—way back there, under that ugly sweater from Aunt Maud.
- 4 Skip that extra glass of water and hydrating moisturizer. Isn't that what dry January is all about? Chapped lips and cracked skin?
- 5 Take a pass on wearing a lifejacket, wet suit, or dry suit. Heck, I know how to swim.

- 1 Say no to a tarp or shrinkwrap. What's a little snow and leaves in the cockpit gonna harm?
- 2 Skip winterizing your boat's systems. Where do I go on Draft Kings to bet on a mild winter?
- 3 Stow cushions, snacks, and lifejackets on your winterized boat. What's the sense in putting all that stuff in a dock cart and pushing it to my car when I'm just going to put it all back on the boat in the spring?
- 4 Skip putting a moisture absorber or boat dehumidifier in the boat. How much harm can a little moisture do, really?
- 5 Take a pass on placing a deicer near your boat and pier. See number 2 above; I'm betting on a mild winter.

We don't need to tell you that winter's cold air and water temperatures are actually no joking matter. As late fall turns to winter, take care of yourself and your boat. If you sail all winter, awesome. If you put the boat on the hard and huddle indoors, also awesome. However you roll during the winter months, we want to see you and your boat out there on the water in good form next spring. Cheers and happy holidays!

## Walking the Walk and Talking the Talk

At SpinSheet, PropTalk, and FishTalk (aka SPF-360), we love to get out of the office and participate in local Chesapeake Bay events, especially when they raise funds for causes near and dear to our hearts. The first weekend of November we had a large contingent of staffers and supporters walking and running in the Chesapeake Bay Bridge Run (with Team EWE Spirit) and casting lines in the Fish For A Cure charity fishing tournament. We proudly bring you this recap.



Forty-one EWE Spirit team members walked or ran across the Bay Bridge November 10.

### The Bay Bridge Run... EWE Did It!

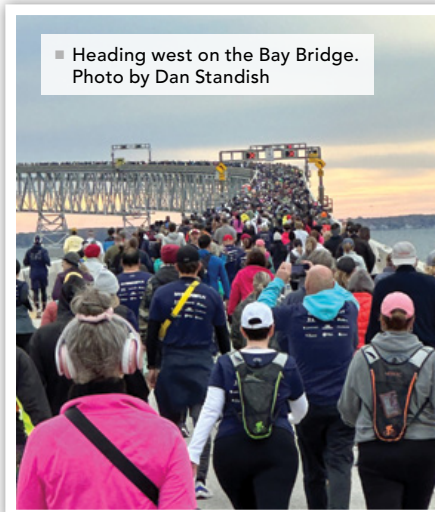
On a crisp morning with a gentle southerly breeze—great conditions for a fall sail—41 EWE Spirit team members ran or walked in the Bay Bridge Run November 10. A total of 40,000-plus runners and walkers finished the six-mile course that ran from just south of the bridge near the Northrup Grumman campus to the Terrapin Nature Park in Stevensville. Reaching the highest point in the center span and looking out over the Bay from 200 feet up was exhilarating for all.

EWE Spirit Foundation founder Mary Ewenson says, “We had 41 members on our team ranging from age 16 to age 66 and hailing from six states and Washington, DC. Our farthest traveled was from California.”

The EWE Spirit Foundation’s work honors the life of Geoff Ewenson, an Annapolis sailor who was dedicated to giving back to his community. Among the beneficiaries of the 2024 Bay Bridge Run was one of Geoff’s favorites: Athletes Serving Athletes, an organization that elevates the quality of life for individuals with limited mobility by empowering them to train for and participate in mainstream running events.

For this reason, it was a special day for the EWE team, which included Mary Ewenson, EWE Spirit director of operations Claire Ward, SpinSheet editor Molly Winans, and an array of family and friends. After completing the six-mile course, EWE Spirit team members gathered at the team tent for coffee, donuts, and a few games of cornhole with the kids before boarding the shuttles to head west back across the bridge.

To learn about the EWE Spirit Foundation, its 2025 events, and how you can get involved or buy a sticker and hat, click to [ewespirit.org](http://ewespirit.org).



Heading west on the Bay Bridge. Photo by Dan Standish

### Fish For a Cure Recap

Over the last 18 years, The Fish For a Cure (F4AC) tournament, Paul C. Dettor Captain’s Challenge, and Shore Party has raised more than \$6.5 million to support the Cancer Survivorship Program at Luminis Health Anne Arundel Medical Center’s Geaton and JoAnn DeCesaris Cancer Institute.

This year’s event took place Saturday, November 9. Team FishTalk/PropTalk raised \$12,803, surpassing our \$12,000 fundraising goal. We want to say a big *thank you* to everyone who donated to our team! Even more impressive is the fact that in total the event raised more than \$1.1 million—wow!

The number one boat in the Paul C. Dettor Captain’s Challenge Legends League, Reel Counsel, raised \$228,615.23, breaking a fundraising record. The number one boat in the Paul C. Dettor Captain’s Challenge Open League, AllTackle, raised \$49,274.61, also breaking a fundraising record.

In the catch and release rockfish stringer division (longest length of three fish), Team FishTalk/PropTalk came in 13th place, with a total length of 69 inches. First place went to PYY Fishing at 95.75 inches.

Congratulations to all of the winners and thank you again to everyone who participated and/or donated! Stay tuned for information on next year’s event at [fishforacure.org](http://fishforacure.org).



Team FishTalk PropTalk at Fish for a Cure.

## Wing Foil Racing in Annapolis!

On October 26 and 27, Annapolis Yacht Club (AYC) hosted its inaugural Chesapeake Wing Foil Championship, which was possibly the first wing foil racing event contested on the Chesapeake Bay. Eleven competitors of all ages and a variety of skill levels traveled to Annapolis from as far as Miami and Rhode Island to take part in the event. For many, this was their first wing foiling regatta and an opportunity to mix things up with a few relative veterans. ➡

## Your Feedback Is Needed!

Help the BoatUS Foundation for Boating Safety and Clean Water create a new online database to track abandoned and derelict vessels by giving the foundation your ideas. Do you have thoughts on how to build a better system for reporting and removing abandoned and derelict vessels? BoatUS Foundation wants to hear from you before December 17, using this form: [getfeedback.com/r/XE-ex91C0/](https://getfeedback.com/r/XE-ex91C0/). The questionnaire should take five to 10 minutes to complete. BoatUS Foundation is creating a new national ADV database in partnership with the National Oceanic and Atmospheric Administration (NOAA) to track these environmental and navigation hazards to help facilitate removal. The foundation is asking the public to comment on a short feedback form to help determine and prioritize the type of information that needs to be included in the ADV database. The foundation also hopes to learn how this data is currently collected and seeks out new ideas for how it may be better utilized, including how to promote the database and make it more widely accessible to communities, organizations and governments that may benefit from the information. Learn more at [boatus.org](https://boatus.org).



Photo courtesy of BoatUS



Photo courtesy of AYC

With AYC coach and part-time Miami resident, Daniel O'Farrill, AYC has partnered with Cabrinha (a Miami-based global designer and manufacturer of wind sports products), to create the country's largest and fastest growing wing foiling junior program.

Since there was no breeze on Friday, a complementary Cabrinha product demo was substituted for the planned race clinic. Saturday's racing featured bluebird skies and breeze ranging from 20 to 25 knots. Four races were completed on a slalom-style course featuring a reaching start and some seriously fast paced laps. Sunday's racing got underway in roughly eight knots of puffy breeze. One race was completed before the wind shut off entirely, making for a five-race series.

Wing foiling, a relatively new water-sports discipline, has emerged as sort of

a hybrid of kiteboarding and windsurfing. As the sport utilizes a hydrofoil, it's become an incredibly progressive discipline within the watersports community and has been embraced by sailors around the world of all levels and ages, from Americas Cup and SailGP sailors to junior level sailors.

In addition to the hydrofoil, the sport uses an inflatable wing and a relatively small board that can be packed to fit into a lightweight bag which can subsequently be checked onto an airplane. Because of its portability, steep learning curve, logistically friendly nature (the whole rig can be thrown in the water off of a boat or a dock), and its cost of entry relative to other racing sports (complete kits come in at right around \$3000), it's gaining traction and popularity in a way that very few fringe sailing disciplines ever have.

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## Glimpsing Our Prehistoric Past at Calvert Marine Museum

In November, the Calvert Marine Museum (CMM) opened its latest Mezzanine Gallery exhibit, “Out of the Vault,” which will be open for a year. Curated and assembled by the CMM



■ On display at CMM in Solomons, a large megalodon front tooth superbly well adapted at dismembering prey. Photo courtesy of CMM

paleontology and exhibits departments respectively, this exhibit showcases approximately 30 rare and scientifically significant fossils, each revealing a unique glimpse into the prehistoric past of the Chesapeake Bay region.

Highlights of the exhibit include: fossilized shrimp burrows, teeth from an ancestor of the modern great white shark, skull remains of extinct dolphins, parts of a giant leatherback turtle shell, Miocene elephant teeth, an associated set of teeth from the legendary megalodon, and remarkable fossils of Miocene hermit crabs, which tell a compelling story of survival and adaptation.

“This exhibit represents the extraordinary richness of our fossil collection,” said Dr. Godfrey. “Each fossil carries a story that highlights the diversity of life that existed in this region between 18 and eight million years ago.”

CMM’s fossil collection houses more than 150,000 specimens, many of which have contributed to the history of paleontology. This region’s accessible Miocene-age deposits have drawn the interest of prominent paleontologists throughout

history, making this exhibit a celebration of both scientific discovery and national heritage.

Funding for this exhibit has been made possible through a seed grant from The Southern Maryland National Heritage Area, with additional support from the tourism departments of Calvert County, Charles County, Visit St. Mary’s, plus generous contributions from Christine and Jim Burris, along with the Citizens of Calvert County and the County Commissioners of Calvert County, MD.

*Important Note:* The fossils displayed in this exhibit were not collected from Calvert Cliffs State Park, where digging is prohibited. Report any significant fossil finds to CMM at (410) 326-2042.

The Calvert Marine Museum is open daily from 10 a.m. to 5 p.m. Admission costs \$11 for adults; \$9 for seniors, military, veterans with valid ID, and AAA and AARP members; \$6 for children ages five to 12; children under five and museum members are admitted free. Proud participant in Museums for ALL. Learn more at [calvertmarinemuseum.com](http://calvertmarinemuseum.com).

## National Park Service Awards \$150,000 to Phoebus-Fort Monroe Coalition

The Chesapeake Conservancy is the recipient of a 2024 Chesapeake Gateways grant to support, protect, and showcase the natural, cultural, recreational, and historical significance of the Phoebus Main Street District, Fort Monroe, and the City of Hampton, VA. The \$150,000 in grant funding, made possible by National Park Service Chesapeake Gateways, will be used to establish the Phoebus-Fort Monroe Coalition and craft a strategic framework to guide the coalition.

The land that is present-day Phoebus, Fort Monroe, and Hampton has always been interconnected. Indigenous people for time immemorial dwelled in the expanse while farming and hunting. The area’s strategic advantage at the mouth of the Chesapeake Bay, with its many tributaries, made the waterways valuable for travel, trade, and war. With the arrival of the Europeans and

Africans in the early 1600s, the area has undergone numerous name changes: Tsenacomoco, Point Comfort, and Elizabeth City to name a few.

Over the past several years, the Phoebus Partnership, Fort Monroe Authority, and the City of Hampton have worked informally to capture the rich history, culture, and attractions of Phoebus and Fort Monroe. The creation of the Phoebus-Fort Monroe Coalition will unite stakeholders across the locality to capture and celebrate this area’s rich cultural history, ensure the community’s heritage is preserved, and provide positive impacts to the local community.

“Phoebus is thrilled to take part in this important collaboration with the Chesapeake Conservancy to celebrate and preserve our unique history and

natural environment. From this community’s beginnings as the Native village of Kikotan to its role in the Civil War as a pivotal Union position and one of the earliest freedmen’s communities in the South, Phoebus has always been proud and resilient,” stated Joe Griffith, Virginia Main Street manager for the Phoebus Partnership.

The National Park Service Chesapeake Gateways Office offers competitive grant opportunities to advance the Chesapeake Bay Initiative Act of 1998 within the full 41-million-acre Chesapeake Bay watershed. Chesapeake Gateways grants bring out familiar, untold, under-appreciated, or yet-to-be uncovered narratives and promote resilient communities and landscapes through tourism, sustainability, conservation, and local economies throughout the Chesapeake Bay watershed.

Learn more at [chesapeakeconservancy.org](http://chesapeakeconservancy.org).



■ Aerial view of Phoebus looking toward Fort Monroe. Photo by Joe Griffith





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## December

### 5-19 Midnight Madness - Downtown Annapolis

Dec. 5, 12, and 19. The first two Thursdays of December from 4 p.m. until Midnight and the third Thursday of December from 4 p.m. until 11 p.m. Residents and visitors are invited to stroll along Main Street, West Street, Maryland Avenue, State Circle, Market Space, and Dock Street to support local businesses. The streets will be filled with entertainment and holiday decorations, and the shops will have refreshments and sales.

### 6 First Fossil Friday

Fossil hunters, bring your fossil finds from Calvert Cliffs or other local areas from 1 to 4:30 p.m. to be identified! This service is provided for free; however, admission fees apply for access to CMM exhibits. At the Calvert Marine Museum in Solomons, MD.

### 6-7 A Dickens of a Christmas

Chestertown, MD's, annual Victorian holiday extravaganza. This two-day event includes entertainment, home tours, food, book talks, merchandise, and more. And don't forget to come dressed like the dickens!

### 7 24th Annual Alexandria Holiday Boat Parade of Lights

Boats will cruise past the Old Town Alexandria Waterfront starting at 5:30 p.m. The Boat Parade is complemented by dockside festivities held in Waterfront Park.

### 7 32nd Annual Holiday Boat Parade and Party at the Wharf

6 to 8 p.m. at the Wharf in Washington, DC. Party to live music from Yani the Band on District Pier while you sip on hot toddies and drinks from the Corona Cheer Garden. Get into the spirit with ornament decorating, holiday karaoke, smores at Camp Wharf, visits with Santa, the Jack Daniel's Barrel Tree, and a 45-foot illuminated Christmas tree on District Pier. A spectacular fireworks salute will conclude the boat parade at 8 p.m.

### 7 Baltimore Parade of Lighted Boats

6 to 8 p.m. in Baltimore, MD. Watch the creatively decorated vessels as they parade around the Inner Harbor, Fells Point, and Canton in holiday style.

### 7 Cambridge-Dorchester County Christmas Parade

Lineup at 4 p.m., parade at 5 p.m. Once hailed as the 'largest nighttime parade,' the event continues each year as a timeless tradition throughout the decades.

### 7 Chesapeake City Lighted Boat Parade

The third annual Bohemia River Boaters Lighted Boat Parade. 5:30 to 7 p.m. in Chesapeake City, MD. Watch it from Pell Gardens, Bayard House, Schaefer's Canal House, and the Chesapeake Inn. Boats will be running down the C&D Canal headed into the basin at approximately 5:30 p.m. Come join the fun, and please bring a few canned goods to donate towards the local church's food cupboard.

### 7 Chesapeake Light Craft Winter Open House

9 a.m. to 2 p.m. Free boatbuilding seminars all day, hang out with other boating fanatics in CLC's spacious shop and showroom. Door prizes for those who RSVP. One-day-only specials with steep discounts on all the popular gear and supplies, and kits too. Light refreshments. 1805 George Ave., Annapolis.

Do you have an upcoming event? Send the details to: [editor@spinsheet.com](mailto:editor@spinsheet.com)



## December (cont.)

**7 Pasadena Lighted Boat Parade**  
The Broken Oar will start things off with a Pre-Parade Party for all Captains and first mates from 3 to 5 p.m. Parade boaters will cast off at 5 p.m. and motor to Rock Creek, arriving at 5:45 p.m. and then return and do two loops through Stoney Creek and Nabbs Creek from 6:30 to 7:30 p.m. Boaters return to the Broken Oar around 7:30 p.m. There will be Christmas music, a kiddie corner, Santa, a special drink menu, and more. Admission: \$5 (ages 12 and under are free). To register for the boat parade, contact Keegan Fisher at [keegan.brokenoar@gmail.com](mailto:keegan.brokenoar@gmail.com).

**7 Yorktown Lighted Boat Parade**  
6 to 8 p.m. in Yorktown, VA.  
Pre-parade festivities start at 6 p.m. and include caroling around illuminated braziers, a musical performance by the Fifes and Drums of York Town, and complimentary hot cider. At 7 p.m. the boats will finish out the evening as they make their way down the river in a dazzling show of lights.

**13-15 Christmas in St. Michaels**  
Events throughout the town of St. Michaels, MD, including a lighted boat parade Saturday, Dec. 14 at 6 p.m. The mission of the event is to provide resources to help local nonprofit groups enhance the quality of life for the residents of the Bay Hundred community.

**14 Eastport Yacht Club Lights Parade**  
A beloved Annapolis tradition! 6 to 8 p.m. The Spa Creek Bridge will be closed to vehicles crossing between downtown Annapolis and Eastport periodically from 5:30 to 8 p.m. Find a map of the route and viewing locations online.

**14 Hampton Lighted Boat Parade**  
The Hampton River will come to life as a fleet of decorated boats parade past the Downtown Hampton waterfront. The parade runs from 7 to 8 p.m. and concludes with an awards ceremony at 8:30 p.m. Following the parade, Santa will join the fun dockside. This event is free and open to the public.

**15 Deale's 7th Annual Parade of Lights**  
Beginning at 5:30 pm. Organizers encourage all boats to begin at Hidden Harbor if possible. If you cannot fit under the bridge, all others may follow beginning at Happy Harbor or Shipwright Marina. Pre-registration required. Questions: [dealeparadeoflights@gmail.com](mailto:dealeparadeoflights@gmail.com)

For more details and links to event websites, visit [spinsheet.com/calendar](http://spinsheet.com/calendar)



ILCA Frostbite Racing takes place Sundays in winter out of Severn Sailing Association. Photo by Ted Morgan

# December (cont.)

## 31 First Night Talbot and Blue Crab Drop

Free family friendly event in Easton, MD. Games, a photo booth, kids crafts and activities, a DJ, face painting, hot cocoa, and more! After the 9 p.m. crab drop, guests can enjoy the Union Baptist Choir and other entertainment.

## 31 Midnight Muskrat Dive

Marshall P. Muskrat will drop into 2025 in Princess Anne, MD. There will be Smith Island Cake, a DJ, free party favors, free toast to the New Year with sparkling cider/sparkling grape juice available for all.

## 31 New Year's Eve in Annapolis

Ring in the New Year with two fireworks displays in Annapolis: a family display at 7 p.m. at Susan Campbell Park and final fireworks at midnight.

# December Racing

## through Dec 15

**AYC Frostbite Racing Series 1** Hosted by Annapolis YC.

## 1 HYC Gaboon Race

Hosted by Hampton YC, Hampton, VA.

## Dec 1 - March 30

**Frostbite Racing** Hosted by Severn Sailing Association in Annapolis.

# January

## through Jan 1

**Lights on the Bay** Gather your friends, family, crew, and furry companions for a two-mile scenic drive with sparkling lights and festive vibes. \$20.00 per car, \$5 for 3D glasses. Through January 1 at Sandy Point State Park. Benefits the SPCA of Anne Arundel County.

## 1 First Day Hikes

First Day Hikes are part of a nationwide initiative led by America's State Parks to encourage people to get outdoors. On New Year's Day, hundreds of free, guided hikes will be organized in all 50 states. Find a hike near you at [americanhiking.org/first-day-hikes](http://americanhiking.org/first-day-hikes)

## 10-12 Chesapeake Bay Boat Show

At the Maryland State Fairgrounds in Timonium, MD. Presented by the Marine Trades Association of Baltimore County.

# January Racing

## 1 Dana Dillon New Year's Madness Race

Hosted by Hampton YC, Hampton, VA.

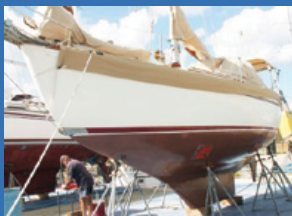
## 1 AYC Hangover Bowl

Hosted by Annapolis Yacht Club.



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**DECEMBER 2024 TIDES**

<b>BALTIMORE</b>					<b>ANNAPOLIS</b>					<b>CHESAPEAKE BAY BRIDGE TUNNEL</b>				
Time	Height	Time	Height		Time	Height	Time	Height		Time	Height	Time	Height	
h m	ft	h m	ft	cm	h m	ft	h m	ft	cm	h m	ft	h m	ft	cm
<b>1</b>	01:30 AM	0.2	6		<b>16</b>	01:58 AM	0.0	0		<b>1</b>	01:20 AM	0.1	3	
	06:04 AM	0.7	21			06:33 AM	0.7	21			07:55 AM	2.9	88	
Su	11:45 AM	-0.1	-3		M	12:44 PM	-0.4	-12		Su	02:16 PM	0.1	3	
•	06:53 PM	1.5	46		M	07:35 PM	1.4	43		•	08:12 PM	2.2	67	
<b>2</b>	02:14 AM	0.2	6		<b>17</b>	02:46 AM	0.0	0		<b>2</b>	01:59 AM	0.1	3	
	06:44 AM	0.7	21			07:24 AM	0.7	21			08:33 AM	2.9	88	
M	12:25 PM	-0.1	-3		Tu	01:40 PM	-0.4	-12		M	02:54 PM	0.1	3	
	07:33 PM	1.5	46			08:23 PM	1.3	40			08:52 PM	2.1	64	
<b>3</b>	02:58 AM	0.2	6		<b>18</b>	03:32 AM	0.0	0		<b>3</b>	02:40 AM	0.1	3	
	07:25 AM	0.7	21			08:15 AM	0.7	21			09:13 AM	2.9	88	
Tu	01:10 PM	-0.1	-3		W	02:31 PM	-0.3	-9		Tu	03:35 PM	0.1	3	
	08:12 PM	1.5	46			09:09 PM	1.2	37			09:33 PM	2.1	64	
<b>4</b>	03:43 AM	0.2	6		<b>19</b>	04:19 AM	0.0	0		<b>4</b>	03:24 AM	0.1	3	
	08:06 AM	0.6	18			09:07 AM	0.7	21			09:55 AM	2.9	88	
W	01:56 PM	-0.1	-3		Th	03:23 PM	-0.2	-6		W	04:19 PM	0.1	3	
	08:53 PM	1.4	43			09:56 PM	1.1	34			10:18 PM	2.1	64	
<b>5</b>	04:29 AM	0.2	6		<b>20</b>	05:04 AM	0.0	0		<b>5</b>	04:11 AM	0.1	3	
	08:52 AM	0.7	21			10:06 AM	0.7	21			10:40 AM	2.8	85	
Th	02:45 PM	-0.1	-3		F	04:20 PM	-0.1	-3		Th	05:07 PM	0.1	3	
	09:39 PM	1.4	43			10:44 PM	1.0	30			11:08 PM	2.1	64	
<b>6</b>	05:15 AM	0.1	3		<b>21</b>	05:46 AM	-0.1	-3		<b>6</b>	05:05 AM	0.2	6	
	09:49 AM	0.7	21			11:12 AM	0.7	21			11:29 AM	2.7	82	
F	03:42 PM	0.0	0		Sa	05:21 PM	0.0	0		F	05:58 PM	0.1	3	
	10:32 PM	1.3	40			11:32 PM	0.9	27			06:58 PM	2.3	70	
<b>7</b>	05:58 AM	0.1	3		<b>22</b>	06:24 AM	-0.1	-3		<b>7</b>	12:03 AM	2.2	67	
	10:59 AM	0.7	21			12:12 PM	0.7	21			06:04 AM	0.2	6	
Sa	04:59 PM	0.0	0		Su	06:21 PM	0.1	3		Sa	12:22 PM	2.6	79	
	11:27 PM	1.2	37		•					•	06:52 PM	0.0	0	
<b>8</b>	06:39 AM	0.0	0		<b>23</b>	12:16 AM	0.8	24		<b>8</b>	01:04 AM	2.3	70	
	12:06 PM	0.8	24			06:59 AM	-0.1	-3			07:10 AM	0.2	6	
Su	06:18 PM	0.1	3		M	01:07 PM	0.8	24		Su	01:20 PM	2.5	76	
•						07:27 PM	0.1	3		•	07:48 PM	0.0	0	
<b>9</b>	12:20 AM	1.1	34		<b>24</b>	12:59 AM	0.7	21		<b>9</b>	02:08 AM	2.5	76	
	07:19 AM	-0.1	-3			07:34 AM	-0.1	-3			08:20 AM	0.0	0	
M	01:07 PM	1.0	30		Tu	02:00 PM	0.8	24		M	02:21 PM	2.4	73	
	07:39 PM	0.1	3			08:41 PM	0.2	6			08:44 PM	-0.1	-3	
<b>10</b>	01:12 AM	1.0	30		<b>25</b>	01:45 AM	0.6	18		<b>10</b>	03:12 AM	2.7	82	
	08:02 AM	-0.1	-3			08:10 AM	-0.2	-6			09:29 AM	0.1	3	
Tu	02:08 PM	1.1	34		W	02:53 PM	0.9	27		Tu	03:25 PM	2.3	70	
	09:00 PM	0.1	3			09:46 PM	0.1	3			09:40 PM	-0.2	-6	
<b>11</b>	02:08 AM	0.9	27		<b>26</b>	02:35 AM	0.5	15		<b>11</b>	04:14 AM	2.9	88	
	08:46 AM	-0.2	-6			08:47 AM	-0.2	-6			10:35 AM	0.0	0	
W	03:08 PM	1.3	40		Th	03:40 PM	1.0	30		W	04:29 PM	2.3	70	
	10:09 PM	0.0	0			10:40 PM	0.1	3			10:35 PM	-0.3	-9	
<b>12</b>	03:04 AM	0.8	24		<b>27</b>	03:23 AM	0.5	15		<b>12</b>	05:13 AM	3.1	94	
	09:30 AM	-0.3	-9			04:23 PM	1.1	34			11:35 AM	-0.1	-3	
Th	04:03 PM	1.4	43		F	04:23 PM	1.1	34		Th	05:29 PM	2.3	70	
	11:09 PM	0.0	0			11:30 PM	0.0	0			11:28 PM	-0.4	-12	
<b>13</b>	03:58 AM	0.7	21		<b>28</b>	04:08 AM	0.4	12		<b>13</b>	06:08 AM	3.2	98	
	10:14 AM	-0.4	-12			10:02 AM	-0.3	-9			12:32 PM	-0.3	-9	
F	04:56 PM	1.5	46		Sa	05:05 PM	1.1	34		F	06:27 PM	2.3	70	
<b>14</b>	12:08 AM	0.0	0		<b>29</b>	12:20 AM	0.0	0		<b>14</b>	12:21 AM	-0.5	-15	
	04:49 AM	0.7	21			04:49 AM	0.4	12			07:00 AM	3.3	101	
Sa	10:59 AM	-0.4	-12		Su	10:41 AM	-0.4	-12		Sa	01:25 PM	-0.3	-9	
	05:49 PM	1.5	46			05:48 PM	1.2	37			07:20 PM	2.3	70	
<b>15</b>	01:06 AM	0.0	0		<b>30</b>	01:08 AM	0.0	0		<b>15</b>	01:13 AM	-0.5	-15	
	05:40 AM	0.7	21			05:32 AM	0.4	12			07:51 AM	3.3	101	
Su	11:48 AM	-0.4	-12		M	11:25 AM	-0.4	-12		Su	02:16 PM	-0.3	-9	
•	06:44 PM	1.5	46			06:32 PM	1.2	37		•	08:12 PM	2.3	70	
<b>16</b>	01:52 AM	0.0	0		<b>31</b>	01:52 AM	0.0	0		<b>16</b>	02:03 AM	-0.4	-12	
	06:18 AM	0.4	12			06:18 AM	0.4	12			08:40 AM	3.2	98	
Tu	12:11 PM	-0.4	-12			12:11 PM	-0.4	-12		M	03:05 PM	-0.3	-9	
										•	09:01 PM	2.3	70	

**DIFFERENCES**

	High	Low	H. Ht	L. Ht	Spring Range
Sharps Island Light	-3:47	-3:50	*1.18	*1.17	1.5
Havre de Grace	+3:11	+3:30	*1.59	*1.59	1.9
Sevenfoot Knoll Light	-0:06	-0:10	*0.82	*0.83	1.1
St Michaels, Miles River	-2:14	-1:58	*1.08	*1.08	1.4

**DIFFERENCES**

	High	Low	H. Ht	L. Ht	Spring Range
Mtn Pt, Magothy River	+1:24	+1:40	*0.88	*0.88	1.0
Chesapeake Beach	-1:14	-1:15	*1.12	*1.14	1.1
Cedar Point	-3:16	-3:13	*1.33	*1.33	1.4
Point Lookout	-3:48	-3:47	*1.37	*1.33	1.4

**DIFFERENCES**

	High	Low	H. Ht	L. Ht	Spring Range
Onancock Creek	+3:52	+4:15	*0.70	*0.83	2.2
Stingray Point	+2:01	+2:29	*0.48	*0.83	1.4
Hooper Strait Light	+5:52	+6:04	*0.66	*0.67	2.0
Lynnhaven Inlet	+0:47	+1:08	*0.77	*0.83	2.4

All times listed are in Local Time, Daylight Saving Time has been applied when appropriate. All speeds are in knots. Tides & Currents predictions are provided by NOAA.gov



# start Sailing now



## YouTube Hooks Young Liveboards Meet Michaela and Patrick

▲ As told to Beth Crabtree

**C**ruisers Michaela and Patrick Farwick learned about the liveboard lifestyle from YouTube while living in a van in 2022. They decided to sell their van, backpack overseas for a year to save money, and come back to the states to buy a sailboat. In August of 2023, after a year in Asia, they arrived back in California, bought a car in Los Angeles, and took a road trip to the East Coast to start looking at sailboats. At the time, Michaela and Patrick were aged 28 and 29 years respectively. Here Michaela shares in her own words a bit of their story. You can follow their adventures on YouTube @patrickandmichaela.

### The leap to sailing and boat ownership

When we transitioned from van life to the cruising life, Patrick and I originally thought that we would end up on a 36-foot monohull sailboat; however, as we searched online for hours each day, we came across a catamaran listed on Facebook Marketplace that seemed to be perfect for us. From an off-grid-home perspective, it was turn-key, with great batteries, solar, and a water maker. We bought the boat, *Thalia*, in Miami in December of 2023. She is a 1987 Prout Snowgoose 37 Elite, 37 feet long with a beam of 16.5 feet. We had nearly no sailing experience when we bought her, but we moved aboard straight away.

### First sails

We bought *Thalia* at Dinner Key Marina, and we lived aboard her there for three months. Although the wonderful captain who sold us our boat gave us three days of lessons, we couldn't move her ourselves because of insurance restrictions, so we hired a captain to train us for five days, living aboard the whole time. After that, we sailed around the bay three times before ambitiously taking off toward the Bahamas, where we spent one month. When our engine broke down, we sailed with no engine back to West Palm Beach, with the help of a friend.

After repairing the engine, we made our way up the coast, taking the ICW for some of the way but also a

few overnight and double overnight sails to make it north of Cape Hatteras for hurricane season. By August, we were in the Chesapeake. We have sailed 1500 nm in the last eight months.

### Big dreams

In November, after spending nearly three months in Annapolis, we headed back south. We plan to spend this year cruising to the Bahamas, and work our way back up the coast toward Maine for next summer. We hope to spend more time next year exploring the Chesapeake, but this year we had to take a three-week trip to pick up engine parts as well as do a bunch of repairs and upgrades to get ready for next season.

Find more articles, new sailor profiles, and videos at [StartSailingNow.com](https://StartSailingNow.com)



We haven't really decided what to do after next summer. Plans are often written in sand at low tide, as they say. We often talk about circumnavigating, but as new sailors, that still just feels like a dream.

### Did you have any preconceived notions about sailing?

Before we investigated the cruising lifestyle, we had the impression that you have to be wealthy to sail. Coming from the Midwest, we didn't grow up around sailboats and really had no idea of the size and scope of the hobby. In the movies yacht clubs for sailors paint a picture of million-dollar boats, but after learning more and getting into the cruising lifestyle, it is very apparent to us that sailing can be for everyone. There are of course million-dollar boats, but there are also people racing dinghies on the weekdays and people living the cruising lifestyle on a boat they fix themselves (which is where we are!).

### Like nothing we've ever experienced.

One notion we had that has proved to be true is how welcoming and kind the sailing community is. As we started throwing around the idea of buying a boat, we heard from folks that the sailing community is the best, but it wasn't until we actually got on the water that we realized how close-knit the community is. Everyone is so ready to jump in and lend a hand or give advice, and that has been incredible to us. It really is like nothing we've ever experienced before.

### Advice for someone interested in learning to sail.

Just get out there! There are many great Facebook groups, apps (we like Sea People), and even old-school forums that help coordinate people getting out on the water. If you live near the water, head to a local yacht or sailing club and ask what night they host casual races. Beer can races are a good way to get out on the water and experience sailing. You could



Thalia in the Bahamas.

also do what we did and just buy a boat to see how you like it, but there is certainly more risk involved in that.

There are always obstacles when trying to do something new. Whether it is anxiety and fear due to being out in the great blue ocean for the first time, weathering a storm, having to fix the engine with nearly no diesel experience, or figuring out paperwork and insurance to register your boat, there are always things you have to overcome in order to live your dream.

## Find a Sailing School

New sailors or those returning to sailing may want to seek instruction or coaching at a sailing school or club. Many such organizations exist on the Chesapeake Bay and its tributaries. They offer certifications for beginners, returning sailors hoping to brush up on seamanship skills, cruisers seeking bareboat chartering or navigation experience, and racers wanting to hone their skills. The following is a sampling of schools and clubs that offer sailing instruction on the Chesapeake. For a more complete list of schools offering certifications outside this region, visit US Sailing or American Sailing.

### Chesapeake Bay Sailing Schools

- **Annapolis Sailing School**  
[annapolissailing.com](http://annapolissailing.com)
- **Annapolis Naval Sailing Association**  
[ansa.org](http://ansa.org)
- **Blue Water Sailing School**  
[bwss.com](http://bwss.com)

- **Captain In You Sailing Schools, Inc.**  
[captaininyou.com](http://captaininyou.com)
- **DC Sail**  
[dcsail.org](http://dcsail.org)
- **Gratitude Sailing Institute**  
[gratitudesailing.com](http://gratitudesailing.com)

- **J/World Annapolis**  
[jworldannapolis.com](http://jworldannapolis.com)
- **SailTime**  
[sailtime.com/annapolis](http://sailtime.com/annapolis)
- **Sail Solomons**  
[sailsi.com](http://sailsi.com)
- **West River Sailing Club**  
[learn2sailwrsc.com](http://learn2sailwrsc.com)



Photo courtesy of Sail Solomons





# Deck Your Hulls With Green Gift Giving!

By Pamela Tenner Kellett

Back in June 2022, I wrote a SpinSheet article on the seven “R’s” of sustainable sailing. As the season of gift giving approaches, I thought I would highlight some ideas for thoughtful and fun gifts that fit into some of the R’s: Repurpose (upcycle), Reduce (plastics in packaging), Refill, and Respect (Mother Earth and her oceans).

## Luci Lights by Mpowerd:

I have owned the first-gen Luci lights for years. Lightweight solar-powered lights that you inflate for use. Somehow they can be lurking in a dark lazarette and still light up. They make a great all-around white light in a pinch! Also perfect for camping and backpacking. New this year are the Solar String Lights. Every cockpit or down below bunk looks better with string lights. Charge with the sun or via USB. The string lights roll up into the case and also have a flashlight feature. Better yet you can charge your devices with mobile charging via USB-C or USB-A cables. Water-resistant! Multi-colored! Mpowerd is a certified B Corporation that helps provide clean energy to people around the world who need it most. My gift recommendation of the season. [mpowerd.com](http://mpowerd.com)

## Smateria bags:

I have been carrying my everyday items in a cross-body bag (hands-free, so you have one hand for the ship) from Smateria and love the sturdy construction and cool colors. The Net Collection uses repurposed nylon from fishing nets in Cambodia. They



also make reusable shopping bags and a variety of other shapes and sized bags. World Fair Trade Organization Member. [smateria.com](http://smateria.com)

## Turkish bath towels:

My recent obsession for boat and travel. Lightweight, quick drying, absorbent. Less water required for washing. Hang them on the railing for a solar dry. Sand shakes right off if you bring them to the beach. The Sand Cloud brand has an ocean creatures collection, and they come in a range of sizes. Personal favorite design: Whale Shark. [sandcloud.com](http://sandcloud.com)

## Sustainable seafood:

My commercial fisherman son spent the summer in Bristol Bay fishing for sockeye salmon. Salmon Sisters ships delicious sustainably harvested frozen fish directly from their base in Homer each week. Best



gift for the foodie who has everything! They have also written a fabulous cookbook. The sisters have collaborated with XtraTuf for the best looking sea boots that sport roll down cuffs with cool ocean creature designs. I have the Octopus pair. [aksalmonsisters.com](http://aksalmonsisters.com)

## Resources for other great gift ideas:

Sailors for the Sea has a great list of ocean-safe sunscreens, several of which come in non-plastic packaging: [sailorsforthesea.org](http://sailorsforthesea.org). [Refillgoodness.com](http://Refillgoodness.com) carries festive Swedish dish cloths and “Un-paper” towels which reduce paper towel use in the galley and take up less space.

Re-Sails makes Holiday Stockings out of used sails ([resails.com](http://resails.com)); though nothing says repurpose like a clean holiday sock. Ditch the single-use wrapping paper and get creative with out-of-date charts!





# Stories of the Century

## This Is the End, My Friends

Here we are, Century Club members, at the year's end. Some aspiring and *almost-there* Century Club members must get on the water a dozen or more days to reach 100 on-water days by December 31. We're rooting for them! Follow their progress at [spinsheet.com/century-club-leaderboard](https://spinsheet.com/century-club-leaderboard). Here are a few reports from confirmed Century Club members.



■ Kelly and Russ (front) at a Corinthians gathering this summer.

### Russ Borman and Kelly Smith – 250 Days

The crew of *Bliss* slipped away on the morning of October 24, once again heading for lower latitudes. After a few months of staying put in our adopted hometown of Annapolis, the dropping leaves and temperatures told us it was time to untie the lines and point south.

Since we are full-time cruisers and live aboard our 42-foot sailboat year-round, we literally spend most every day on the water. When we're in our summer slip, we don't count our stationary days (*editor's note: good, because you must leave the dock to count one*). Now that we are underway again, we're inching toward 250 days on the water. (We achieved Century Club status back in April.)

This winter we intend to spend a few months cruising the Florida Keys and the Bahamas. While we travel, we maintain a narrated photo and video log on Facebook and YouTube. We expect to finish 2024 with about 300 days, taking time out for airplane visits to family during the holidays. We wouldn't trade this lifestyle for anything!

### Tim Dull – 113 Days

Just broke 100 days for the Century Club a couple of weeks ago after finishing my latest month-long fall cruise of the Bay. That makes 21 years I have been doing that since I retired in 2003. That four-to-five-week cruise along with about 30 racing days always puts me over, but I only started tracking a few years ago.

As of October 26, I still had a race with the Broad Bay Sailing Association and three weekend cruises to go before the end of the year.



■ Tim Dull's Skymark.



### Lorie Stout - 100 Days

One of only a handful of sailors who've reached their 100-day Century Club goal every year since the club's inception 11 years ago, Lorie rocked it again in 2024!

■ Lorie Stout's 10 burgees, with one more to come.



■ Blue skies in Croatia!



### Mike Pitchford - 158 Days

Back in June, Mike wrote, "Sue and I are sailing on a 110-foot gullet with four other Annapolis couples in Croatia... the weather has been near perfect, low 70s and mostly sunny. By the time I log these days I will hit 100!"

At that point in his season his favorite day was "Probably our run from Norfolk to Annapolis on May 1. It was our return from Florida which had been weather-delayed twice. We had great weather and completed the run in just under seven hours."

We're looking forward to hearing more about the Pitchfords' adventures.

# Can You Log 100 Days On The Water?

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### 2024 Century Club Leaderboard\*

- |                               |                              |
|-------------------------------|------------------------------|
| 1. David Sites - 320 Days     | 6. Mike Pitchford - 158 Days |
| 2. Dave Nestel - 297 Days     | 7. Jere Glover - 156 Days    |
| 3. Drew Mutch - 241 Days      | 8. Brett Smith - 152 Days    |
| 4. Jeff Joy - 173 Days        | 9. Bill Carruth - 151 Days   |
| 5. Jonathan Nepini - 167 Days | 10. James Ronayne - 150 Days |

\*As of 11/18/2024

Dave Nestel enjoys an afternoon sail on the Elk River on his WindRider.



To view leaderboard and to log your days, visit [spinsheet.com/century-club](https://spinsheet.com/century-club)

# GREAT LOOP PADDLER

## PASSES THROUGH THE CHESAPEAKE

**W**hen Peter Frank, a 23-year-old solo canoeist, alerted SpinSheet that he was passing through the Chesapeake while paddling the Great Loop, we wondered who would undertake such an ambitious journey and why.

Peter started his expedition in Escanaba, MI, on June 27 and anticipates the entire trip will last 17 months. Here he shares in his own words what inspired him, some of his challenges and triumphs, and his thoughts on the waterways and people of the Chesapeake Bay.

### WHAT INSPIRES A 6000-MILE EXPEDITION IN A CANOE?

The expedition was an evolution over time. I spent a couple of years doing expeditions on bicycles, unicycles, and kayaks and did some hitchhiking out west, but nothing struck me quite as much as canoeing.

One expedition I took in 2022, I was dropped off at the headwaters of the Mississippi River in Lake Itasca, MN, and canoed the entire Mississippi River to the Gulf of Mexico, New Orleans. Once there I decided to keep going and ended up making it as far as South Carolina. The entire journey was 4700 miles and spanned more than 11 months.

It was around this time that I had discovered what The Great Loop was: a 6000-mile waterway circumnavigation of the eastern United States. I did some extensive planning and decided to 'try again,' to do the Loop, this time, without stopping, despite having completed over half of the Loop already.

### WELCOME TO THE CHESAPEAKE

As I write, these are my first days in the Chesapeake. On my first day in Annapolis, I took a tour on the *Woodwind*, a 70-plus-foot three-masted schooner, and was put behind the wheel of a sailboat for the first time in my life. It was an exhilarating experience that I'll cherish forever.

The people here are different, in ways that almost make you feel at home as you're greeted by strangers who wish for nothing more than to help you along your journey through life.

### ADDING A SAIL TO THE CANOE

I've rigged a carbon fiber Falcon Sail to my canoe, which is a six-foot mast and 1.0-meter sail. I used this sailing rig through the Great Lakes, but once I reached the inland rivers leading down to the Chesapeake, I put it away to be used at a later segment. Once I hit the Chesapeake, the tides I noticed were significantly less intense than the Hudson Valley and Delaware River, where tides are almost eight feet in elevation and can flow up to five knots or more.

The Chesapeake however, experiences tides as little as six inches. These made for perfect canoe sailing conditions, where I now have my rig set up again, and am sailing in favorable conditions. I enjoy the sail very much; it hasn't yet taken over as my main propulsion, but it's been nice to have an aid of sorts that takes off some effort from my paddle strokes. The extra propulsion has helped me paddle farther on days I've used it and kept much of the strain of canoeing long distances off my shoulders and back, allowing me to travel more sustainably each day. Sailing also has an incredible educational impact; I've learned so much about my own capabilities, the capabilities of my canoe, and the patterns that make up our weather cycles. It's given me more confidence in my own abilities and I'm now a more weathered sea man because of this valuable tool.



■ Peter is not only a paddler, he is a unicyclist too!

### THE KIND AND WONDERFUL PEOPLE I MEET ALONG THE WAY

I am hosted quite a bit by people who follow my travels online (hotels aren't sustainable for an expedition this long, so I sleep in a tent most nights). Through my documentation I'm able to meet so many kind and wonderful people with unique stories and life endeavors. I'm writing this right now from the home of David Sites, a photographer in Annapolis, MD, who's done a lot of photography work for the magazines in the area. (Editor's note: David Sites, who frequently shares his images with SpinSheet, won both the PropTalk and SpinSheet cover contests in 2024 and is a leading member of the SpinSheet Century Club.)

Thanks to people like David, I'm able to recharge equipment, do laundry, and

have a hot shower and warm bed; these are things we take for granted in modern society as they are a standard to daily necessities, but for me, they are things I'm not able to obtain on my own while living out of a canoe.

### WHAT IS YOUR PROVISIONING STRATEGY?

In preparation for this expedition, I spent several months dehydrating and vacuum sealing my own meats, fruits, and potatoes. I find self-preserving and processing your own food is significantly more financially sustainable and healthier than purchasing pre-packaged processed food from the market. My provisions have lasted me through the first three months. Self-preservation of food requires a lot of tools and time, things that I don't have while I'm on the actual trip, so I now live off of fruit, minimally processed dehydrated beef, and one ingredient—dehydrated potatoes—that I purchase online and have sent to me as a parcel to upcoming post offices.

### MORE ABOUT MY CANOE.

My canoe is a 1982 Sawyer Loon decked canoe, designed and built by Verlen Kruger in the late 1970s. Although it has a decking, it was made as a canoe with a raised seat and entirely hollow shell, much different than today's modern sea kayak designs. The cockpit is 82 inches long, and beyond that is a decking designed to take on harsh weather conditions for long expeditions. The '70s were before kayaking took over the industry as a popular recreational activity, so everything before the 1980s was considered a canoe.

In modern terminology, my canoe would be referred to as a 'hybrid.' Verlen Kruger often said, "It's neither a kayak nor a canoe. It's neither a duck nor a goose; we call it the Loon."

### WHAT HAS BEEN THE MOST CHALLENGING ASPECT OF THE JOURNEY SO FAR?

My travels and how far I'm able to travel are in the hands of Mother Nature, so my days must be planned precisely with the weather. I've seen tornados and waterspouts. I've faced the backdrafts of hurricane weather in Ontario, Canada, which led to five days marooned on an island. I was given only two days to prepare for that weather, in the middle of the remote Georgian Bay with no towns in my vicinity. I was rationing food for 125 hours, with no cell reception, and planning my passage to my next restock after the winds had subsided. This was early August.

### SHARING A JOURNEY OF SELF-DISCOVERY

The world needs explorers, as many people don't have the ability to undertake such adventures, so in a world where everything we can physically navigate under our own efforts has already been mapped and

navigated, the one thing we can truly explore is our mind. These trips are a journey of self-discovery, and now thanks to social media and publications such as SpinSheet, I'm able to share them with people who dream of them but are unable to make the trip themselves.

Follow Peter's journey at [whereispeterfrank.com](http://whereispeterfrank.com) and his blog on Facebook and Instagram where he documents his journey.



■ Dave Gendell, Peter Frank, and David Sites in Annapolis.



■ At the wheel of Schooner Woodwind. Photo by David Sites





**Wood, Wind and Water: A Story of the Opera House Cup Race Of Nantucket** continues to be one of the most beautiful photography books devoted to sailing.



*"... a unique classic deserving of ongoing mention and recommendation for both art and nautical collectors."*

- Book Watch Review

Photographs by Anne T. Converse, Text by Carolyn M. Ford. 10"x12" Hardbound book; 132 pages with 85 full page color photographs. To order the book and view additional photographs, visit: [annetconverse.com](http://annetconverse.com)



# Holiday Gifts for Sailors

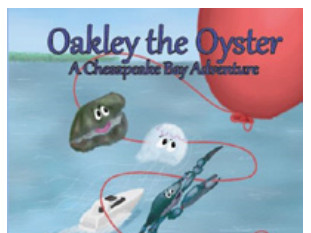
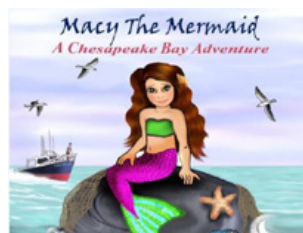


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**Unfamiliar Territory, The Adventures of Captain Marco**

For sailors, animal lovers, and all adventurers alike! Let this playful story of an unconventional sailboat captain whisker you away to imagine what is pawsible! (Ages 5-10).

Unfamiliar Territory follows the first adventure of Marco, a rough-around-the-edges former street cat turned sailboat captain.

[linktr.ee/taocm](http://linktr.ee/taocm)



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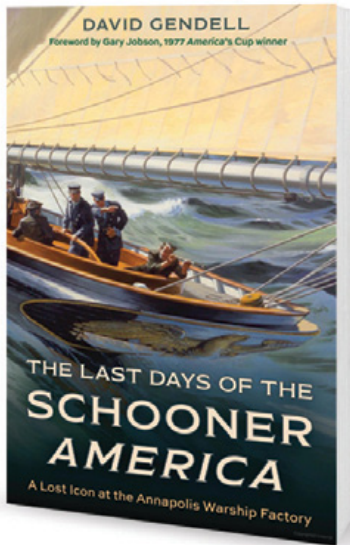
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[weems-plath.com/Products/Binoculars-1/](http://weems-plath.com/Products/Binoculars-1/)



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# Jingle All the Way

## Lighted Boat Parades on the Bay

**L**ighted boat parade season is the most wonderful time of the year along the waterfront! Find your local boat parade below. Be sure to check event websites for last-minute updates or cancellations; if more events are announced, we will add them to our online calendar at [spinsheet.com](https://spinsheet.com).

### Middle River, MD, Lighted Boat Parade: November 30.

The Mid-Atlantic's largest lighted boat parade and almost the largest in the US! For an approximate schedule, visit [facebook.com/mrboatparade](https://facebook.com/mrboatparade).

### RRYC Lights on the Creek Lighted Boat Parade: November 30.

Hosted by the Rappahannock River Yacht Club (RRYC) on Carters Creek in Irvington, VA. The club docks will be open to all, including the general public, for parade viewing and judging from 5 to 6:30 p.m. Refreshments will be served. All club members, parade participants, and their guests are invited to a post-parade party at RRYC from 7 to 10 p.m. featuring chili, cornbread, salad, and dessert. Tickets \$25; BYOB. Registration is required: [rryc.org](https://rryc.org).

**Colonial Beach Lighted Boat Parade: November 30.** From 5 to 7 p.m. in Colonial Beach, VA. Location: Potomac River, Marker #2, just off of the Colonial Beach Point. Presented by the Colonial Yacht Club. To register, visit [colonialyachtclub.clubexpress.com](https://colonialyachtclub.clubexpress.com).

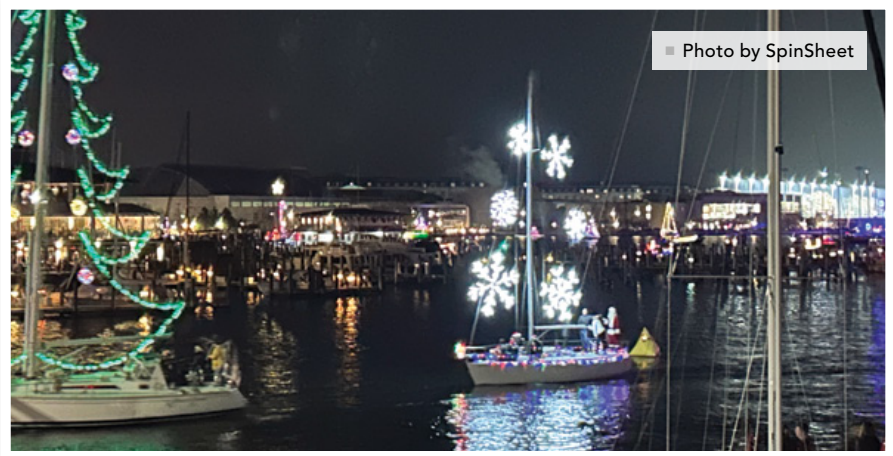


Photo by SpinSheet

**Alexandria Holiday Boat Parade of Lights: December 7.** At 5:30 p.m. the parade begins at the Alexandria City Marina in Alexandria, VA, and cruises southward. Head to Waterfront Park at the foot of King Street for festivities from 2 to 8 p.m. including a pop-up beer garden, food and beverage vendors, and family-friendly activities. The parade stretches for one mile along Old Town Alexandria's waterfront. Find a list of viewing locations and register your boat at [visitalexandria.com](https://visitalexandria.com).

**Yorktown Lighted Boat Parade: December 7.** 6 to 8 p.m. in Yorktown, VA. Pre-parade festivities start at 6 p.m. and include caroling around illuminated braziers, a musical performance by the Fifes and Drums of York Town, and complimentary hot cider. At 7 p.m. the boats will finish out the evening as they make their way down the river in a dazzling show of lights. The Yorktown Trolley will run from 5 to 9 p.m. To register, head to [visityorktown.org](https://visityorktown.org).





**Holiday Boat Parade and Party at the Wharf: December 7.** 6 to 8 p.m. at the Wharf in Washington, DC. Celebrate the holidays with this DC event that features more than 60 beautifully decorated boats parading along the Washington Channel. Party to live music from Yani the Band on District Pier while you sip on hot toddies and drinks from the Corona Cheer Garden. Get into the spirit with ornament decorating, holiday karaoke, s'mores at Camp Wharf, visits with Santa, the Jack Daniel's Barrel Tree, and a 45-foot illuminated Christmas tree on District Pier. A spectacular fireworks salute will conclude the boat parade at 8 p.m. Visit [wharfdc.com/boatparade](http://wharfdc.com/boatparade) to register your boat.



**Bohemia River Boaters Lighted Boat Parade in Chesapeake City: December 7.** In Chesapeake City, MD. The starting point will be near the mouth of the Bohemia River. Boats will head towards the west side of the C&D canal around 5 p.m. and continue east towards the Chesapeake City Bridge arriving at approximately 5:30/5:45 p.m. Good viewing locations include Pell Gardens, Bayard House, Schaefer's Canal House, and Chesapeake Inn Restaurant and Marina. Bring canned goods and non-perishable items to help fill Chesapeake City's food pantry; boxes will be set up at all of the restaurants listed and Pell Gardens. For more information, visit [chesapeakecity.com](http://chesapeakecity.com) and the Bohemia River Boaters Facebook group.

**Pasadena Lighted Boat Parade: December 7.** The Broken Oar in Pasadena, MD, will start things off with a Pre-Parade Party for all Captains and first mates from 3 to 5 p.m. Parade boaters will cast off at 5 p.m. and motor to Rock Creek, arriving at 5:45 p.m. and return and do two loops through Stoney Creek and Nabbs Creek from 6:30 to 7:30 p.m. Boaters return to the Broken Oar around 7:30 p.m. There will be Christmas music, a kiddie corner, Santa, a special drink menu, and more. Admission: \$5 (ages 12 and under are free). To register for the boat parade, contact Keegan Fisher at [keegan.brokenoar@gmail.com](mailto:keegan.brokenoar@gmail.com). Visit [facebook.com/PasadenaBoatParade](https://facebook.com/PasadenaBoatParade) for updates.

**Baltimore Parade of Lighted Boats: December 7.** 6 to 8 p.m. in Baltimore, MD. Watch the creatively decorated vessels as they parade around the Inner Harbor, Fells Point, and Canton in holiday style. [sailbaltimore.org/events.php](http://sailbaltimore.org/events.php)

**St. Michaels Lighted Boat Parade: December 14.** In St. Michaels, MD. The parade will take place around the harbor, with several great viewing locations. The Chesapeake Bay Maritime Museum will open its campus, and an admission fee will be charged after 4 p.m. The exhibition buildings will be closed, but the bathrooms will be open. For a map of the parade route and to register your boat, visit [christmasinstmichaels.org](http://christmasinstmichaels.org).

**Eastport Yacht Club Lights Parade: December 14.** 6 to 8 p.m. in Annapolis, MD. The Spa Creek Bridge will be closed to vehicles crossing between downtown Annapolis and Eastport periodically from 5:30 to 8 p.m. Viewing locations include the Eastport Bridge, Naval Academy, City Dock, and Ego Alley. You can find more at [eastportyc.org/lights-parade](http://eastportyc.org/lights-parade), as well as a map of the parade route and boat registration information.



**Hampton Lighted Boat Parade: December 14.** The Hampton River will come to life as a fleet of decorated boats parades past the Downtown Hampton waterfront. The parade runs from 7 to 8 p.m. and concludes with an awards ceremony at 8:30 p.m. Following the parade, Santa will join the fun dockside. This event is free and open to the public. Register your boat and view the parade route at [downtownhampton.com/lightedboatparade](http://downtownhampton.com/lightedboatparade).

**Deale's Annual Parade of Lights: December 15.** 5:30 p.m. Learn more at [facebook.com/dealmdparadeoflights](https://facebook.com/dealmdparadeoflights) and [dealeparadeoflights@gmail.com](mailto:dealeparadeoflights@gmail.com).



Photo by SpinSheet

## Tips for Lights Parade Spectators

- Always pack more layers than you think you need. You can always take off extra layers and leave them in the car. Bring mittens, a winter hat, scarf, coat, and leggings or long-johns.
- Wear warm shoes and socks for standing outside on a dock, seawall, or beach; this is not the time for cute heels and boat shoes. Wear winter boots and bring hand/foot warmer packets just in case.
- Bring a thermos of hot chocolate, tea, or coffee.
- Have a parking plan in place. In certain areas it might be harder to find parking, so find out beforehand if there is a garage or free street parking. That way you won't waste time searching for a spot and miss the parade.
- Choose your viewing location ahead of time. Most parades have a map of the route on their website, so pick your restaurant or park accordingly (some restaurants require reservations while others are first-come, first-served, so arrive early).
- Bring a blanket. If it's extra cold, chances are you will want something more to wrap around you.
- If allowed, bring collapsible chairs.
- Bring a camera with a night setting. We are always looking for great lights parades photos! Email your favorites to [editor@spinsheet.com](mailto:editor@spinsheet.com).



Photo by Eric Moseson

## More Holiday Happenings:

**Midnight Madness Downtown Annapolis.** December 5 and 12 from 4 p.m. until Midnight and December 19 from 4 p.m. until 11 p.m. Residents and visitors are invited to stroll along Main Street, West Street, Maryland Avenue, State Circle, Market Space, and Dock Street to support local businesses. The streets will be filled with entertainment and holiday decorations, and the shops will have refreshments and sales.

**A Dickens of a Christmas: December 6-7.** Chestertown's annual Victorian holiday extravaganza. This two-day event includes entertainment, home tours, food, book talks, merchandise, and more.

**Cambridge-Dorchester County Christmas Parade: December 7.** Lineup at 4 p.m., parade at 5 p.m. Once hailed as the 'largest nighttime parade,' the event continues each year as a timeless tradition throughout the decades.

**Alexandria Scottish Christmas Walk: December 7.** Dozens of Scottish clans dressed in colorful tartans parade through the streets of Old Town, joined by pipe and drum bands, as well as terriers and hounds, community groups, and more.

**Christmas in Yorktown: December 7.** Christmas Market, Yuletide Celebration, and Lighted Boat Parade: [visityorktown.org/calendar.aspx](http://visityorktown.org/calendar.aspx).

**Christmas in St. Michaels: December 13-15.** Events throughout the town of St. Michaels, MD, including a gingerbread house competition, breakfast with Santa, the Talbot Street Parade (Saturday at 9:30 a.m.), and more. The mission of the event is to provide resources to help local nonprofit groups enhance the quality of life for the residents of the Bay Hundred community.

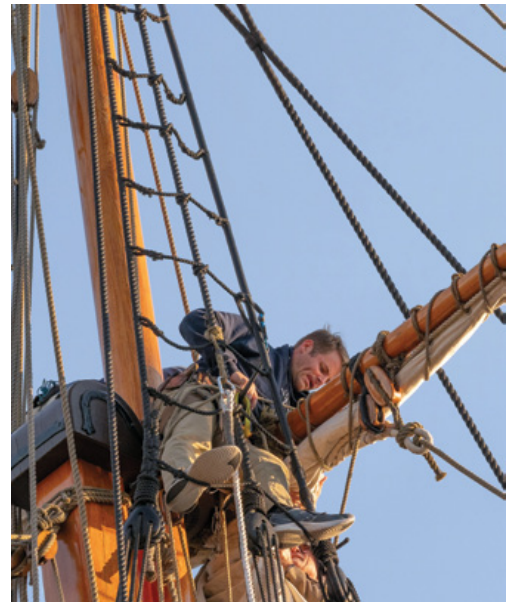


# Downrigging Memories 2024

Photos by Eric Moseson

**T**all ship and bluegrass music enthusiasts descended upon the historic port of Chestertown, MD, the first weekend in November for Sultana's Downrigging Festival. Billed as the largest tall ship gathering on the East Coast, the weekend serves several purposes: education, celebrating maritime culture, enjoying live music and activities for the whole family, and of course, downrigging the ships for the winter. The tentative dates for the 2025 edition of this special event will be October 31-November 1. Visit [downrigging.org](https://downrigging.org) to learn more.





# Fifty Years on the Chesapeake

▲ By Gail H. Marcus

**M**y husband and I have been sailing on the Chesapeake Bay for more than 50 years. That may not seem like much to people who were born along the shores of the Bay, have lived here all their lives, or who make their living plying the waters of the Bay every day. But we are transplants. When we first started sailing, we had no idea how the Bay would suck us in and shape our lives.

In fact, we first started sailing just to get away from the heat of the Washington suburbs. We had—foolishly, in retrospect—decided to sit in our backyard one summer day to read the Sunday newspaper and had to retreat indoors when we found that we had become drenched in sweat. We felt we had to escape from this. The Bay seemed like the place to make that escape. We started by taking a one-weekend, instant-sailor course. We thought we'd rent boats by the day for a year or two to see if we really liked this new hobby. After renting once, we bought a small boat, one so small that people who saw it called it “cute.” We enjoyed it, but we still never anticipated that sailing would become more than a way to have a few hours away from the DC heat in the summer.

In a couple of years, the small boat gave way to a bigger boat and over time to two more boats, each bigger with more amenities. The bigger boats allowed us to explore more and more of the Bay. We have sailed up to Cape May, NJ, and down to Norfolk, VA. We have sailed up most of the major rivers on the Bay. We have daysailed, done short overnight cruises, and sailed for up to several weeks on the water.

## Perfect days, starry nights

We have seen the Bay at its best and worst: perfect days and starry nights, violent storms, and days when there is

not a breath of wind. We have seen vivid sunsets and double rainbows after rain. We have had clear nights where we could see the Milky Way and identify the major constellations. We have watched meteor showers. We have been able to sit at an anchorage on July 4 and see—at a distance, to be sure—fireworks displays from six or seven towns around us, all at the same time.

We have also gotten caught out in thunderstorms and struggled to get the sails down as the wind howled and the seas bounced us around. A block at the top of the mast once failed, leaving us unable to get the mainsail down as a storm approached. Once after running aground, we had to get into the water to pull our boat off. Our engine has failed us, so we've had to be towed. Someone's anchor came loose at an anchorage (not ours!), and we found ourselves entangled with another boat in the middle of the night. While staying at a marina, we were boarded by a stranger. (Fortunately, when we shouted, the guy ran off.) We were trying to get the spinnaker up once and didn't notice a freighter bearing down on us until it was almost on top of us. Being sailors,



we love to talk about all these incidents, though they have been only a small fraction of our total nautical experience.

Over the years, we have enjoyed so many things about the Bay. We have relished the chance to take friends and family out with us on day sails and overnight cruises and to point out the many things we have learned and discovered and all the pleasures that keep drawing us to these waters.



■ Gail and Mike on their Morgan.



■ Silvergirl, named after the Simon and Garfunkel song, "Bridge Over Troubled Water."

## All the Bay's a stage

We have enjoyed seeing the Bay as a stage. A highlight, early in our sailing career, was watching a parade of square riggers cruising up the Chesapeake as part of the United States's 200-year celebration in 1976. Since then, we have seen smaller events where square riggers parade up and down the Bay. We have circled submarines brought up to the mouth of the Severn River for show-and-tell for the cadets at the Naval Academy in Annapolis. We have watched other military ships moving up and down the Bay. We take vicarious pleasure from seeing parasailers, kiteboarders, canoers, and kayakers; from watching sailing races with boats large and small; and from seeing people on nearby boats catch fish and crabs.

We have also watched the parade of commercial traffic—the many tankers, car carriers, containerships, and bulk carriers from all over the world that ply the waters of the Bay. We have seen some come and go so many times that we now recognize their names. We have enjoyed watching the many pleasure boats and laughing at some of their names—the many puns, the not-so-subtle jokes, the playful and joyful names, the references to old songs, the names of constellations, old battleships,

and ancient gods. (Our own boat is named *Silver Girl*, from the Simon and Garfunkel song, "Bridge Over Troubled Water," reflecting, of course, the time warp we grew up in.)

We have loved learning about the Bay from the charming local museums in many of the towns. The ancient history, when the Susquehanna River carved out the Bay we know today. The earliest human history, when people in dugout canoes plied the waters and left piles of oyster shells as evidence of the feasts they enjoyed. The arrival of Europeans, including the sad history of their treatment of the Indigenous tribes and of the slave trade. Captain John Smith charting the Bay and its tributaries in his shallop.

We have learned about the development of the settlements that became the towns we know today. The battles that took place up and down the Bay over the years. The role of watermen and examples of their skipjacks, dredges, buy boats, and shucking sheds. Niche industries, such as menhaden fishing. How the duck blinds that we see on the Chesapeake tributaries are used. The chance to tour the few remaining screwpile lighthouses. The ability to

observe the creatures of the Bay—cownose rays and turtles and otters—up close and to learn about their life cycles. Local arts and crafts.

## Sailors and their customs

We have also been pleased to meet so many wonderful people—both fellow sailors and local residents. We have enjoyed meeting our neighbors at our marina and have even had the chance to participate in odd local customs, such as the spring sock-burnings at some marinas.

One thing about the sailing community is how helpful most people are. When we have found ourselves needing a tool we didn't have, or when I forgot to bring a hairdryer on a cruise, there has always been someone who was willing to loan us the missing item. When we have been in an unfamiliar area and needed advice, we have always found people willing to take the time to share their knowledge. When we have been in a place without much entertainment, we have shared observations and stories of our adventures and misadventures with the people in the next slip, or found ourselves talking across the water with people anchored nearby.

And, most of all, we have watched the changes over the years....

Learn about the changes the author has witnessed in her 50 years on the Chesapeake in the January SpinSheet.



# CHARTERING THE

# Whitsunday Islands, Australia

▲ By Craig Ligibel

■ Diving the Great Barrier Reef.  
Photo by Brooke Miles/ courtesy  
of Whitsundays Tourism

Okay, you've got a pretty nice sailing resume going. Painkillers aboard the *Willy T* in the British Virgin Islands. Yep. Roasted pig at Nippers's Bar on Great Guana Cay, Bahamas. Check. Fish stew at the Las Tres Garifunas in Guatemala's Rio Dulce. Gotcha. More Pussers pendants than you have wall space for.

Looking for a new spot to drop the hook and take in local scenery and cuisine? Take it from this gastronomically enthusiastic cruiser: a not-so-short jaunt 12,000 miles away to Australia's Whitsunday's Islands is sure to satisfy your adventurous cruising palate.

Located off the coast of Queensland, Australia, the Whitsunday Islands are a group of 74 islands in the heart of the Great Barrier Reef. These islands have a long and rich history, dating back thousands of years.

Indigenous Australians, specifically the Ngaro people, are believed to have been the first inhabitants of the Whitsunday Islands. They lived a traditional lifestyle, relying on fishing and hunting for sustenance. The

islands provided a bountiful array of resources, including fish, shellfish, and various plant species. European explorer James Cook was the first European to visit in 1770. He named the islands the Whitsunday group, as he discovered them on the Christian festival of Whit Sunday.

Today, the islands continue to be a popular spot for sailing, snorkeling, diving, and other outdoor activities, making them a must-visit destination for anyone exploring the Great Barrier Reef. Somewhere around 20,000 cruisers ply the forgiving waters of the Whitsundays each year.

There are a number of charter outfits serving this growing sailing community. Catamarans up to 50 feet and monohulls with four to six cabins can be chartered for a reasonable fee all without the necessity of obtaining a cruising license. Most companies offer a bareboat package complete with a half-day's shakedown cruise. Sailors may add guides or captains to some charters for an additional amount.

The best time to sail the Whitsunday Islands is during the dry season, which falls between June and October. During

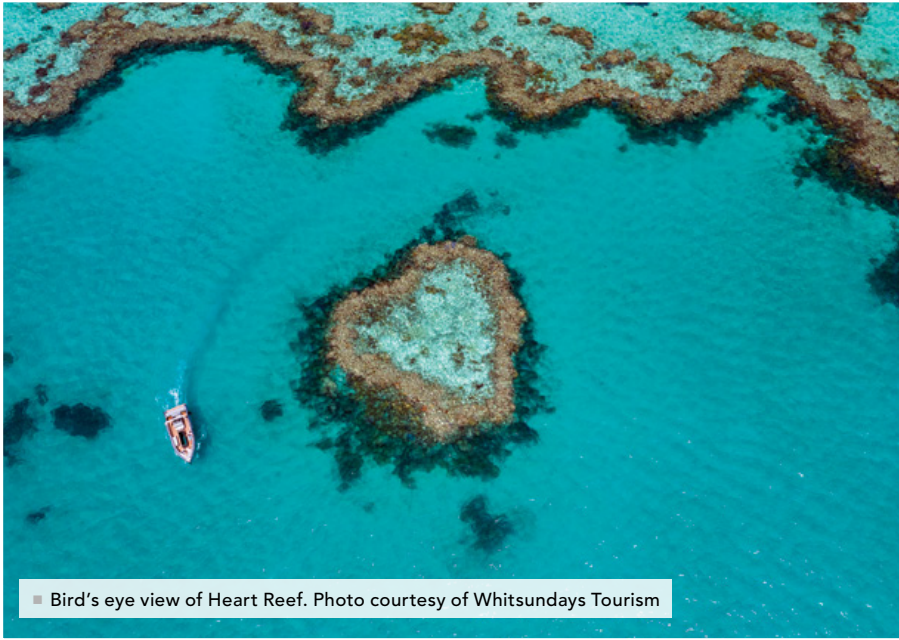
this time, the weather is mild, with clear skies and low chances of rain. The temperatures are comfortable, ranging from 75-81 degrees Fahrenheit.

Like many parts of Australia, these islands are home to jellyfish, including the potentially dangerous box jellyfish and the Irukandji jellyfish. These are typically more prevalent in the warmer waters of northern Australia during the wet season, from November to May.

To mitigate the risk of jellyfish stings, it is important to take precautions while swimming or snorkeling in the waters around the Whitsunday Islands. Wearing a stinger suit, which is a full-body protective suit designed to prevent jellyfish stings, is recommended, particularly during the wet season when their numbers are higher.

As you cruise the area, you can't help but be mesmerized by the deep blue color of the water. One of the main reasons for the vivid blue color of the water is its high purity and clarity. The lack of pollution and sedimentation in the area allows for





■ Bird's eye view of Heart Reef. Photo courtesy of Whitsundays Tourism

sunlight to penetrate deeply into the water, giving it a crystal-clear appearance and emphasizing the blue color. Another contributing factor is the presence of microscopic algae and phytoplankton. These photosynthetic organisms contain pigments that absorb sunlight and reflect blue hues.

The Whitsundays typically experience consistent trade winds blowing from the southeast, ranging from 10 to 20 knots. These winds provide ideal conditions for sailing and exploring the numerous anchorages and attractions in the region. The Great Barrier Reef Marine Park with coral and marine life fringes the islands. Charter boats are not permitted to travel outside the charter area to go to the Great Barrier Reef.

### HOW TO GET THERE:

Most charter operations headquarters are in Airlie Beach. To get there, fly into Whitsunday Coast Airport (also known as Proserpine Airport) in Proserpine, Queensland, Australia. From there, you can take a shuttle or arrange transportation to Airlie Beach.

From the Chesapeake, you have several options to fly to Australia. Most US carriers connect through either Dallas, Los Angeles, or San Francisco. Be sure to allow enough time for inline transfers. You will need a tourist visa for your stay. To get one, go to [bit.ly/3AEY0IX](https://bit.ly/3AEY0IX). A day or two in Sydney prior to your sailing adventure

would be ideal. From there, catch an in-country flight to Queensland.

The more adventurous among you could opt to drive. From Sydney to the Whitsunday Islands is a long journey, approximately 930 miles and takes around 17-18 hours of driving time without traffic or stops. This drive is not for the faint of heart. It is important to plan your route ahead of time, ensure your vehicle is in good condition, and take breaks along the way to rest and recharge.

### CAT OR MONOHULL:

The following companies offer a range of chartering possibilities:

- **Charter Yachts Australia:** [charteryachtsaustralia.com.au](https://charteryachtsaustralia.com.au)
- **Cumberland Charter Yachts:** [ccy.com.au](https://ccy.com.au)
- **Dream Yacht Charter:** [dreamyachtcharter.com/destination/australia](https://dreamyachtcharter.com/destination/australia)
- **Queensland Yacht Charters:** [yachtcharters.com.au](https://yachtcharters.com.au)
- **Sunsail:** [sunsail.com/uk/destinations/south-pacific/whitsundays-australia](https://sunsail.com/uk/destinations/south-pacific/whitsundays-australia)
- **Whitsunday Escape:** [whitsundayescape.com](https://whitsundayescape.com)
- **Whitsunday Rent a Yacht:** [rentayacht.com.au](https://rentayacht.com.au)

If you call these companies, make sure to mention that you found them in SpinSheet. You'll need to be fast and flexible in reserving your boat. Call one or two of the charter companies listed here for last-minute availabilities. Peak seasons sell out fast.

### A WORD TO THE WISE:

The US dollar is in an extremely strong position vs. the Aussie Dollar. At the current exchange rate of 1.5 AUS\$ equals 1 US\$, it's almost like getting everything quoted in Aussie dollars for half price.

### PRISTINE ANCHORAGES:

*Tons of protected anchorages to drop the hook. Some cruiser favorites are:*

- **Whitehaven Beach.** Known for its pristine white sands and clear turquoise waters, this anchorage offers stunning views and opportunities for snorkeling and kayaking.
- **Nara Inlet.** Surrounded by lush greenery and towering cliffs, Nara Inlet is a tranquil and secluded anchorage.
- **Butterfly Bay.** With its crystal-clear waters and abundant marine life, this is a fantastic spot for snorkeling and diving.
- **Hamilton Island.** A bustling hub for yachties and tourists, this island offers a range of amenities and activities, including restaurants, shops, and watersports.
- **Macona Inlet.** Surrounded by mangroves and mangrove forests, this inlet offers a peaceful and secluded anchorage.

### EATING AND DRINKING:

While most of your meals will be taken onboard your vessel, there is no shortage of quality food to be consumed at beachside bars as you island hop around the Whitsundays. Be sure to sample barbecued prawns, fresh shucked oysters, and even kangaroo meat. No Aussie feast would be complete without a beer! There are a lot of choices for local brews.

### RACE WEEK:

The Whitsundays are home to two world-renowned sailing race events: Airlie Beach Race Week based out of Coral Sea Marina and Audi Hamilton Island Race Week



# Charter Notes

based out of Hamilton Island Marina. Both events are held back-to-back during August each year.

The Races are an amazing spectacle with more than 100 boats competing. You won't be able to enter the races with a charter boat but there's plenty to see on land and on the water.

## RESOURCE GUIDE:

For detailed information on sailing tours, charter companies, anchorages, weather conditions, and more details for planning a sailing trip, go to the official website of Tourism Whitsundays ([tourismwhitsundays.com.au](http://tourismwhitsundays.com.au)).

Most of the islands in the Whitsundays are uninhabited. A stopover on Hamilton Island either for a night or a few hours is worthwhile. Queensland Yacht Charters has published an easy guide to bareboating that's worth a look: [bit.ly/easysailwhitsundays](http://bit.ly/easysailwhitsundays)



Photo by Brooke Miles/ courtesy of Whitsundays Tourism



Emmy and Caroline Grey from Annapolis with Aussie cousins Charlie and Ava Lewis afloat downunder. Photo by Craig Ligibel

## Charter Directory

These sailboat charter companies specialize in sailing destinations such as the Chesapeake Bay, Northeast United States, Northwest United States, South America, Caribbean, Mediterranean, Southeast Asia, and South Pacific. Contact them and book your charter dream vacation today!

Company Name	Website	Region										Boat Type					Trip Type		
		Caribbean	Chesapeake Bay	Mediterranean	Northeast US	Northwest US	South America	Southeast Asia	South Pacific	Catamaran by the Cabin	Catamaran with Crew	Catamaran Bareboat	Monohull by the Cabin	Monohull with Crew	Monohull Bareboat	Adventure	Daytrip	Education/Certification	Luxury Vacation
Abaco Yacht & Charter Services	<a href="http://ayncs.com">ayncs.com</a>	•												•	•				•
Conch Charters	<a href="http://conchcharters.com">conchcharters.com</a>	•												•	•				•
Cruise Abaco	<a href="http://cruiseabaco.com">cruiseabaco.com</a>	•											•	•	•				•
Dream Yacht Charter	<a href="http://dreamyachtcharter.com">dreamyachtcharter.com</a>	•		•	•			•	•			•	•	•	•				•
Sunsail	<a href="http://sunsail.com">sunsail.com</a>	•		•		•		•	•			•	•	•	•				•
The Moorings	<a href="http://moorings.com">moorings.com</a>	•		•				•	•			•	•	•	•				•
Virgin Islands Yacht Charters	<a href="http://virginislandsyachtcharters.com">virginislandsyachtcharters.com</a>	•																	•
VOYAGE Charters	<a href="http://voyagecharters.com">voyagecharters.com</a>	•												•	•				•
Waypoints Yacht Charters	<a href="http://waypoints.com">waypoints.com</a>	•	•											•	•				•

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## Mercenaries of the Sea

By John Herlig

There are certain aspects of sailing that resonate with people. Circumnavigators rightly command a particular sense of awe. A crossing of the Southern Ocean or a rounding of Cape Horn or the Cape of Good Hope will always rate high. If you tell tales of a lengthy solo offshore passage, they will think you were crazy to have done it (and they'll tell you as much), but there will be an undeniable sense of reluctant admiration in your audience. And then there are delivery crew.

Delivery crew are the mercenaries of the boating world, hired guns contracted to fly to some remote spot to fetch a boat that just *has* to get from Point A to Point B on time. To the landlocked we are the adventurers, going where we shouldn't to pick up boats larger and fancier than our own, boats on which we may occasionally push through in adverse conditions. To the marina crowd we are the unhinged, the untethered, cavalier, and free of the shackles of slip contracts and marina pot-luck barbecues. To other cruisers we are the codebreakers who have solved the cruising-earning matrix. To these people the concept of earning money to sail other people's boats sounds almost too good to be true.

My first delivery was aboard a mastless Beneteau that was headed to Stuart, FL, after Hurricane Dorian tore its way through the Bahamas leaving the vessel and many others like it injured in its wake. The boat had no electronics and

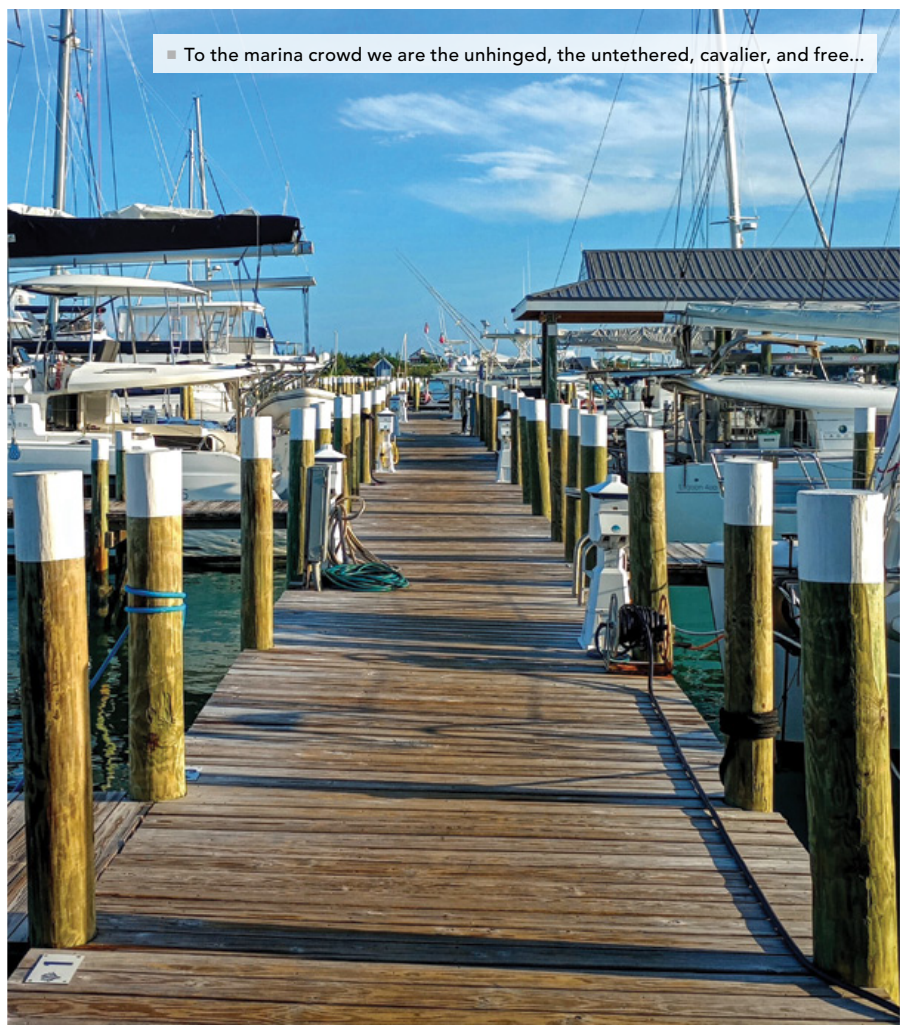
no autopilot which meant two days of hand steering while the captain shouted instructions up from the nav station.

"Come off another five degrees," he would yell from belowdecks while I steered the unstable craft over the rolling swell.

A five-degree course change was infinitely less than I could manage to hold as the boat veered through its arc of er-

ratic steering, our path to Florida more *ricochet* than *rhumb line*. But we made it. I found myself on the other side of the portal, squarely planted in the fertile soil of *delivery crew*.

That first job begat a second which began with a flight to Guatemala where I was to fetch an Antares catamaran that was headed to Grenada for its owner.



■ To the marina crowd we are the unhinged, the untethered, cavalier, and free...



The journey began with a security line in the Miami airport that must have stretched no less than a quarter mile down the corridor. In Guatemala City, the hired car that took us from the airport to the marina in Rio Dulce was agonizingly slow—eight hours of hoping I would survive our driver passing slow trucks on the busy, narrow road, and learning that *pinchazo* means tire repair shop. A lot of tires must get punctured on that road. The *pinchazos* were endless.

As we motored out of the river’s mouth and into the Caribbean, I came as close as I ever had to chumming over the lifeline, an odd combination of sleep deprivation and the to-me unnatural motion of a catamaran bashing into a headwind. The captain had plotted a course to Grenada that defied all the logic of winds and seamanship. It wasn’t until there was a near-mutiny that we corrected course. We survived, of course. The more you deliver the more you know, and the more you know the less inclined you might be to repeat past mistakes. I am choosier about both



A schooner crew enjoys jerk chicken in Jamaica on delivery to Panama.

captains and crew than I was when all I wanted was “in,” and while this doesn’t guarantee smooth passages, it does a lot to reduce the odds of a rough one.

The mercenary life can take you both literally and figuratively out of familiar waters. It is because of crewing that I

have been to the San Blas Islands and through the Panama Canal, slept at anchor in Hogsty Reef, and snorkeled off a rocky outcropping in the middle of the Caribbean Sea. I’ve expanded my skillset, learning to use electric winches (no thank you) and in-mast furling

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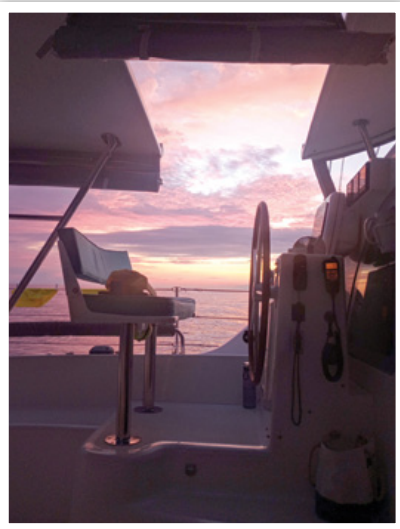
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mains (no thank you). I have sailed through clouds of volcanic ash, have fought many a squall, have searched out bad noises, cured all sorts of technical mishaps, and eaten a lot of fresh fish—all while getting paid. Life could certainly be worse.



The paradox of the delivery ecosystem may be that we who thrive in it cannot, by definition, be particularly stable. I was hunkered down in a cabin in the Shenandoah Valley some years back working on a writing project when a friend texted to see if I could assist on a motor-yacht delivery from Florida to New York. “If you say *yes*,” he typed, “just know that I need you in Lauderdale *tomorrow*.” I said yes.

I have been to more places, had harder trials, and learned more about being a true sailor than I otherwise could have because I am a member of

the delivery subculture. I am a mercenary, afloat on the seas on other people’s boats, locked down in a closed environment with people that I may or may not particularly like for days or even weeks. As a member of the delivery world, there’s a lot to learn about sailing, people, cultures, and yourself.

Like joining the carnival, you need to be careful what you wish for; the delivery ecosystem isn’t the ideal world for all who may dream of it. And if you are one of the bitten few, I’ll see you out there, probably somewhere I never expected to ever be. ■

**About the author:** John Herlig lives aboard his Rawson 30 cutter *Ave del Mar*, teaches at Cruisers University, and delivers boats when the right opportunities present themselves. Find him on Instagram @sailing.ave.



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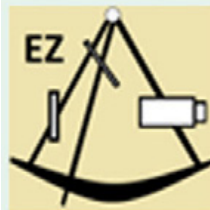


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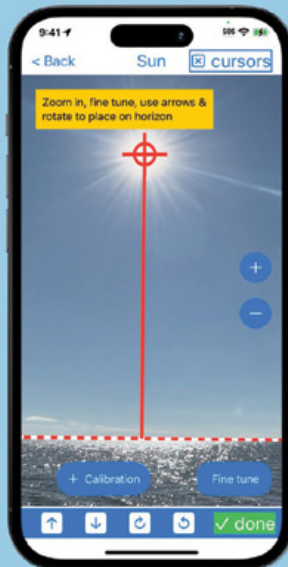


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# postcard from

## Bon Nwèl in the French Caribbean

▲ By Cindy Wallach

Scaling the tall, sturdy dinghy dock in Sainte-Anne, Martinique, I knew right away that the holidays were going to be different. We strolled the town square that first week in December and tried to sort out some of the Christmas decorations. There were red lanterns, angels, and Santa, but there were also decorations made to look like boozy drink bottles, hand pies, and photos of former President Obama.

We made a conscious choice to spend the holidays on the islands of Martinique and Guadeloupe. The French islands are famously easy for customs and immigration, asking only that you fill out a one-page form on a computer, usually in a cafe or T-shirt shop. As

cruisers with dogs, the big appeal is that they have zero pet entry regulations which was a welcome relief after the mountains of paperwork and appointments required to get in and out of the other Caribbean countries. We were quickly lulled into the easy living, fresh produce, street-side rotisserie chicken, singing in the streets, cheap wine, and the *joie de vivre* of Christmas in the French Caribbean.

In Sainte-Anne, we found a local school with a holiday fair open to the public. Gaggles of boat kids marched through town to find the school, excited for some holiday magic. The event was lovely and low-key, with a recycled wine bottle Christmas tree, a plant sale, handmade ornaments, and of course fresh crêpes. With a mouthful of chocolate crêpe my daughter quipped, “Are you going to buy another plant to murder, mom?”

Yes. Yes, I am. Merry Christmas to me.

The town square had different events each weekend with food vendors, local artisans, and live music. The kid boats would meet in the square each evening to run around, socialize, and soak it all in. A few parents would walk to the little market and get drinks and snacks, and we would watch the sun dip into the sea. No commercialism, no gimmicks, just the joy of being together to witness the sky do her thing night after dazzling night.

Back on the boat, we bobbed at anchor, stuffed fresh French pastries into our faces, and hung festive lights in the cockpit. The clear moonlight guided our friend’s dinghies to our stern. Adults toasted with local *ti punch* while we poured traditional *chocolat de*

*Communion* (a spiced hot chocolate) for the kids. I played a holiday playlist from my trusty portable speaker while our daughter and her friends made ornaments and a general holiday-colored mess in our salon.

Our anchor was getting comfortable in the soft sands of Martinique, but just a few days before Christmas Eve we pointed our bows towards Les Saintes, Guadeloupe. We arrived at dawn, treated ourselves to a mooring ball, and dinghied around to say “hi” to neighboring boats. After a five-minute check-in above the ice cream shop on Terre-de-Haut, we were cleared for Christmas.

That evening, we sat in the town square and watched little kids sing Christmas carols in French, complete with the wiggling, waving, and nose-picking that’s universal to any group of little kids singing in public. Inspired by the music, my daughter and I strolled arm-in-arm down the pedestrian-only main road in Terre-de-Haut singing our favorite Christmas song loud and proud: “Fairytale of New York” by The Pogues. The locals looked at us equal parts confused and bemused, and I was relieved that nobody could understand the lyrics.

Singing is a big part of French Caribbean Christmas celebrations. In Guadeloupe the tradition of Chanté Nwèl (singing Christmas) happens throughout the country. We were told there would be roving groups singers on Christmas Eve. We promised we would hit the streets and follow along, even if the French Creole songs would be totally unfamiliar to us.

Christmas Eve morning there was a knock on the hull. A buddy boat had woken up before dawn, waited in the long lines at the bakery, and brought us a coveted *bûche de Noël*. We have had some drool-worthy French pastries over the years, but nothing beats that melt-





Happy boat kids making ornaments in the salon.

in-your-mouth chocolate yule log from Guadeloupe. I'd sail against the tradewinds all over again for another slice.

We set up and decorated our petite plastic Christmas tree that lives in the bow of the boat 362 days of the year. Gazing out at the green hills of Terre-de-Haut dotted with the uniform red roof houses, we noticed how the whole island looked like a Christmas tree. My husband sketched the scene while I snapped photos. Then, it was time to jump in the dinghy. Christmas Eve dinner was on a buddy boat, and it was a holiday potluck that required elastic pants. With our Santa bellies, we motored back to our boat too tired to head to town. I tucked

my growing teenager into bed, watched "Love Actually," and started stuffing the stockings with care.

Once everything was set, I just sat in the cockpit and stared at the scene. Maybe I'm getting old and sentimental, but I can't help but marvel at the million chance decisions and circumstances in my long, privileged, meandering life that had to work out just right to bring me to this little speck of a Christmas tree island off of another little speck of an island in the middle of a vast blue sea, swinging on a chain in a tub of fiberglass with nearly everything I love most in the world snug inside. That right there, that's the gift.

Then, I heard them. The wandering Chanté Nwèl singers were making their way through town. We had a spot close enough to shore that I could hear them as they moved north to south down the main drag and into the hillside neighborhoods. I didn't know the songs. I didn't know the language, but I knew this was a group of people in full celebratory mode.

Christmas morning our daughter woke up and scurried right out to her stocking hung on the aft rail of the cockpit. There was a giant cinnamon stick, some local chocolates, a madras hand fan, and a handmade shell necklace.

Terre-de-Haut is one of my favorite places in the Caribbean, but we decided to sail away a couple of days after Christmas and make the short jump north to mainland Guadeloupe. On the protected west coast, we dropped the hook in Boulliante. This unassuming little harbor is a popular local spot because of the hot springs that feed into the ocean here. For nearly 400 years, young and old have gathered here to float under the stars in the warmed seawater.

On New Year's Eve, we tiptoed down the rocks to join the group soak. The line between the ocean and the sky was invisible, as we floated our way into the New Year. The next day as we were about to lift anchor, a full rainbow spanned the shoreline. A final *au revoir* for our French Caribbean holiday. ■



**About the Author:** Cindy Wallach cruised the Caribbean with her family aboard their St. Francis 44 catamaran *Majestic*, which is for sale. Learn more at [majesticstfrancis44forsale.com](http://majesticstfrancis44forsale.com).





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Attention Chesapeake Bay sailing clubs! Share your club news and events here in SpinSheet's Club Notes section. Attract new members and show off your fun social events and cruising adventures. Send a 350-word write-up and one or more clear photos of smiling faces or pretty boats. Winter is a good time to profile your outstanding club members. Send monthly submissions and profile ideas to [beth@spinsheet.com](mailto:beth@spinsheet.com).

Welcome to our new Club Notes section sponsor, Yazu Yachting! Find them at [yazuyachting.com](http://yazuyachting.com) and on Facebook.

## Baltimore Peninsula Sailors

**Baltimore Peninsula Sailors** is a new sailing center and cruising community located at the Baltimore Peninsula.

The club welcomes anyone interested in learning to sail and experienced sailors who want to do more sailing with a community of other sailors. It is run by and maintained entirely by the membership and has no paid employees. Members engage in boat maintenance, facilitate member sails, organize social events, and participate in educational and teaching initiatives.

The club sails out of Port Covington Marina in a section

of Baltimore that is becoming increasingly popular. Currently the club has four cruising sailboats ranging from 32 to 41 feet. Sailing

opportunities include overnight cruising, sunset sails, casual Sunday racing, and more. Find more information at [sailbp.com](http://sailbp.com).



Find your club's notes at [spinsheet.com/clubs](http://spinsheet.com/clubs)



## Bringing Sailors and Powerboaters Together

By Anne Knab

“This is a great boat except for one thing—it doesn’t have sails” joked rear commodore Tim Nelson who seemed to be fascinated by all things powerboat as **Back Creek Yacht Club** (BCYC) members settled around the table for drinks and appetizers. With just enough early fall chill in the air, several boats prolonged an end-of-season cruise to St. Michaels to anchor overnight on the Rhode River. Members opted to settle onto a powerboat for drinks and appetizers. Much of the conversation revolved around how the other half lives, with lots of questions back and forth about powerboat cruising in comparison to how sailors manage.

Boaters on the mid-Chesapeake are certainly divided between sail and power vessels, and some may have even experienced a little not-so-friendly

rivalry, although none was evidenced that night—just genuine curiosity.

BCYC’s varied membership is split between sail and powerboaters meaning there is ample opportunity to meet new, like-minded people all pursuing their passion for Chesapeake Bay boating. Whether you own a power boat or prefer to sail, you’re a boater because you love being on the water, and if you enjoy boating with friends, there’s no better group than BCYC. Also, we don’t limit ourselves to the boating season because we plan a year-round calendar of both land and sea events, all hosted by our creative members.



As a virtual club, BCYC has no facilities to maintain and offers reasonable dues. We have been bringing together an eclectic group of sailors and powerboaters since 2001 and love to meet potential new members. Check out our club at [backcreekyc.org](http://backcreekyc.org).

## Oktoberfest and the Hydrilla Cup

By Julie Day

The lederhosen and dirndls may have been largely missing from **Pentagon Sailing Club’s** (PSC) annual Oktoberfest on October 19, but that didn’t affect the convivial atmosphere. At this event, held at the Columbia Island Marina restaurant in Alexandria, PSC members feasted on traditional German fare, along with the requisite beer.

The event was also the club’s annual membership meeting hosted by

PSC vice commodore, Jonah Brewer. As in previous years, new members, often having just completed their ASA 101 and 103 certifications, had their first chance to meet the PSC bridge officers and long-time club members. “Old Salts” traded stories with the more recent members, many of whom had tales of their own.

In early November, PSC revived a popular internal event, the Hydrilla Cup race. Five PSC teams met on a Saturday to prepare the club’s 22-foot Catalina Capris

*Osprey, Aquila, Raptor, Merlin, and Peregrine.* In addition to the skipper, each boat had a crew of one to three sailors. Winds and currents were analyzed, hulls scrubbed to minimize drag through

the water, and sails were rigged. The hotly contested cup consisted of three races on the Anacostia and Potomac rivers.

During the first race, *Raptor* opened a wide lead on the southbound leg, but interference from a large commercial vessel narrowed the lead and *Osprey* nearly closed the gap. The wind was more variable during the second race with a westerly wind shift that forced the lead boats to cross the paths of the following boats. To cope with the strong current, each skipper chose a different strategy. As a result, the lead changed several times with *Aguila* taking first place and *Peregrine* close behind. During the final race, *Merlin* took the lead as the first boat to rig a whisker pole but was edged out by *Raptor* sailing wing-on-wing at the finish.

A cookout completed the day. Sailors put rivalries aside and enjoyed the afternoon with hard-earned bragging rights and prizes. For more information about the club contact us at [pentagonsailing.org](http://pentagonsailing.org) or [facebook.com/pentagonsailingclub](https://facebook.com/pentagonsailingclub).



## Compass Boating Club of the Chesapeake

In October, many members of the **Compass Boating Club of the Chesapeake** (CBCC) attended the Annapolis Sailboat Show, where there are always interesting products and booths to visit. This year did not disappoint. We closed out the season with our “Autumn Breeze Before the Freeze,” October 20 to 24. This was our last chance to enjoy a member raftup and Bay cruising before winterizing and hauling out. Although it was cut short one day due to the weather, the event was memorable; it included prospective members for the Broad Creek raftup and members Wayne Steeves and Donna Pike joining us for dinner in Annapolis. For our planning meeting in January, members should submit via email or a Facebook page post ideas for events and locales. If you are interested in joining a boating club that is tailored to you, please send a brief description of your experience, contact information, and expectations to [CompassBoatingClub@yahoo.com](mailto:CompassBoatingClub@yahoo.com). ~By Susan Theuns

## Courting Young Families

As another season comes to an end for the **Chesapeake Bay Tartan Sailing Club** (CBTSC), we finished up the season with a well-attended Annual Meeting at Pirates Cove on the West River. Our club is alive and well, and we are making new members a priority. Our goal is to find ways for younger families with busy schedules and more energy to enjoy some of the club activities, and next year’s calendar will start heading in that direction. Weekday and weeklong events are great for the retired members but try to fit that in between work and after school activities! For those who don’t know us, here is a peek at a few club statistics: 82 members from Woodbury, MN, to Naples, FL, and as far west as Dillon, CO; mostly couples but a few solos; approximately 57 boats, mostly Tartans; and approximately 15 events a year. Learn more about our club at [cbtsc.org](http://cbtsc.org).

## Eastern Shore Sailing Association

Having marked the 50th anniversary of the **Eastern Shore Sailing Association** (ESSA) earlier in the season, in November club members met on the campus of Salisbury University to celebrate another successful year of sailing.

This year the Choptank Fleet switched from PHRF handicapping to the ORR-EZ format. This change was very successful and was instrumental in shaking up the results (to the consternation of many prior years’ repeat winners). Races and entries were created with the Regattaman website, and the results and finishing places were available within minutes of each race’s conclusion.

Racing awards highlighted the evening’s event. The Tangier Fleet awarded its perpetual Tanzer 22/ Nanticoke River Keeper Trophy to Kevin McKenzie, who repeated his 2023 championship. Series awards went to Judith Stribling and David Gooch on *Puff Daddy*, Kevin McKenzie and Rhonda Ford on *Lolly*, and Betsy Cottingham and John

Womack on *Phantom*. The overall season winners were McKenzie and Ford.

For the Choptank Fleet, Racing Class winners were Joe Brooks on *Nothing Artificial*, Trevor Carouge on *Blur*, Paul West on *Adventure Kwest*, and Liz Principe on *The Doghouse*. Cruising Class winners were Peter Barclay on

to the perpetual trophies. The Stedman W. Smith Cup was awarded to Bob Gallagher and Curtis Weist for the Wild Goose Chase, and Gallagher for The Choptank Cup. A new award was created for the inaugural Choptank Duet, a doublehanded race, which was proposed and won, not coincidentally, by Gallagher.

Bob Gordon of the Tangier Fleet was presented the Stedman W. Smith Promotional Award for recruiting four new members to the Tangier Fleet’s Tanzer 22 armada. Bob also helped coach new sailors. The Great Shoals Lighthouse Trophy was awarded to Bruce Franz, who was instrumental

in starting ESSA in the 1970s and has since volunteered in numerous capacities. Sue Jones was awarded the Spirit of Sailing Award for her contributions to the race committee’s land crew. Congratulations to all the award recipients!

### Eastern Shore Sailing Association



EST. 1974

Rosina, Bob Dickey on *Touché*, Sarah Freund on *She-Wolf*, and Curtis Weist on *Paprika*. Brooks and Freund were victorious overall for their respective classes.

Several annual racing awards were presented with engraved plaques affixed

Find your club’s notes at [spinsheet.com/clubs](http://spinsheet.com/clubs)

# JSO at the Annapolis Sailboat Boat Show

By Nancie Merritt

Near the very end of the sailing season, the Annapolis Sailboat Show provides an opportunity for sailors and would-be sailors to ogle and aah over all the new models of the many brands of sailboats. Attendees come from all over the country to join this annual pilgrimage to all things sailing. There are seminars and vendors galore that offer accouterments to sailing, replacement parts, or new sails. You can replace your gasoline or diesel engine with an electric one.

But for some JSO members (who do not plan to buy a new boat), the main attraction is the annual JSO party on Saturday night. If they haven't run into sailing buddies or other friends in and around the show, they are bound to meet up with them at the party. It is a time to relive the summer's sailing adventures and muse about winter pastimes.



Some will be off on travels to fill up the time before the next season of sailing. Who will leave their boat in the water over the winter and when will others haul out for the winter on land?

JSO members and new JSO owners from far and wide attend the party. JSO puts out a spread of various mini bites and drinks to accompany the feast with music in the background. It is a fun evening for all who attend and a chance to get to know some new people while sharing stories with current friends.

As the sailing season ends, JSO members look forward to the spring meeting where plans will be formulated for the summer's raft ups that are normally held once a month. If you are a member reading this, you might think about volunteering to host one of these monthly events.

If you are new to JSO and would like to join us, please contact Paul and Karen Novak at [svopicbea@gmail.com](mailto:svopicbea@gmail.com). We welcome new members! We are a loosely formed group of Jeanneau owners who enjoy boating and socializing together. Find more information at [groups.io/g/JSOChesapeakeBay](https://groups.io/g/JSOChesapeakeBay).

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## Hunter Meetups

The **Hunter Sailing Association Station-1** (HSA-1) had two meetups in conjunction with the Annapolis Sailboat Show. They were an opportunity to socialize with existing members, meet other Hunter owners from out of town, and to greet boat owners interested in membership. Commodore Celeste (*Blue Heron*) and vice commodore Ed (*RuffnIT*) each hosted a meetup. On October 26 members met at the Chesapeake Bay Maritime Museum during OysterFest. Six boats came by land and sea to enjoy the bivalves and demonstrations. Together we enjoyed happy hour and dinner in St. Michaels. Our Frostbite Rhode River Cruise and Raftup was our last on-water event for 2024. HSA membership includes access to all club cruises and events and a direct connection to a network of Chesapeake Bay Hunter owners. Learn more at [hsa1.org](http://hsa1.org) or email [commodore@hsa1.org](mailto:commodore@hsa1.org).

## Learning About Horseshoe Crabs

In October, members of **America's Boating Club Wilmington** (ABCW) enjoyed a supper social at the Country House in Wilmington, DE, and guest speaker Glen Gauvry, the founder and director of the Ecological Research & Development Group (ERDG), provided an informative and entertaining program on horseshoe crabs. Glen described the horseshoe crab anatomy, lifecycle, habitat, and relevance. Did you know Delaware Bay contains the most horseshoe crabs in the world? ERDG launched a highly successful 'Just flip 'em!' program to bring attention to the high mortality horseshoe crabs incur from being stranded up-side-down during spawning. This month we have a Holiday Social with an exchange game of nautical gifts. The purpose of ABC is to improve boating skills through education, promote safe boating practices, and to enjoy being together as like-minded mariners. To learn more, visit [abc-wilmington.com](http://abc-wilmington.com) or contact [wspsoaters@gmail.com](mailto:wspsoaters@gmail.com).

## A Last Hurrah Worthy of Its Name

In the **CHESSS** world, there is a love-hate ambivalence towards the Last Hurrah Shorthanded Race due to the total unpredictability of the weather this time of year, and the Last Hurrah's role as a waypoint marking the last leg of CHESSS's racing for the year. Some year's races have been bitter cold with crazy winds, and other years have had a warm temperature drifter. Most years, it has been a fun, fast, last short-handed romp around the buoys.

Watching the wind predictions before this year's race, there was fear that there would be absolutely no wind. In fact, the forecast on one site was something never seen before, and unfathomable. That site showed zero wind starting from the west at the start, zero winds veering to the south, and ultimately ending up with zero winds from the northeast. In theory, that would have been a race consisting of dead runs in zero winds on each leg of the course.

Fortunately, that was not the wind on the day of the race. Instead, once

the wind filled in, there were reasonably solid breezes all the way around the course. As it turned out, the race committee wisely moved the start/finish line to shorten the course, took a short delay, which, by the start, allowed those decent winds to fill in.

In the shorthanded spinnaker class, Paul Parks and crew on his J/124 *Sundog* taught us all a masterclass in how to sail in those conditions, correcting a half hour ahead of the second-place boat. The second through fourth place boats corrected to within 66 seconds of each other. John Zselezky sailing with his son, Paul, on his well-sailed Pearson 30 *Old Blue* took second. Correcting seven seconds behind *Old Blue*, Jeff Halpern on *Synergy* took third, with Kevin Sherwood's J/99 *Bay Retriever* taking fourth.

CHESSS's Fall Meeting featured John Schafer, from the Ministry of Sailing YouTube channel, who presented on Solo Sailing and PFDs and special guest speaker, Gary Jobson, who spoke on the topic of short-handed sailing. For more information about CHESSS, please visit [chesss.clubexpress.com](http://chesss.clubexpress.com).



## BCYA Farewell

One of the founding principles of the **Baltimore City Yacht Association (BCYA)** is the Corinthian spirit, which sets integrity and sportsmanship above all else. No one embodied the Corinthian spirit better than our principal race officer, Tom Behrle, who we lost tragically on October 3 due to unexpected medical circumstances.

Tom joined BCYA as a racer in 1995. For many years he was an honorable competitor and organized a dedicated crew on his J/105, *Underdog*. He co-skippered the boat with Cliff Hardwick, who brought with him a very special crew member, Beth, who would end up becoming Tom's wife.

When it was time to retire from active racing in 2005, Tom assumed an even larger role in BCYA as principal race officer. Tom was a natural and gifted leader in every endeavor he pursued,

and for many years devoted himself, and his subsequent boats, to ensuring the best possible experience for every racer in the club. Compliments on the race committee's planning and execution became common under Tom, resulting in record turnouts and race participation.

During his time shepherding BCYA's races, Tom became involved with the Maryland Special Olympics. Cliff had been asked to start a team for Baltimore City, and he knew just the man to help him do it. Tom was instrumental in the creation of a successful team, volunteered as a weekly sailing coach, and served as race committee at the Baltimore County Sailing Center where they practiced.

In these past few years, Tom also stepped into a leadership position as board president of Anchorage Marina. Because of Tom's guidance this marina experienced a complete revival, and he established the wonderful partnership



Tom Behrle

between our club and the marina that has given BCYA a home and allowed our races—and epic parties—to flourish.

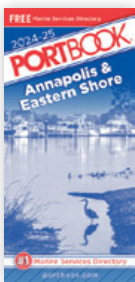
For the last three years, Tom has fulfilled a lifelong dream by obtaining his captain's license and captaining *Underdog* up and down the East Coast with Beth by his side.

We have lost a truly great man, the definition of a pillar in every community that he touched. He will be greatly missed by all.

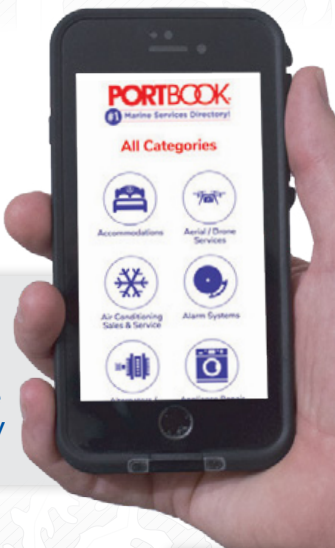
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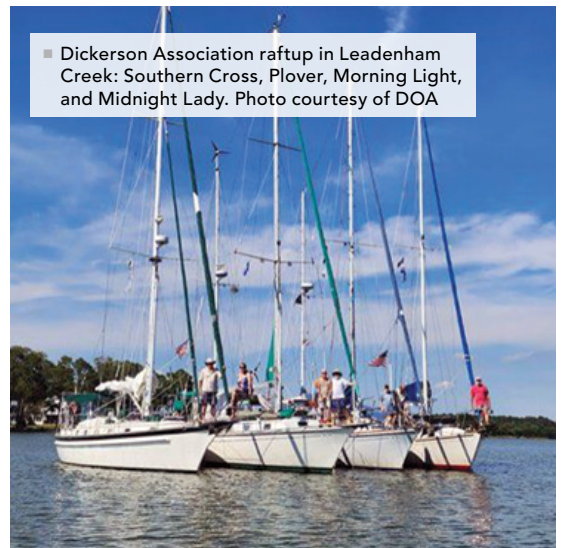
■ America's Boating Club Wilmington will have a holiday social and nautical gift exchange this month.



■ Compass Boating Club of the Chesapeake members Rich Tull and Sean Hollis visit the SpinSheet booth at the Annapolis Sailboat Show.



■ Hunter Sailing Association-1 at Kent Island YC to listen to the music of HSA members 50 West (S/V Telesto)



■ Dickerson Association raftup in Leadham Creek: Southern Cross, Plover, Morning Light, and Midnight Lady. Photo courtesy of DOA



■ Chesapeake Bay Tartan Sailing Club members at the club's Annual Meeting.

## Halloween Howl

Annapolis Yacht Club Halloween Howl unfolded October 25-27. The excitement of the Pumpkin Race amped up the Green Fleet course. Spencer Haber from Baltimore County Sailing Center (BCSC) received the Outstanding Sportsmanship Award for stopping his race to help a smaller sailor struggling with one of the coveted pumpkins. Together, they lifted it into the smaller sailor's Opti. The Halloween Howl was BCSC Opti Green Fleet sailors' first regatta.



■ BCSC Opti Green Fleet sailors. Photo courtesy BCSC/Facebook



■ Photo by Will Keyworth

## High School Sailing Keelboat Qualifier

The Annapolis Yacht Club (AYC) hosted the Maryland Interscholastic Sailing Association (MDISA) Keelboat Qualifier on November 9. Sailors raced in the club's new fleet of Sonars. Eight Maryland high school teams traveled to Annapolis to battle it out for a state championship and a chance to qualify for ISSA Keelboat Nationals in Florida.

Breeze ranged from 12-15 knots out of the north, slightly decreasing throughout the day. Big wind shifts and changes in velocity made for tricky sailing, and teams that kept their eyes out of the boat were rewarded in a big way. All five AYC high school teams competed in the event, and three finished in the top five.



■ Key School sailors have qualified for Nationals.

Key School sailors Mason Cook, Molly Bonham, Trey Burman, and Hugo Raftovich took first overall, with a combined total of eight points over six races. Excellent teamwork and boat handling made all the difference, as the team was able to change gears and execute maneuvers efficiently while

keeping their eyes out of the boat and up the racecourse.

Key School now looks to return to ISSA Keelboat Nationals for the second year in a row. Nationals, which are raced in J/70s, will unfold December 14-15 at St. Pete Yacht Club in Florida. Find full results at [hssailing.org](http://hssailing.org).

## SpinSheet Exclusive

# EYC Hosts an Exceptional J/22 World Championship

Forty-eight competing teams came together in Annapolis at the Eastport Yacht Club (EYC) for the J/22 World Championship Regatta October 21-27. A quarter of the teams hailed from regional ports; others traveled from as far as Texas and Minnesota, Quebec and the Cayman Islands, and many points in between.

Fresh off his victory at the J/24 World Championships in Seattle, WA, two weeks beforehand, Travis Odenbach (Pittsford, NY) and his team on *Honeybadger* sailed to victory. Glenn Darden (Ft. Worth, TX) on *Babydoll* and Will Welles (Portsmouth, RI) on *Cougar* placed second and third respectively. Annapolis sailor Brad Julian on *Yard Sale* placed fourth and was the top-scoring Chesapeake region finisher.

"This was our fifth time competing in the J/22 worlds," Julian says, with his top past score having been a second place. "We had the full range of conditions and directions across the event. The first day was eight to 12 knots from the south; the second was 18 to 25 from the north-northeast. Day three started off with a two-hour postponement while we waited for breeze to fill from the south; it finally did in the six- to 10-knot range and was enough to get two races off. The breeze



■ Jeff Todd on Hot Toddy.

shifted back to the north on the final day, and we saw 13 to 20 for the last two races."

Matt Schubert (trimming and tactics) and Colin Robertson (bow, calling breeze, and strategy) rounded out the *Yard Sale* team. They have been sailing major events together since 2012.

"Since we've sailed together as a team for a long time, our key strengths are

speed, changing modes through the range of conditions, and boat handling (with one fatal exception)," says Julian.

"Because of this, we can focus on big-picture strategy and tactics at which Matt and Colin are exceptional. Despite having sailed together for many years, the boat was stuck in the shop longer than expected getting the 20-plus-year-old bottom redone, so we didn't get the time in the boat this year as I had originally planned. Consequently, our starts were not great, but we knew if we could get to clear air on the preferred side of the course, the combination of our speed and course lengths would be in our favor. This proved to be true for the majority of our races."

Julian's team encountered their fair share of drama, from a broken main halyard (and need to drop out of the race) to a competitor hitting their boat at the dock (poking a 10-inch hole in the starboard bow above the waterline, which they taped; went on to win the first race that day), and a protest against them (dismissed), and a penalty turn (which set them back).

Local J/22 veteran Jeff Todd and his *Hot Toddy* team placed sixth. Chip



■ Top Chesapeake finishers: Brad Julian, Colin Robertson, and Matt Schubert. Photos by Will Keyworth







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## Racing News

Carr (trimmer) and Chris Ryan (bow) sailed with him as they have for 20 years, their first regatta as a team having been the J/22 Worlds in 2004 in Annapolis. With the variety of wind speeds and directions, Todd referred to this event as “a great contest of skill.”

He says, “We sail really well together. We have great crew work and good communication. I held the team back with some bad starts, but we dug out somehow and tried to work to the correct side of the course.”

Annapolis sailor and 2024 East Coast Champion, Jeff Hayden, on *Polar Express* placed ninth of 48. Although he has sailed in a youth world championship, this was his first J/22 Worlds at the helm. He sailed with his dad, Steve Hayden (bow), and Ian Hunter (trim). Earlier this year the team had sailed in the J/22 Midwinters, Annapolis Helly Hansen Sailing World Regatta, and J/22 East Coasts.

“I think we did a good job of being conservative, probably to a fault,” says Hayden. “Besides a black flag, we had all top 11 finishes. We decided we needed to take a little more risk to have a shot to win the regatta, which likely resulted in the black flag, but we needed some top three finishes to have a shot at being on the podium. It seemed like you needed to commit more aggressively to a side, so we short-tacked a few shifts and led boats back, when sometimes we needed to go farther to an edge.”

Among the memorable on-water moments, Hayden cites “planing downwind in the last race, going quite fast for a J/22.”



■ Jeff Hayden on Polar Express. Photos by Will Keyworth

He says, “The race committee did an excellent job. Mark Foster and his team got us a number of quality races and did their best in the shifty conditions. Onshore, EYC, led by Krissy Robinson, did a great job organizing debriefs, T2PTV recaps, free drinks, and food. Launching, hauling, and measurement seemed to all go smoothly with the help of many volunteers.”

Julian adds, “The race committee, shoreside teams, and army of volunteers did an amazing job. I really enjoyed the vibe of the event: not too excessive, but not bare bones either. Open bar drinks, good food options, and a comfortable place to hang out after sailing and catch up with friends from the class. I think Robinson and the organizing committee



nailed it, and Foster, the PRO, is a true professional.”

Todd also thanked Jeff Borland, deputy race officer, and noted, “EYC did a great job hosting the World Championship regatta. A big shout out to the regatta chair, Kristen Robinson, who did a great job. From Monday’s boat measurement and registration until Saturday’s haul-out, the regatta was well run and coordinated. The after-race parties were well-attended and a great way to wind down after the day’s races. The races were recorded by T2PTV every day, so you could watch the day’s race videos at the party every night. There was a debrief on the day’s races in the tent during the party after racing. Information was shared on how to sail the boat well and which side of the course paid off for the racing that day.”

Why join J/22 sailors in Annapolis? Todd says, “The J/22 is a fun boat to sail. We have boats at all three yacht clubs in Annapolis: EYC, Severn Sailing Association, and Annapolis Yacht Club. We have young and older sailors in Fleet 19. Please consider joining us, buy a J/22, and come out and sail.”



Hayden notes, “The J/22 is a great class with many awesome sailors. I’ve been in the class about a year now and have learned a ton. I’m excited to continue next year with Midwinters in Dallas, TX, local Annapolis sailing, and the North Americans in Rochester, NY.”

Photographer Will Keyworth added, “The event was great, one of the best run

events I have been to in quite a while. All involved at EYC deserve a huge attaboy/girl!” He also noted how the WhatsApp communication regatta-wide was particularly effective at keeping all informed about postponements or other information and worth considering for future regattas.

Find more at [j22worlds.com](http://j22worlds.com).

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# Shoreside Fun and the Spirit of the J/24 and J/22 East Coast Championships

By Kelly FitzGerald

Every October, we are reminded that the J/24 and J/22 East Coast Championship (ECC) is our favorite weekend of the year. This annual gathering, October 19-20 at Severn Sailing Association, was once again filled with fierce competition, friendship, and the love of one-design keelboat racing. While it's all about the racing out on the water, the ECC focuses on fun and the true spirit of sailing keeps sailors coming back year after year.

Deep down, we all want to win. We spend the time to prepare, practice, build our teams, and figure out who is bringing the lunches. Mostly, we all love sailboat racing because it's fun!

Seeing your friends and even your friendly foes at each travel regatta is an annual mini-reunion of sorts, and it is as much fun hosting an event as it is traveling to one. The ECCs focuses on running as many races as possible, because that's what we all came here for, but when we hit the dock, we want the brews to be flowing, the music to be blasting, and for the laughs to carry the day.

This year our awesome band, Black Dog Alley, rocked the party tent on Saturday. Our infamous oyster shucker shucked 400 oysters in two hours, and the annual J/24 vs. J/22 flip-cup tournament kept the competition going late into the evening. We all love regattas that host socials for everyone to get to know each other, and that is what the ECC does best!

## The Spirit

Between the 200 competitors, 20 race committee members, seven jury members, and more than 50 volunteers, the spirit of sailing is everywhere you look at the ECCs. Over 250 shoreside volunteer hours were logged between Thursday to Sunday, not



to mention the dozens of hours spent by the race committee on preparation and on the water and the same for our distinguished jury members, most of whom flew into town to serve on the panel for the J/22 Worlds as well.

Family members drove up from Virginia and down from New Jersey to help run registration, while others drove to Delaware to pick up the Rehoboth Bay oysters for the party on Saturday. Friends of the fleet volunteered at the beer truck, and others picked up banners and donations from our sponsors and silent auction donors.

Competitors themselves brought baskets and other items for the silent auction, which raised \$1500 to support a member of our J/24 family, whose son Aidan Fischer is battling cancer. Local businesses sponsored our welcome pizzas, the oysters, and the band. Others donated incredible sailing gear, impressive wine baskets, and gift certificates to all of your favorite watering holes.

Even our local sailmakers donated half-days of professional coaching for the silent auction. Our boatyard across the street sponsored the event with storage so that we could make room for the party tent and competitors. The other local clubs in Eastport both hosted out-of-town boats (amidst running their own huge events that week). What an incredible show of support, teamwork, and spirit. This is what it's all about!

When I look around the ECCs, I only see a bright future filled with fun for the sport and for all of the teams who come back every year to battle it out on the Severn.

Between the competitors and their families, race officials, regatta volunteers, local clubs and sponsors, hundreds of people love and support this event and our incredible sport.

If you missed the ECCs fun this year, save the date for next October 2025. Come join us. Race, volunteer, or just come hang out with your favorite fleets. It is the best weekend of the year after all!

Find full results at [yachtscoring.com](http://yachtscoring.com) and photos at [spinsheet.com/photos](http://spinsheet.com/photos).



## Top Three Results

### J/22 (23 Boats)

1. Polar Express, Jeff Hayden
2. Cougar, Will Welles
3. Defiance, Mike Gemperline

### J/24 (20 Boats)

1. Bangor Packet, Tony Parker
2. Rush Hour, Patrick FitzGerald
3. Rockstar, Joseph Murphy



# 2024 J/105 Chesapeake Bay Championships

Annapolis Yacht Club hosted the J/105 Chesapeake Championships for 19 competing boats the weekend of October 19-20. Find the full results at [annapolisyac.com/racing](http://annapolisyac.com/racing). Find photos at [spinsheet.com/photos](http://spinsheet.com/photos).

## Top Three Results

### J/105 (19 Boats)

1. Blow Boat!, Rob Marsh
2. Patriot, Ray Wulff
3. Crescendo, Angelo Guarino



# The 'Round the Lights Race

✦ By Jeff Rogers

The Old Point Comfort Yacht Club's (OPCYC) 'Round the Lights Race is loosely modeled after the Isle of Wight Race off the south coast of England where racers exit a yacht club on a river on the Isle of Wight, circle the island, going either clockwise or counter-clockwise. We don't have an island in the Southern Bay convenient to Hampton Roads, but we do have the two lighthouses, which present a similar route-planning challenge. This is a very popular race in Hampton Roads, with 43 boats racing this year on October 19.

The sailing instructions are refreshingly simple: You start at the Old Point Comfort Marina and go around the two lighthouses—Thimble Shoal and Middle Ground—and come back. You can go around either lighthouse first, rounding in either direction. Your first choice is to turn left towards Thimble Shoal Light or right towards Middle Ground Light less than 200 yards after leaving the marina.

After having made that choice, you can go down the center, left, or right side. Your choice will be predicated on the wind conditions, the tidal current, and the capabilities of your boat and crew. To make matters more complex, the wind state and the tidal currents will change during the course of the race, so you need to forecast approximately when you would arrive at various points on the course.

This is a pursuit race, where you start in reverse PHRF order with the slowest boats first and the fastest boats last, and the fast boats try to catch the slow boats. To help "level the playing field," we penalize all spinnaker boats 18 seconds per mile. We actually add seconds per mile to those cruising boats who carry "go-slow" gear onboard such as 200 feet of chain rode, AC, wind generators, and dinghies on davits or on the foredeck. Theoretically, if the ratings are perfect and if everyone sails to his rating, everyone will finish at the same time. This of course

never happens, but we do have a lot of boats finish in a short time, many of them overlapped.

This year, the flood current was still running strong in the deepwater channel when the first boats started, but the ebb was already thinking of starting along the shallows. It was a beautiful sunny day with always at least about eight knots of breeze. We were treated to probably 12-14 knots during the middle portion of the race.

Based on the tidal currents and wind conditions, every year, there is a right way and a wrong way to go, with most of the frontrunners going the same direction. We

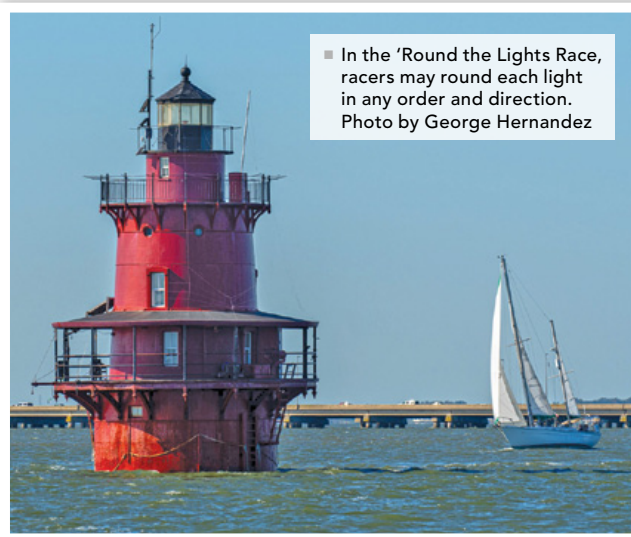
started in that class, who was first overall), two were Non-Spin, and one was ORC/Spinnaker. The second 10 boats to finish carried about the same equal spread, with three Non-Spin boats, three PHRF A, two PHRF B, and two ORC/Spinnaker boats.

We have run this race every year since 1997. The perpetual trophy at the OPCYC clubhouse is a wooden plank from the circular deck of the Middle Ground Light, with the overall winning boat name on a brass plaque with the year.

Although ORC scores their boats completely differently (and we did offer trophies for the first three boats in each class) for the overall results, we used the PHRF ratings of the ORC boats. First place overall this year went to *Roundabout*, a J/24 in PHRF C, skippered by Alan Bomar (a SpinSheet Century Club and Racing Team member). This was the only PHRF C boat that raced this year, but he beat the other 42 boats in this race.

Second place overall went to the venerable *Black Widow*, in PHRF NS, and third place overall was taken by Andy Armstrong in *Virginia H III*, PHRF A. In this race, the first three boats in each class got bottles of champagne with the 'Round the Lights label and a large wine glass with the logo etched on it. The first-place boat overall (*Roundabout*) got a magnum of champagne.

To celebrate the ability to get around the 18-nautical-mile course, we also gave a magnum to the last boat to finish, the Anchor Award. This went to *Felicita*, skippered by David Jennings. We also gave out champagne trophies for the oldest skipper, the oldest crewman, the newest boat (newest to you), the boat that came the farthest to compete, and we gave a big bottle of sparkling grape juice to the youngest skipper, also David Jennings. The youngest crewman got a Pepsi with 'Round the Lights label. *Every* boat that came to the post-race party got champagne. We were served a delicious jambalaya by our Sea Scouts of ship 1610, led by Norm Effinger.



actually give an award to the first boat to finish the wrong way. This year, the first seven boats went right, toward Middle Ground Light first, and the eighth-place boat (*Hat Trick*) went left and got the "first place going the wrong way" award. Unlike most traditional races, where you start by class and the focus is mostly on beating the boats in your class, in this race the emphasis is primarily on being the first to finish, or at least among the first to finish, in the entire fleet.

Sometimes the fastest boat (with the lowest PHRF rating) starts last and finishes first. Once in a while a cruising boat wins. This year's results tended to demonstrate that PHRF generally works: of the first 10 boats to finish, three were PHRF A, three were PHRF B, one was PHRF C (the only

# Brawling in the Fall at Eastport YC

On November 2-3, the Eastport Yacht Club (EYC) hosted its annual Fall Brawl for the J/70 and Viper 640 one-design classes. Fourteen J/70 teams and six Viper teams competed. Find full results at [eastportyc.org/fall-brawl](http://eastportyc.org/fall-brawl) and photos at [spinsheet.com/photos](http://spinsheet.com/photos).

## Top Three Results

### J/70 (14 Boats)

1. Zava, Jennifer Norwood
2. Ayacucho, Edward Gary
3. Murder Hornet, Jake Doyle/Whitney Kent

### Viper 640 (6 Boats)

1. Brass Monkey, Jamie Fontanella/Jay Sterne
2. Silver Tsunami, Scott Steele
3. Weather Permitting, Robert and Becky Ranzenbach



# CRCA 2024 Fleet Awards

The Chesapeake Racer Cruiser Association (CRCA) presented the 2024 racing season fleet awards to its members at an end-of-season awards ceremony on Saturday, November 2. Held at the CRAB Accessible Boating Center on Back Creek, more than 30 CRCA skippers, their crew, and family attended the event. The 2024 season fleet awards recognize the boats with the best overall performance across all CBYRA races that included a separate start for CRCA boats. The winners recognized at the event are as follows:

### Annapolis Fleet – Racer Division

Steven Toole, *Hot Pepper*  
David Poff, *Magic Dragon*  
Keith Cole, *Lucky Eights*

### NOTB Fleet – Racer Division

Tracy and Polk, *Incommunicado*  
Antoinette Wilkins, *In the Red*  
Steven Toole, *Hot Pepper*

### CRCA Racer Boat of the Year – *Incommunicado*

### CRCA Cruiser Boat of the Year – *Anna Mae*

### Annapolis Fleet – Cruiser Division

Rob Michaelson, *AnnaMae*  
Nick Simpson, *Cordelia*  
David Dodson, *Jahazi*

### NOTB Fleet – Cruiser Division

Shepherd Drain, *Hey Day*  
Lee Budar-Danoff, *Kaimana*  
Marcel Klik, *Etoile*

CRCA will hold its annual meeting on Saturday, February 1. CRCA is now accepting nominations for all executive leadership positions and fleet captains. Individuals interested in nominating themselves or others can email [info@sailcrca.org](mailto:info@sailcrca.org), and plan to attend the annual meeting. For details visit [sailcrca.org](http://sailcrca.org).



## Hampton YC Fall Fling

On November 2-3, Hampton Yacht Club hosted its Fall Fling for the Viper class with 11 entries. Find the full results at [hamptonyc.com/регattas-registration](https://hamptonyc.com/регattas-registration).

### Top Three Results

1. Mark Wheeler, Vapor Trails
2. Kaila Pfrang, (no name)
3. Henry Amthor, E+A2

Photo by Tom Ryan



## Triple Crown of Charity Sailing Trophy 2024 Champion Announced

The 2024 Triple Crown of Charity Sailing competition enjoyed outstanding participation and fundraising efforts from our community. The number of skippers competing for the Triple Crown Trophy (sponsored by Weems & Plath) doubled this year. Skippers and crews had to participate in the Maryland Cures Cancer Regatta, the CRAB Cup, and the Hospice Cup while raising funds for all three charities.

The scoring for the trophy is based on the amount of money raised and the placement of each boat in the respective three races. Each of the three events is calculated individually, and the totals are then combined to determine the ultimate winner.

This year, the collaborative efforts of Chesapeake Region Accessible Boating (CRAB), Maryland Cures Cancer Regatta, and Hospice Cup resulted in a

remarkable turnout of 251 boats, with more than 1000 skippers and crew who raised a total of \$572,000. The incredible support for the three charities created a special atmosphere at the awards ceremony held at the CRAB Annapolis Adaptive Boating Center, on Friday, November 1.

This year's Champion of the Triple Crown is someone who has been near the top of the scoring system for many years. Sometimes it's the race results, and sometimes it's the fundraising that keeps a skipper from earning the trophy. This year, John Dodge and his crew were clicking on all cylinders on the racecourse and raising funds. Congratulations belong to Dodge and Team *Kobayashi for a Cure* for winning the Triple Crown of Charity Sailing Trophy.

One other team's exceptional fundraising efforts stood out above all others. Roger Mason's *Tradecraft* team raised \$33,925

for charity, nearly \$10,000 more than the closest skipper. While fundraising is not the sole determinant of the winner, the creation of the Rainmaker Award underscores the importance of these contributions. Kudos to *Tradecraft* and Mason's team for winning this inaugural Rainmaker Trophy from Weems & Plath.

The Triple Crown of Charity Sailing Trophy was created in 2018 to promote greater race participation and to enhance fundraising support for all three charity races. Representatives from the three charities presented the trophy and permanent trophies to the winners. The stunning, repurposed trophy was formerly the Power Squadron of Baltimore's Navigation Trophy. It is on permanent display at the CRAB Adaptive Boating Center. Winners of the Triple Crown of Charity Sailing Trophy have their names permanently engraved on the base of this beautiful trophy.

John Dodge's Kobayashi for a Cure team at the Maryland Cures Cancer Regatta. Photo by Dave Gendell





# Sailfaster Podcast: *Racing a J/105 Upwind With Randy Hecht*

■ Rolex Big Boat Series in San Francisco.  
Photo by Daniel Forster/ Rolex



## Technique Tips

*On his Sailfaster podcast, Pete Boland talked to San Francisco's Randy Hecht on the finer points of racing his J/105 Niuhi. Randy and team are back-to-back North American J/105 Champions, having won on the breezy waters of San Francisco Bay in 2022 and Rye, NY, in 2023.*

### What's your race starting routine and priority?

We have a pre-race routine that focuses on the start and first weather leg that we go through every single time. If we can get a good start and hold our lane for the first five minutes, or have the option to tack without being pressured to do so, and we're up at the first weather mark in the top five, we know we're pretty good for that race. Which means, honestly, the downwind doesn't really matter.

Our priority is rig tune, as obviously it affects your upwind ability. When you're coming off the line you're looking for *inches* to get over the top of the boat to leeward or keep the boat to weather from crawling over the top of you. That's where rig tune really makes a difference.

### Rig tune that helps you keep the boat in balance at this point, right?

Definitely. We sail with more neutral helm than the vast majority of J/105s. I try to sail with as neutral a helm as possible, which means I'm always pushing the tiller away from me to keep the bow up. Our goal is seven knots upwind because at seven you're beating the rest of the fleet. But it's very hard to stay at seven all the time; you can't do it with weather helm, so we sail with as little helm as we can get away with!

### Sailing with neutral helm on a J/105 is tough for the driver.

Yeah, it takes a while to learn how to keep the nose up. With neutral helm you're not getting as much feedback. That often lends to the bow drifting off. You need to anticipate the bow dropping. But as you said, it all comes down to the balance of the boat. You have to keep the bow hunting, keep the bow up, especially when you see the next puff coming.

Many times we find that you're going along pretty even with a competitor, and all of a sudden there's a little shift in the wind—it lightens up maybe. You see their bow drop down maybe a degree or two. I can gain a couple of feet on them by keeping our bow up, stalling the top of the main to get enough weather helm to keep the bow hunting. This is how we make big gains.

### What's the importance of heel angle on the J/105?

We're *very* conscious about angle of heel. As per Buddy Melges, there's an absolute correct angle of heel for every boat. You must figure that out and keep it on that. In the J/105 class it's somewhere between 18 to 22 degrees of heel. We are very strict about staying within those parameters, assuming you have enough wind to heel the boat over that far!

Subscribe to Sailfaster, the number one podcast for racing sailors, wherever you find your favorite podcasts.



## Small Boat Scene

# Making Your Mark

◆ By Kim Couranz

There's comfort in routine. Especially when routines have been well thought out and developed to ensure that everything you need to do is included. Successful sailors develop routines for many things. Checking the weather. Packing their sailing gear (my gloves always go in my lifejacket pocket so that I know they're there). Getting knowledge about the starting line. But some sailors have habits that step farther than mere routine into "superstition."

And honestly, superstitions can come in handy, too. They can provide a sense of control, which can be helpful, especially in chaotic situations. Those pop up a lot on the racecourse! For the most part, superstitions can be a quirky and fun way to bolster your frame of mind. Just make sure to maintain balance and have a ritual to fall back on if you're not able to realize your superstition(s) on race day.

I asked a handful of talented small-boat racers if they have any habits or superstitions that support their success.

Preparation and keeping things on an even keel are keys to success for the Snipe team of Gavin and Holly



■ Who wants to sail boat #7, a prime number? Brett Davis would.

O'Hare. They share a theme of "calm" and "preparedness," highlighting that it's important for teammates to be on the same wavelength.

"A couple of routines to keep me healthy and prepared: stretch/yoga weekly to avoid injury, and check [windy.com](https://www.windy.com) the day before an event to be prepared gear-wise and know what direction to look for on the water," Gavin said.

Holly highlighted how planning can result in a good (fast) state of mind: "Gavin and I do our best when we talk the least. We map out our plan before the start. If we don't stick to it, it usually does not go well. We have been married for 27 years and sailed together for 30 years. We rarely argue (anymore) when racing because it impacts our finishes," Holly noted, emphasizing that "a calm boat is a fast boat."

The O'Hares aren't the only sailors who benefit from a calm, positive mindset. 2004 Olympian Carol Cronin finds maintaining a habit of early mornings peaceful: "I like to get to the boat park early and enjoy the quiet before everyone else arrives."

■ The O'Hares sail best together when they're not talking. Photos by Ted Morgan



Successful sailors also find that humor can be speedy. Carol also prioritizes “sharing a silly joke or wordplay with my teammate on the sail out to the course.”

Positivity was a common thread in responses. Rockstar Snipe crew Taylor Scheuermann supports everyone’s day through her habit: “I simply cannot forget to acquire any available and massive hugs before launching. Then, it’s really *go time!*”

Now, let’s bridge the gap between habit and superstition. Versatile crew Nikki Bruno has a hard-and-fast rule with a strict time protocol: “All crew members must fist-bump between the warning and the prep flag guns.” What a fun way to shake out some extra nerves while also getting everyone focused on the team’s success.

“As a teenager, I absorbed a superstition that one should not wear the regatta-supplied gear (T-shirt, hat) until the regatta is over. My family of active dinghy sailors still follows this guidance closely. Perhaps there is something to this, about bringing everything a sailor needs to the event, and not counting on a prize or whatever,” said Luke Shingledecker, who frequently races ILCA7s and is dad to up-and-coming Opti-and-beyond sailors. I think this practice also provides a nice incentive to sail the entire event so that you can be able to say, “Yes, I sailed this regatta.”

Brett Davis is a master of several kinds of racing, including team racing, Snipe sailing, and windsurfing. He’s also a numbers guy:

“It will not surprise you that I have an odd routine. I have been doing this forever. I don’t even remember the origin story at this point. I only team race on prime-numbered boats. When all the supplied boats are technically exactly the same, it is hard to get an edge. Prime boats are clearly faster, so I make sure I am always on one. This technique has served me amazingly well, including back-to-back wins at the Hinman Masters. My Snipe sail, 31391, is prime, and my windsurfer number, 13, is prime too.”

However hardcore you wish to go on habits and/or superstitions, make sure your routine is right for you.

“When racing locally I like to keep things simple; I check the Weather Channel forecast for Annapolis. If I’m feeling adventurous, I’ll review the marine forecast,” says Ted Morgan, who has had a lot of success in the ILCA7 over a bunch of years. But he knows other people use different approaches.

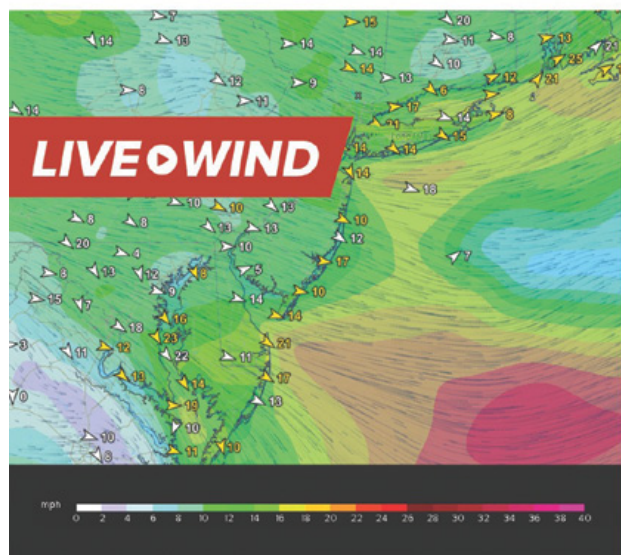
“My wife dives a lot deeper than I do. She checks on the tides, current strength, water temperature, and whether the Conowingo Dam

has been opened recently. Her approach tends to clog my little brain and disrupt my simple routine. All that information throws my game off, so I try to avoid her on race mornings. But, and this is a really important point, she has a tendency to win. Maybe it’s time I start to reevaluate my routine.”

I’m that wife, so now you know my routine, too. I may take it a little far, but it’s comfortable for me!



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**Meet the newest member of the YaZu Yachting Crew!** We are delighted to welcome our new broker, Matthew Lambert. Matt is a sailor, so will be concentrating on continuing to grow the sailboat side of the business. He is energetic and enthusiastic, has years of sales experience, years of sailing experience and strongly espouses the relationship-focused approach to sales that is the core of the YaZu Yachting ethos. "I look forward to building lasting relationships here at YaZu Yachting and growing along with the phenomenal team Jonathan and Anne have assembled here." Contact info for Matt: 804.432.9037 or [matt@yazuyachting.com](mailto:matt@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)

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**(Crescendo) 2001 Monk 36 Aft Cabin Trawler** Hull #214. Includes: Cummins 6BT5.9M 220Hp engine (serviced 2023), bronze propeller (reconditioned/re-pitched 9/2024), Vetus Solenoid Bow Thruster, engine batteries (2020), generator battery (2022), main Onan generator (2019), Lewmar windlass (6/2020). Features: two spacious cabins, AMPLE storage throughout, 2 full heads, galley, fridge, freezer, stove, oven, TV, new A/C (2023), and more! Priced to sell! **\$152,900** Crownsville, MD. Call/text John Kaiser 443.223.7864 or [john@yachtview.com](mailto:john@yachtview.com). For more information/specs, visit: [www.yachtworld.com/yacht/2001-monk-36-9591167](http://www.yachtworld.com/yacht/2001-monk-36-9591167)

## POWER



**(Yacht View) 2021 Tiara Yachts 38 LS** Turnkey ready, completely maintained and like new! Triple 400Hp Mercury 4-stroke Verado outboards w/180 hours (extended warranty until 2026). Includes: joystick, bow thruster, Sea-Keeper gyro stabilizer (serviced 9/2024), Kohler diesel generator, A/C, heat, head w/ shower, aft lounge seating area, captain's chair, Garmin electronics package, Bluetooth, sunshade, refrigerator, icemaker, and much more - no expense spared on this beauty! Price reduction **\$614,900** Annapolis, MD. Call/text John Kaiser 443.223.7864 or [john@yachtview.com](mailto:john@yachtview.com). For more information/specs, visit: [www.yachtworld.com/yacht/2021-tiara-yachts-38-ls-9568321](http://www.yachtworld.com/yacht/2021-tiara-yachts-38-ls-9568321)



**(Kava Kava) 1997 Sealine 420 Statesman** In excellent condition w/ extensive upgrades by the last two owners, including new or upgraded engines, shafts, props, generator, electronics, plumbing, and appliances. Two Cummins diesel engines: one remanufactured this year w/ a one-year warranty, and the other in great shape w/ fewer than 656 hours since a 1,000-hour service (as of 5/16/2024). Recent survey available! Price reduction **\$184,500** Annapolis, MD. Call/text John Kaiser 443.223.7864 or [john@yachtview.com](mailto:john@yachtview.com). For more information/specs, visit: [www.yachtworld.com/yacht/1997-sealine-420-statesman-9416102](http://www.yachtworld.com/yacht/1997-sealine-420-statesman-9416102)

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53 2010 Jeanneau 53.....	\$310,000
51 1951 Kynthell Custom Classic.....	\$140,000
49 2023 Jeanneau 490 #206 In Stock.....	\$690,000
49 2007 Beneteau 49.....	\$279,900
45 2023 Excess 14.....	\$795,000
45 1983 Bristol 45.5.....	\$109,000
44 2024 Jeanneau 440 #484 In Stock.....	\$610,000
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42 2019 Catalina 425.....	\$495,000
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40 2024 Nordic Tugs 40 #12.....	\$995,000
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**FEATURED BROKERAGE**



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32 2004 Nordic Tugs 32.....	\$150,000
31 2004 Pacific Seacraft 31 - Tigerlily.....	\$150,000
31 1993 Tartan 31 Piper.....	\$45,000
31 1988 Pacific Seacraft 31 - Sea Horse.....	\$59,000
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30 2022 Ocean Sport 30 # 123 In Stock.....	\$450,000
30 2005 Mainship Rum Runner II.....	\$115,000
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29 2023 Nimbus T9 #121 In Stock.....	\$290,000
29 2023 Nimbus T9 #95 In Stock.....	\$280,000
28 1985 Bristol Channel Cutter.....	\$129,500
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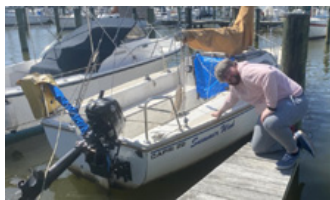
# Brokerage & Classified

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**20' Flying Scot Centerboard 2010** Hull #5890. Excellent white hull w/ Trailex aluminum trailer. Full racing configuration/update. Includes 2021 North Sails - mainsail, jib, spinnaker. **\$20,900** OBO Annapolis, MD. Contact 433.995.1715 or [denny.white.333@gmail.com](mailto:denny.white.333@gmail.com)



**22' Catalina Capri 1986** Annapolis area. Main and jib sails. 6Hp Tohatsu outboard. Life jackets, anchor, etc. Sturdy. Good boat for learning to sail. **\$5,000** OBO. Call/text Ken at 202.256.6955.

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**1976 Catalina 30** Rebuilt atomic 4, newer roller furler, wheel steering. Lots of extras. Sparrows Point. **\$6,000** Call 717.432.2231 and leave message.



**(SEABEE) 1980 O'Day 37 Center Cockpit Sloop Cruiser/Racer** Classic blue water cruiser and award-winning racer. Upgrades include A/C, generator, icebox cold plate, radar, HF/SSB, faired bottom, plus halyards run inside the mast. Price reduced to **\$39,000** Contact Captain Kinard: [RichKinard@usa.net](mailto:RichKinard@usa.net). SEABEE's Boat Information Book: [www.bit.ly/SEABEE](http://www.bit.ly/SEABEE)



**(Solstice) 1988 J Boats J/40** Excellent Southern Bay racer/cruiser. North sails. New dodger/Bimini. Awlgrip 2020. **\$69,900** Yorktown, VA. Call Matt 804.432.9037



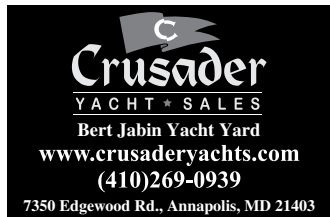
**FREE BOAT -- 1965 Columbia 40'** "Poseidon" is solid fiberglass, no wood core, great interior, exterior needs minor cosmetic work. On the hard in Deale, MD. Vetus deisel not running. Incl. sails, lines, paint. Text Andrew 443.454.3381.



**(Chardonnay) 42' Beneteau First Cruiser/Racer '81** Frers design. Well-maintained, autopilot, refrigeration, hydraulic vang & backstay. Engine has 365 hours. Cruising & racing sails. 1st in class in Governor's Cup. 3rd in class at Block Island. Price Reduced **\$59,900** Call Dave van den Arend 443.850.4197 or [Dave@CrusaderYachts.com](mailto:Dave@CrusaderYachts.com) <https://www.crusaderyachts.com/listings/42-beneteau-first-42-1981-chardonnay/2808420/>



**(Majestic) St. Francis 44 MkII 1999 Catamaran** For sale by owner. In Saint Martin going to Florida. Reduced to **\$250,000** More details and photos are available on the website: [www.majesticstfrancis44forsale.com](http://www.majesticstfrancis44forsale.com)



**2015 Tartan 101 33'** Ready to race or cruise. North 3Di sails, carbon mast, rod rigging, carbon retractable bowsprit, proven winner. Asking **\$134,500** Call Dave van den Arend 443.850.4197 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2023 Jeanneau Sun Odyssey 349 35'** Our trade on a larger Jeanneau. Low hours, air, thruster, furling mast, limited series grey hull. Less than 50 hours! Asking **\$229,000** Call Jeff Jordan 410.320.5183 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2024 Tartan 365 36'** Hull #8 - Boat of Year WINNER! Tartan 365 is proven coastal cruiser w/ an open layout and contemporary maple interior. New boat! Epoxy Hull, Carbon Rig, CCR Sailplan. Model year Clearance priced at **\$475,000** - over 550k to replace today. Trades considered, see her at the October Sail Show! Call Mike Titgemeyer 410.703.7986 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2022/2023 Excess 11 37'** Two available - Both very well equipped for cruising, Genset, Air, Etc... Competitively priced at **\$495,000** and **\$535,000** - Call Dave van den Arend 443.850.4197 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**1999 Tartan 3800 38'** Standing rigging replaced 2018, Garmin plotters & radar, davits, 2022 Achilles w/ Yamaha 4-stroke, much more! Beautiful Classic in superb condition. **\$150,000** Call Dave van den Arend 443.850.4197 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2005 Pacific Seacraft 40 40'** Crealock design offshore cruiser - Pacific Seacraft quality build! One of the fetch last 5 built - Air Conditioning, Webasto Diesel heat, Newer standing and Running Rigging, Solar & Wind Generator. Extensive equipment - Ready to coastal or offshore cruise! Asking **\$275,000** Call Rod Rowan 703.813.0460 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2015 Tartan 4000 40'** Leisure Furl boom, Reversing electric winches w/ push button controls, under 175 hours! Immaculate - step aboard and go! This won't last long! **\$410,000** Call Dave van den Arend 443.850.4197 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2019 Catalina 425 43'** Lightly used; Extensive custom/cruising upgrades. Private staterooms/heads. Furling, self-tacking, etc; AC/heat; Gen; Watermaker; Thruster; Code-0; Dink; Raft. Much more... Asking **\$495,000** Call Rod Rowan 703.813.0460 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2025 Excess 14 45'** NEW Excess 14 Hull # 68 just arrived! Amazing opportunity on new boat w/ boat show incentives still included. Call today for a closer look - We take trades! Crusader Yacht Sales 410.269.0939 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2019 Jeanneau Sun Odyssey 479** Meticulously maintained, all-season, high-performance, offshore ready. Turn-key, extensive storage, never chartered. **\$399,000** Call Gordon Bennett 410.739.4432 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2008 Beneteau 49 49'** Thoroughly renovated over this past year, this passage making 2008 Beneteau 49 yacht is ready to set sail. 3 cabin, new main, solar, long list of upgrades! Asking **\$279,900** Call Dave & Erin Townley 410.271.5225 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2019 Royal Cape Catamaran 530** Superb build quality and offshore capability is just the beginning of this luxury equipped catamaran. Limited time opportunity, contact immediately for showing! Asking **\$925,000** Call Gordon Bennett 410.739.4432 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

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**(Just Chillin) 30' Catalina '89 \$23,900** Fletcher C. Bauman 410.263.2000 [fletcher@curtisstokes.net](mailto:fletcher@curtisstokes.net) [www.curtisstokes.net](http://www.curtisstokes.net)

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48 Beneteau Oceanis 48 2014 .....	\$310,000	42 Island Packet 420 2000 .....	\$299,000
47 Beneteau 473 2005 .....	\$185,000	41 Island Packet SP Cruiser 2009 U/C .....	\$249,000
46 Bavaria C46 2025 NEW .....	On Order	40 Caliber 40 LRCSE 2008 .....	\$239,000
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44 Island Packet 44 1995 U/C .....	\$115,000	38 Bavaria C38 2024 NEW .....	On Order
44 Mason 44 Aft CC 1991 .....	\$162,500	38 Island Packet 380 2003 U/C .....	\$220,000
44 Beneteau 44CC 2000 .....	\$135,000	38 Island Packet 38 '88, '89 .....	2 from \$108,000
44 Hylas 44 1988 .....	\$129,000	38 Fountaine Pajot Athena 38 1995 .....	\$145,000
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43 Beneteau 423 2004 .....	\$119,900	37 Island Packet 37 1995 U/C .....	\$94,500
43 Broadblue 435 2010 .....	\$395,000	36 Catalina 355 2011 .....	\$148,000
42 Southerly 42 RS 2006 U/C .....	\$282,000	36 Southerly 110 2004 .....	\$149,000
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**(Pride) 40' Tartan '85 \$75,000**  
Lars Bergstrom 910.899.7941  
lars@curtisstokes.net  
www.curtisstokes.net



**(Roamin Holiday) 57' Wellington '89 \$169,000**  
Curtis Stokes  
410.919.4900 curtis@curtisstokes.net  
www.curtisstokes.net



**2008 Caliber 40 LRCSE** Recently upgraded w/ whole new electronics suite, & solar panels, stainless steel arch & integral davits; ready for new adventures **\$239,000** S&J Yachts, 410.639.2777, www.sjyachts.com



**(Confidante) 36' Vancouver '82 \$60,000** Jim Edwards 252.474.5000  
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www.curtisstokes.net



**(Siddhartha) 41' Hunter H41 Deck Salon '08 \$142,000** Curtis Stokes  
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**2016 Beneteau Oceanis 38.1** A must see! Call Jay 410.977.9460 or Jay@Knot10.com, www.Knot10.com

**2005 Hunter 44 DS** New to market, very clean. Call Jay 410.977.9460 or Jay@Knot10.com, www.Knot10.com



**Island Packet 40 1995** Well-maintained cruiser featuring 2 spacious cabins, cutter rig, A/C, new rigging, & comprehensive nav systems—ideal for comfortable, extended cruising in all conditions. **\$169,900** S&J Yachts, 410.639.2777, www.sjyachts.com



**(Belle) 37' Dickerson '86 \$17,500**  
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lars@curtisstokes.net  
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**(Messmee) 42' Beneteau Oceanis 423 '04 \$115,000** Curtis Stokes  
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**2006 Southerly 42RS** Blue-water cruiser w/ variable draft swing keel. Features in-boom furling, self-tacking jib, AC, heating, watermaker, generator, bow thruster, & twin rudders. Easy to sail & perfect for exploring shallow anchorages. **\$282,000** S&J Yachts, 843.872.8080, www.sjyachts.com



**(Le Creole) 37' Hunter '82 \$16,000**  
Dennis Mancinelli 404.395.6688  
dennism@curtisstokes.net  
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**(Courage III) 43' Hans Christian '79 \$85,000** Jim Davis 386.871.4959  
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**2005 Caliber 35 LRCSE** Discover the rare elegance of the Caliber 35 LRC SE, one of only two ever built! Modern electricals, lavish cabin, upgraded sails, AIS. Ideal for cruising, liveaboard. Spacious, efficient, unique. **\$129,000** S&J Yachts, 410.639.2777, www.sjyachts.com



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**(Native) 38' Herreshoff '70 \$29,900**  
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**(Resilience) 48' Beneteau Oceanis '14 \$239,000** Curtis Stokes  
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www.curtisstokes.net



**Catalina 375 2009** Bright interior, bow thruster, full cockpit enclosure, convertible game table, queen berth, and easy-handling furling rig. Includes dinghy, davits, and more. Excellent condition, ready to sail! **\$168,500** S&J Yachts, 410.639.2777, www.sjyachts.com

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**Leopard 42 2022** Like-new, never chartered 3-cabin catamaran in excellent condition. Features solar arch w/ 1,600W of solar, Highfield 360 CL RIB, 25Hp Yamaha, electric dinghy lift, Rainman 35 GPH watermaker, dual 16,000 BTU AC units, washer/dryer, 6KW generator, enclosures, ICW-friendly rig, Code D sail, life raft, full electronics, and upper lounge. Ready for adventure! **\$670,500** S&J Yachts, 843.872.8080, [www.sjyachts.com](http://www.sjyachts.com)



**Manta 42 MKIV '07** Bluewater Catamaran: owner's version - never chartered. Just back from a 7-month cruise. Very well equipped, maintained & upgraded by very attentive owners. Looking for a catamaran that can safely take you where you want to go? Call today! S&J Yachts, 410.971.1071, [www.sjyachts.com](http://www.sjyachts.com)



**Broadblue 435 2010** Ocean-certified 43' catamaran, ideal for bluewater cruising. Features twin 40Hp diesels, cutter rig, 776 sq. ft. sail area for impressive light-wind performance. Spacious, well-built w/ watertight bulkheads and EU Category A certification. Rare U.S. opportunity. **\$395,000** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**Hylas 44 1988** Classic, well-built bluewater cruiser designed by German Frers. Shoal keel w/ 4'9" draft, center cockpit, 2 cabins, ample storage, versatile sail inventory, A/C, & recent rigging upgrades. Ideal for extended cruising. **\$129,000** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**Bavaria Cruiser 46 2016** Spacious 46' award-winning cruiser w/ 3 cabins, convertible to 4. Features include water maker, 6kW generator, wind generator, AC/heat, & Garmin electronics. European Yacht of the Year 2015. Easy handling for luxury cruising. **\$209,000** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**Beneteau Oceanis 48 2014** New Listing - A sleek and modern design. Three-cabin layout includes a luxurious owner's suite forward, complete w/ an en-suite bathroom. Magnificent, proven sailing yacht w/ luxurious & comfortable accommodations! **\$310,000** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**38' Beneteau 381 2001** All new batteries 2023, Evolution Genoa 2024, KATO outboard motor lift 2024, Galvanic isolator & Victron battery monitor 2023, Aircon, Autopilot. **\$78,500** Deltaville, VA. Call Anne Hutchings 804.567.0092 or [anne@yazuyachting.com](mailto:anne@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)



**38' Bristol 38.8 1986** Currently en route to Bahamas; Solar, Bottom Stripped and Epoxy Coated, New Mast, Boom, Rigging (2021), New Mainsail (2024), Air conditioning/Heat, Watermaker, Life Raft, Garmin / B&G Instruments. **\$73,000** Call Jon Hutchings 804.567.0093 or [jon@yazuyachting.com](mailto:jon@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)



**45' Island Packet 445 2007** Center cockpit. Roller-furling cutter rig. 2 cabin, 2 head. (2) Separate showers. Generator (353 hrs). Yanmar diesel (1028 hrs). (3) Electric winches. Windlass. Tons of interior space w/ ample headroom. **\$355,000** Deltaville, VA. Contact Matt Lambert 804.432.9037 or [matt@yazuyachting.com](mailto:matt@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)



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## Digital Innovations

Following the successful launch of the Awlgrip 3D Color Visualizer, **AkzoNobel** has added two further digital capabilities to its technical service offer. The new innovations include RealWear, a camera headset that will change the way applicators worldwide can access support, and Virtual Reality (VR) Spray Gun technology. Both RealWear and the VR Spray Gun are compatible with the Awlgrip, Interlux, International, and Sea Hawk brands and will help train both the current and future generation to deliver superior yacht finishes, globally. The RealWear camera headset is a safe and hands-free visual assistant tool that connects applicators directly to the AkzoNobel team for real-time technical support. Users wearing the RealWear glasses can stream video and take pictures, allowing the AkzoNobel technical team to observe issues and offer support in real time from anywhere in the world. The software can be used via mobile and is compatible with both Apple and Google operating systems.

Additionally, new VR Spray Gun equipment will now be available to teach and refine painting techniques, without the use of any liquid paint. Applicators are taken through the whole process of 'virtually' spraying an entire Awlgrip, Interlux, International, or Sea Hawk system on either the top or bottom of the boat and can learn the difference between primers, topcoats, and fouling controls without the need to wait for the paint to dry between coats. The process allows users to see the way they virtually painted the part, how much paint was used, the application time, and the cost associated in both time and product. These two advancements follow the launch of the interactive Awlgrip 3D Visualization earlier in the year, which simplifies selecting and customizing boat colors from an extensive database, allowing boaters and professionals to view their designs on various boat types. For more information, visit [awlgrip.com](http://awlgrip.com).

## Merger

**Yankee Point Marina** announces the acquisition of **Sanders Yacht Yard and Rappahannock Yachts**. This merger will consolidate all operations at Yankee Point Marina, providing expanded services to the maritime community while continuing to prioritize the needs of employees and customers from both organizations. Principals Todd Patterson of Yankee Point Marina and Bruce Sanders of Sanders Yacht Yard have worked closely together to ensure a seamless transition. As part of this agreement, many of the valued employees from Sanders Yacht Yard have been offered positions at Yankee Point Marina to ensure continuity in service and expertise. To further support a smooth integration, Bruce Sanders has committed to working alongside Yankee Point Marina for the next year. His hands-on involvement will ensure that the high standards customers have come to expect from Sanders Yacht Yard are maintained as operations transition to the new location. "We are excited about the opportunities this acquisition brings for our existing employees and customers along with the addition of Sanders Yacht Yard employees and customers," said Todd Patterson. Both parties are optimistic about the future and believe that this strategic move will benefit the entire local boating community. [yankeepointmarina.com](http://yankeepointmarina.com)

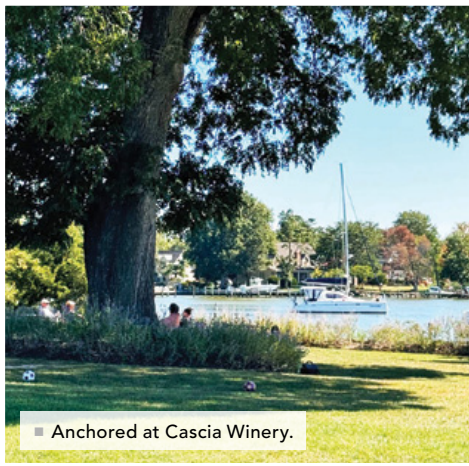
## New Builder

The **International Sunfish Class Association (ISCA)** announces the selection of **Zim Sailing** as the new builder and supplier of class approved boats and parts. The beloved boat, sailed by thousands around the world since its introduction in 1952, will soon be built in Rhode Island by a team that includes former workers from Vanguard, a previous manufacturer. Class leadership vetted several potential builders via a detailed and lengthy review process. Zim Sailing is North America's largest manufacturer and distributor of small sailboats, currently producing ILCAs (formerly Lasers), Flying Juniors, and their 420E in a 40,000-square-foot facility in Bristol, RI. In addition to expertise in boat building, Zim Sailing also has a large dealer base, extensive event support capabilities, and a passionate team who are eager to support this beloved boat. The team is already hard at work preparing for 2025 and beyond. This includes preparing molds for production, ordering parts, and reenergizing the entire supply chain. They expect to start producing boats in early 2025. Following the approval of the test boats by ISCA and World Sailing, full production should begin in time to have boats at dealers by the summer of 2025. Zim will ensure a plentiful supply of spare and replacement parts produced to strict one-design standards. While pricing is not finalized, it is expected that prices will be similar to current. Zim will support the class by providing charter boats at the annual World Championship and other events. ISCA and Zim are looking forward to a great working relationship. [zimsailing.com](http://zimsailing.com)

## New Business

After various experiences in the marine industry over the last 23 years, **Amanda Funk** has launched **Compass Maritime Group**. Amanda has worked with major marine retailers such as Boater's World and West Marine and major manufacturers such as Gemini Catamarans and Garmin International. Compass Maritime Group specializes in workforce development and recruiting for the marine industry. She says, "Our processes help us understand the culture of your company, the position being filled, and the required qualifications for the role. We strive to build and maintain a qualified candidate pool to match employers and candidates efficiently. We offer business development, marketing, and consulting services to help your business expand and increase revenue. Our services include boat show booth design, marketing and social campaigns, marina and retail consulting, and business strategy." [compassmaritimegroup.com](http://compassmaritimegroup.com)

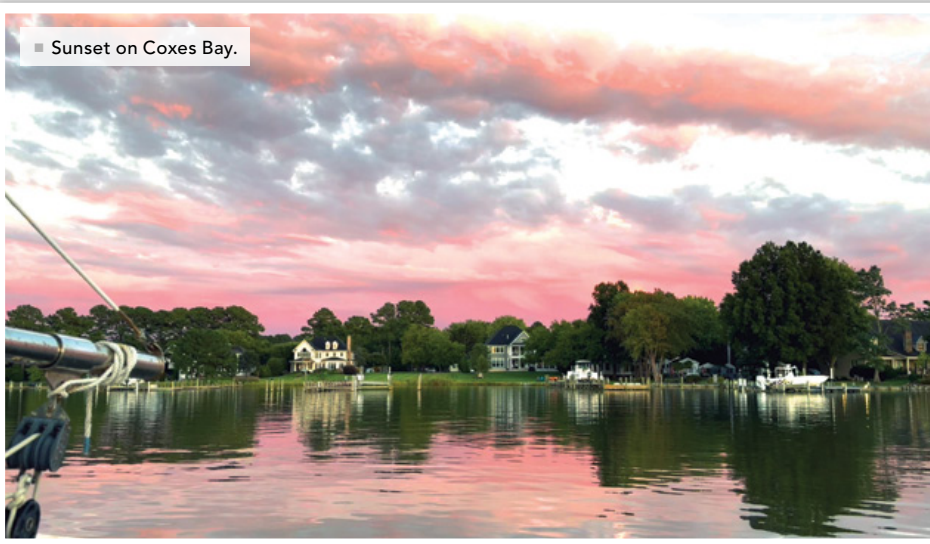
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## Coming Home: A Chesapeake Bay Sailor Returns

◆ By Nancy Birnbaum

My love for all things related to water began at an early age. I recall having to be dragged out kicking and screaming from the backyard pool. It was one of those above-ground pools, probably 20 feet across. Not large by any means, but I loved to spend my summers swimmingly. Learning to swim on summer trips to Ocean City, MD, at an early age also taught me to respect and love the ocean.

My Uncle George kindled my love of sailing. George taught me to race on his Ericson 37 that he kept at the Maryland Yacht Club. My family often joined him for excursions on the Chesapeake Bay, visiting popular destinations such as Solomons Island, St. Michaels, and Crisfield.

Today, as I write this, I have returned to the Chesapeake to cruise these same

spots on my boat, *Sweet Escape*, a Leopard 40 catamaran. I know that George would be proud that I have made my life about sailing, spending seven years thus far, as a full-time cruiser. It's been nearly 50 years since I sailed or raced in the Bay, and it's wonderful to be back exploring with my husband, Jann, on our boat.

Having spent the past two years sailing the Bahamas and Eastern Caribbean, it was time to head north, to Annapolis, for so many reasons. Number one: to cruise the Bay and visit those places that held a special place in my mind and in my heart. You could say it was a tribute sail, to my late Uncle George.

We sailed all the way up to my hometown of Baltimore to see my cousins and take my cousin Lynn, a Bay racer, for

a sail. She brought some of her racing crew along for the day. We had a blast. It was the first time that any of them had sailed on a cat. Jann gave anyone who wanted time on the helm. We didn't have a lot of wind, but we raised all the sails and used what we got. It was the first time in almost two years that we had seven guests onboard for a sail.

I've come full circle. I can look back and see how these waters are indelibly etched into my psyche. Now that we've come to the end of our two-year plan, we will offer our boat up for sale. She is our last boat. She has been a wonderful home, taking us safely anywhere we decided to go. Cruising the Chesapeake was like icing on the cake and a perfect place to retire from the cruising life.





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