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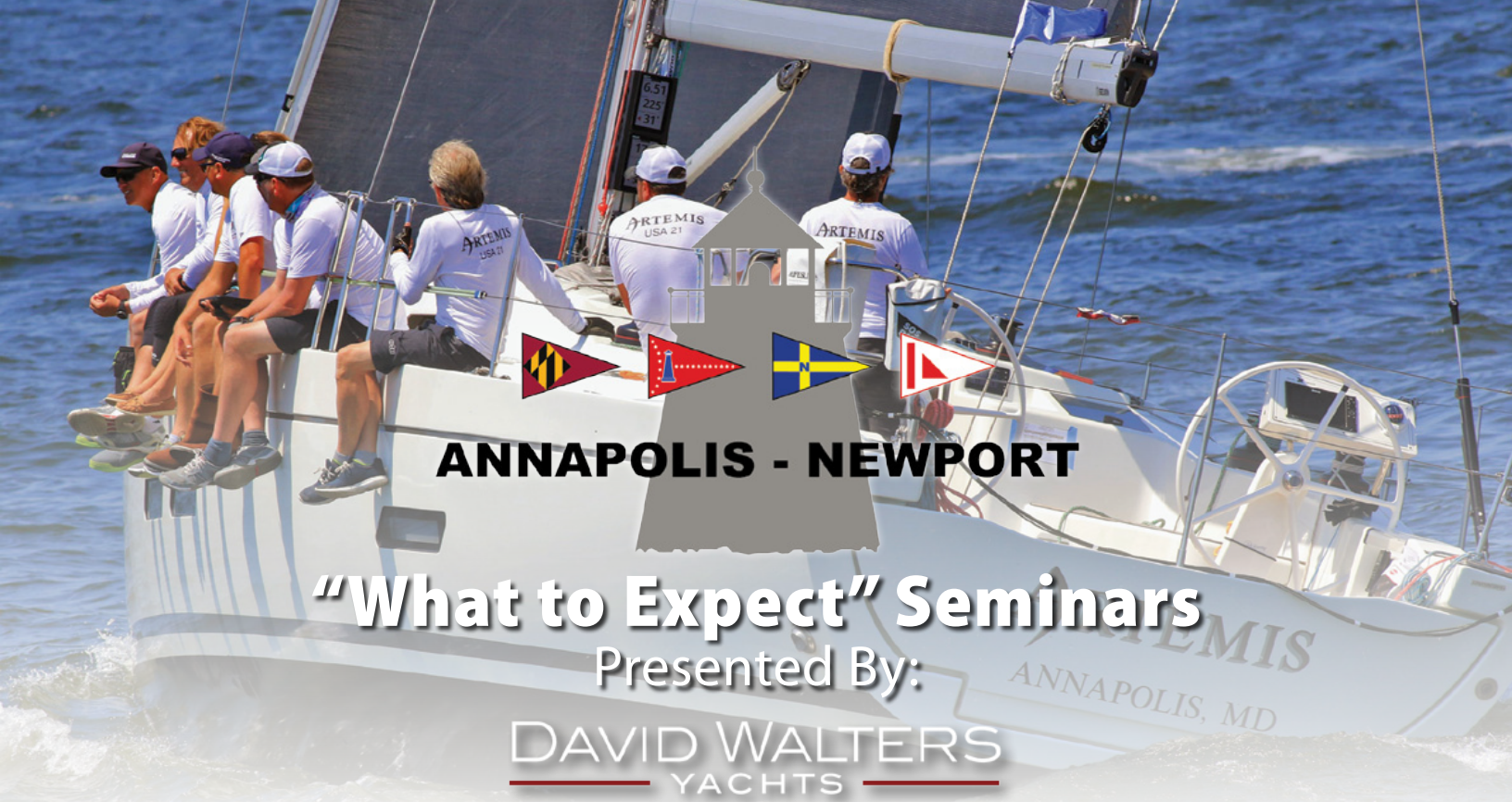
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AnnapolisNewportRace.com



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Congratulations to the SpinSheet Racing Team, Frostbite Racing Fun, and more Chesapeake racing news.



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CHESAPEAKE BAY SAILING

612 Third Street, Suite 3C, Annapolis, MD 21403
(410) 216-9309 spinsheet.com

PUBLISHER

Mary Iliff Ewenson, mary@spinsheet.com

ASSOCIATE PUBLISHER

Chris Charbonneau, chris@spinsheet.com

EDITOR

Molly Winans, molly@spinsheet.com

SENIOR EDITORS

Beth Crabtree, beth@spinsheet.com
Kaylie Jasinski, kaylie@spinsheet.com

COPY EDITOR

Lucy Iliff, lucy@spinsheet.com

FOUNDING EDITOR

Dave Gendell

ADVERTISING SALES

Eric Richardson, eric@spinsheet.com
Katie Lange, katie@spinsheet.com

CUSTOMER SERVICE MANAGER

Brooke King, brooke@spinsheet.com

DISTRIBUTION / BROKERAGE / CLASSIFIEDS MANAGER

Beatrice M. Mackenzie, beatrice@spinsheet.com

ART DIRECTOR / PRODUCTION MANAGER

Zach Ditmars, zach@spinsheet.com

GRAPHIC DESIGNER / PRODUCTION ASSISTANT

Royal Snyder, royal@spinsheet.com

CONTRIBUTING WRITERS

Kim Couranz, Chelsea Co, Captain Cheryl Duvall, Tom Guay
John Herlig, Eva Hill, Pamela Tenner Kellett, Craig Ligibel,
Gwen Mayes, Lin McCarthy, Steven Toole, Cindy Wallach,
Ed Weglein (Historian)

CONTRIBUTING PHOTOGRAPHERS

Walter Cooper, Ben Cushwa, Mark Hergan, Will Keyworth,
Ted Morgan, Al Schreitmueller, Cindy Wallach

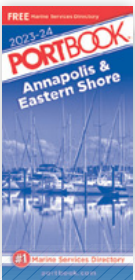
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Embarking on the open water is an exhilarating experience, filled with the promise of adventure and relaxation. Whether you're a seasoned sailor or a weekend cruiser, protecting your vessel with proper insurance is not just a choice—it's a necessity.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

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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.

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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.

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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.

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SpinSheet Connections

By Molly Winans

If I could bring all the friends I have made through SpinSheet together, we'd need an enormous party tent. What a privilege. I try not to take that bonus of my work for granted.

Contributing writers come into my orbit in various ways, sometimes by stopping by at a boat show and pitching a story idea, sometimes by phone, email, or chance encounter at a regatta. Often, they've been encouraged by a reader to reach out to me after hearing about their adventure story or their eagerness to write. I thrive on these conversations.

In the spring of 2018, I received an inquiry from a sailor named John Herlig with a story called "The 'First Sail' on *Ave del Mar*: A 389-Day Journey."

At first glance, I figured the story was about a year-long sail. I was wrong. It was about John's year of boat repair and intense preparation—all while his boat neighbors poked fun at him, perhaps condescendingly, for not sailing—and after such a long dockside boat-refit journey, the amazing feeling of hoisting sails and finally sailing.

The story was beautifully written and humorous, including the "about the author" note at the end, stating that John did "use his boat" as his neighbors seemed to think he'd never do. He sailed all the way to the Bahamas, Jamaica, and Haiti for two years. I read this tale and thought, "Who is this guy?"

I convinced him to write more for us, and more, and years later, he's still a regular contributor to the magazine, an instructor at Cruisers University, and someone I always look forward to hugging at boat show time. Last October at the Sailboat Show, he texted me this photo of him and another contributor, Cheryl Duvall. They'd just met. To see them connected warmed my heart. As different as they are as sailors (he, a solo cruiser; she, half of a cruising couple), they share a passion for cruising and writing. Both have incredible senses of humor.



John Herlig and Capt. Cheryl Duvall at the Annapolis Sailboat Show

Cheryl's first SpinSheet story that I recall was called "High and Dry on the Fourth of July" (summer 2022), a tale of two captains who found their anchored boat hard aground in a low tide over the holiday weekend and the lessons learned. It was funny, self-deprecating, and filled with good information. Again, I thought, "Who is this writer?" A newly retired professional, active sailor, and licensed captain enthused about writing, that's who! Lucky us.

As we enter into the New Year, our 30th anniversary year at SpinSheet, I

intend to introduce you to more contributors such as John and Capt. Cheryl whose sailing savvy and skilled writing make this magazine lively, relevant, and fun to read. Make sure to read John's piece, "Learning Humility" (page 44) and Cheryl's two articles "What Experts Want You To Know About Onboard Safety" (page 34) and "Tackling Winter Boat Projects" (page 36).

Happy New Year, sailors! I can't wait to hear your 2025 stories.

Molly



Tiller Time

Brian Kenney sent us these shots of the kids getting some tiller time in. Thanks for sending them, Brian!



SpinSheet readers may send us letters and photos anytime to editor@spinsheet.com



We're Celebrating Our 30th Anniversary! Tell Us How Awesome We Are!

We know we're amazing... but we'd love to hear it from you!
Have we blown your mind with our amazing stories? Maybe we've made you laugh, cry, or given you something to humblebrag to your sailing friends. Either way, it's time to shower us with your praise.
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10 Ways You Can Help SpinSheet Celebrate Our 30th Anniversary

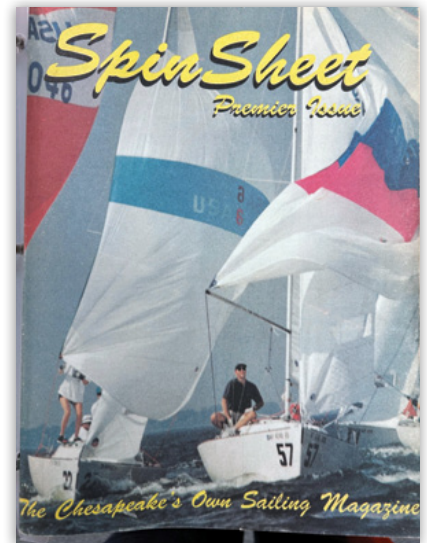
It's been 30 years since SpinSheet first sailed into the Chesapeake Bay waterfront. Wow, what a ride! From the first issue in 1995, sailors welcomed this monthly magazine that celebrated their wins on the racecourse, sailing at home or other parts of the Bay, and far-flung cruising and chartering adventures.

SpinSheet Publishing has expanded over the years to include other publications—PropTalk (2005), Start Sailing Now (2008), PortBook (2011), and FishTalk (2017)—websites for each of them, and one for SPF 360, our marketing arm. Publishing three magazines a month and annual publications is much more complex than publishing one of them, so our staff and pool of contributors has grown and evolved to meet the challenge.

We could not produce this popular sailing rag without our readers. They have always been generous with their stories and photos, deep knowledge of the sport and seamanship, and opinions about how we could do better. As we enter into this anniversary year, we could use your help, sailors. Your opinion means the world to us, so please share it—and in turn, we will share your thoughts in future issues.

We invite readers to share their feedback by answering a few or all of the questions below, or just skipping ahead and answering the last one! Email responses to editor@spinsheet.com.

1. For how long have you been a SpinSheet reader?
2. What's your favorite section of SpinSheet?
3. What was your favorite article in 2024?
4. What story ideas would you like to see covered in 2025?
5. Where do you pick up the magazine?
6. Do you have ideas about places that could be good distribution spots for our magazine such as a coffee shop, marina, waterfront liquor store, or popular sailor pub?



7. Are you on our email list? If not, please sign up at spinsheet.com/email-signup.
8. Do you participate in the SpinSheet Century Club or Racing Team? What do you think about those free SpinSheet initiatives?
9. Do you attend our free spring Crew Parties? Which ones? What do you think of them?
10. If you were to write a love letter to SpinSheet Magazine, what would it say?

We'll ask for more in future issues, so this is just a start. We'll also share stories and photos from our archives in each issue (see page 75). We're excited to celebrate all year long with our favorite sailors—that's you! ~M.W.

Witchcraft Still Casts Spells

By Matt Brennan

Witchcraft, a classic sailboat, harkens back to the era when traditional designs ruled the waves. Designed by B.B. Crowningshield, she is a completely wooden 66-foot yawl featuring cedar planks on white oak frames and was completed in 1903. Built at the George Lawley and Son Boatyard in Boston, she was originally designed as a racing yacht (gaff-rigged sloop) and was launched and sailed without an engine during her early life. She campaigned on Lake Champlain from 1903 to 1920, winning most of her competitions.

I first saw *Witchcraft* in Solomons, MD, and was cast under her spell. When I came across the notice seeking crew, I immediately applied. Long story short, I was accepted and fairly quickly rose to the rank of mate. It helped that I had been sailing the Chesapeake for more than 10 years. Since *Witchcraft* is currently under the care of the Calvert Marine Museum (CMM) in Solomons, she is always manned by a US Coast Guard-certified captain, a qualified mate, and a designated crewmember. She has taken up to six passengers at a time on the Patuxent River charters during the past two years. As you would expect, museum vessels normally need to earn their own keep, so *Witchcraft's* long-term future is uncertain.



Captain Jim Black is the captain of record for the vessel and enjoys sharing his knowledge with anyone who is able to receive it. It has been educational for me to learn the vessel's sail plan, how to handle various conditions, and receive lessons on docking (offset prop anyone?). Crewmember Sam Goode is a CMM ambassador and very comfortable on numerous vessels.

CMM welcomes inquiries for 2025 opportunities for charters and captain and crew positions aboard *Witchcraft*. Contact Melissa McCormick, group and visitor services coordinator, at (410) 326-2042, ext. 8083 or at Melissa.McCormick@calvertcountymd.gov.



Sailing Adventures From the Perspective of a Red Cat

While sailing around the Chesapeake aboard her Amel Super Maramu 2000 Amarak, Deltaville, VA, sailor Lesley O'Brien found inspiration. Below find the Q&A about the writing process for her children's book "Unfurmiliar Territory."

What inspired the writing of this book?

The year before I started writing the book in 2023, my partner and I had spent the summer circumnavigating the Chesapeake Bay with Marco and frequently joked about "Captain Marco's" view of the trip. In the last couple of decades, my graduate degrees in neuroscience and pharmacology taught me how much I loved to wrestle with words and, even more so, that writing helped me understand what I was thinking. Winding back further, 40 years, to when I was a little girl, my dad would tell me playful bedtime stories creating them on the spot. So, perhaps writing "Unfurmiliar Territory" was a part of my own personal evolution.

How did you find your illustrator?

Emmett, a ridiculously talented graphic designer and artist, was suggested to me

by a good friend who is in marketing and had worked with him professionally. Emmett already had many feathers in his cap but had never illustrated a children's book any more than I had written one! We chatted about the story, my vision, his thoughts, and he created a single image. We went from there. He is so easy to work with, and we found a great rhythm together. It turned out that he too has an orange kitty, Elvis. Emmett also played an instrumental part of the book-design process, as did my marketing friend. Despite writing being a solitary endeavor, the final product would not have happened without the input of talented and generous friends and family.



■ The author and Capt. Marco.

Do you have any upcoming events?

I will be at the Chesapeake Bay Boat Show January 10-12; Richmond Boat Show January 24-26; and the Crofton, MD, farmers market February 1 and 15. I'm really excited to be a Virginia Osprey Festival vendor in Colonial Beach on April 10.

Find the book at Amazon and adventurescaptainmarco.com.



■ Photo by Jeff Crosby

High and Dry: *Pride II* in Savannah

Like many sailors, Baltimore's iconic *Pride of Baltimore II* has headed to warmer climes—at least for a bit. The tall ship is dry docked in Savannah, GA, for maintenance work that includes the replacement of several original white oak planks. The replanking effort is the second part of a two-phase process that began in early 2024. The old planks have simply reached the end of their service life.

The new planks, white oak harvested and milled by Dara Forestry and Maritime Timber in Maine, are already in the hands of *Pride's* crew, who are preparing it for installation.

A limited number of pieces of original Maryland white oak planking from *Pride of Baltimore II* are on sale, issued with a certificate of authenticity signed by Captain Jan Miles, who has been with *Pride* since 1981 and was at the helm for *Pride II's* maiden voyage in 1988. The planks carried *Pride II* more than 275,000 nautical miles to more than 200 ports in more than 40 countries. Each collectible is four by six by 2.4 inches and is inscribed and numbered. They can be purchased at pride2.org

Last year *Pride II* offered 40 Free Sails to more than 2700 community members. The 2025 season will take the iconic ship to ports around the Chesapeake Bay and to the Tall Ship's America Great Lakes Challenge. As this issue goes to print, port visits are still being confirmed. Follow *Pride* on Facebook for updates on its schedule and opportunities for amazing day and overnight sails on the Bay, offshore, and in the Great Lakes. Learn more at pride2.org.

CRAB Honors its 2024 Skipper and Crew of the Year

At the annual Chesapeake Region Accessible Boating (CRAB) Holiday and Volunteer Appreciation Party on December 5, the Lance Hinrichs Memorial Award for Skipper of the Year was presented to Bill Levatino, and the Crew Member of the Year was presented to Catherine Schaaf.

Paul “Bo” Bollinger, CRAB president and CEO, told the audience of 90 volunteers, board members, and guests that Bill was the consummate CRAB skipper this year after suffering the loss of his wife of more than 50 years this past summer.

“It would have been easy to quit everything you are doing to mourn and focus on yourself, but Bill took the opposite approach and focused on teaching sailing to people with disabilities,” remarked Bollinger.

Bill stated, “I found tremendous relief and consolation working with the dedicated CRAB volunteers and seeing the

smiles on the faces of our guests.”

The Lance Hinrichs Memorial Award for Skipper of the Year is named after the CRAB past president who was paralyzed and an avid sailor and com-

unteered in a wide variety of roles and responsibilities in 2024. She served as the welcoming face of CRAB for guests when registering, assisting them on the dock and boarding, worked at the CRAB Cup, and most recently, cleaned the oyster spats that are growing in a dozen cages at the CRAB Adaptive Boating Center.

Bollinger noted, “Catherine always has a smile on her face whenever she is working with our guests. It gives our guests a great sense of comfort to know someone cares about them so much at CRAB.”

This year, 151 CRAB volunteers donated more than 5300 hours of their time in support of 123 events.

CRAB, a 501(c)3 non-profit organization, is the premier provider of sailing and access to the Chesapeake Bay for people with disabilities, recovering warriors, and youth from underserved communities for the past 30 years. Learn more at crabsailing.org.



CRAB president Bo Bollinger, award-winner Bill Levatino, and board chair Jim Nolan.

petitor at CRAB. His tenure stretched from CRAB founder Don Backe to the current president.

Catherine, who was awarded the Crew Member of the Year Award, vol-



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National Park Service Recognition for the Chesapeake Bay One Step Closer

On December 18, the U.S. Senate passed the Chesapeake National Recreation Area Act (S.2620) with the bipartisan leadership of Maryland Senator Chris Van Hollen.

If passed into law, the CNRA would create a network of landmarks along the Chesapeake Bay and unite new and existing National Park Service sites and trails, as well as partner parks. The key goals of this initiative are to increase sustainable public access to the Bay so that a more diverse range of visitors can enjoy it, preserve its natural ecosystems, and tell the untold stories of Indigenous peoples, free and enslaved Blacks, and others with historical connections to the Bay.

“We extend our gratitude to US Senator Chris Van Hollen and his Senate colleagues for passing the bill,” said

Chesapeake Conservancy president and CEO Joel Dunn.

“We are working closely with Representative John Sarbanes and the bipartisan Chesapeake Bay congressional delegation in the House to pass the bill to provide recreational access to our nation’s largest estuary. The Bay provides outstanding recreational opportunities and holds some of America’s earliest and most significant history.”

In November, when the bill made it out of committee, Dunn stated, “Chesapeake Conservancy is deeply grateful to the TeraWulf Charitable Foundation, a private, philanthropic organization focused on funding and participating in social health, environmental and sustain-

ability programs, for their significant financial commitment of \$1.25 million that helped the Chesapeake Conservancy and its partners advocate for the establishment of the CNRA, which is one step closer to reality.”

At that time, Paul Prager with the Easton-based foundation commented, “The TeraWulf Charitable Foundation is proud to have supported the effort to elevate the national significance of the Chesapeake Bay.”

Find updates at chesapeakeconservancy.org.



Fort Monroe is among the planned CNRA sites. Photo courtesy of Fort Monroe Authority

Farewell to Friends

Mark W. Kellogg

After struggling with the sudden onset of a complex illness, Mark Kellogg, a lifelong sailor and longtime resident of Severna Park, MD, died on November 28.

Mark’s early years in Marblehead, MA, were shaped by a youthful exuberance and an adventurous spirit.

His keen eye, skill, and passion for sailing and yacht design compelled him aboard and onshore, leading to remarkable pursuits including service in the U.S. Navy, an invitation to the Olympic sailing team, and work as a racing instructor and yacht broker.

Mark studied international relations at Furman University and the University of South Carolina, where he met his wife of 53 years, Helen, and began a family in 1976. He was director of legislative affairs and an editor at BoatUS Alexandria, VA, before becoming director of research at a bank trust department in Baltimore. He gave up banking to return to his first love as a yacht broker and business manager for nearly two decades in Annapolis.

A consummate researcher, marine consultant, educator, and gifted storyteller, Mark authored several accounts, articles, and biographies that celebrated the ships and designers that captured his imagination. He had a particular interest in Ray Hunt, with whom he’d raced aboard the 5.5 Meter *Minotaur* with her owner, John

Mooney, in the preliminaries to the 1960 Olympic trials at Marblehead. Mark also raced successfully in the International Blue Jay Class and the International 110 Class, served as a deckhand aboard two Concordia yawls, and crewed aboard one-design boats in three national championships.

Mark cherished life on the Severn River and amidst the myriad boatyards where he happily hopped as often as he could to make great conversation with fellow seamen, boating novices, experts, historians, and yard operators. A sailor through and through, he engaged anyone who’d listen from grocery store clerks to yacht designers, to the congresspersons and newspaper editors whom he less-than-gently guided toward more effective and just ways of serving their communities. His stories, daydreams, and boyhood memories spilled out from a sailor’s mouth—none too delicate but always captivating and rich in character.

Mark will be missed and not forgotten on the Annapolis waterfront.



Vincent Leggett | 1953-2024

Vincent Leggett, a historian who championed the preservation of Black stories and places associated with the Chesapeake Bay, died November 23. He was 71 years old.

Leggett spent years documenting the lives of others and led a storied life of his own. In 1984, Leggett launched the Blacks of the Chesapeake, a project dedicated to collecting stories and artifacts of African American maritime life on the Bay. A decade later, he coalesced the effort into a nonprofit organization that frequently interacted with schools, museums, and community groups.

Leggett gathered his research into a pair of influential books, 1997's "Blacks of the Chesapeake" and 1999's "The Chesapeake Bay Through Ebony Eyes." Although he didn't own a boat, he was named an "Admiral of the Bay," an honorary title given to Maryland environmental leaders. The Chesapeake Conservancy named him a "Champion of the Chesapeake" in 2022.

Tributes poured in from across the Bay region.

"Vince leaves behind a legacy of a more complete and vivid telling of the history of the Bay and its people," said Chesapeake Bay Foundation president and CEO Hilary Harp Falk. "We are all better for his leadership in celebrating the region's rich Black history. We will miss his partnership and friendship."

Leggett was born in 1953 to Charlie Leggett, a labor representative, and Willie Mae Leggett, an elementary and special education teacher. Growing up in Baltimore, he gained a lifelong appreciation for the outdoors during fishing and hunting trips with his father.

His early career revolved around education, serving as an education planner for Baltimore City Public Schools and a supervisor of educational planning and student demographics for the public school system in Anne Arundel County, MD. He later worked as campus planner and academic advisor for Anne Arundel Community College. And he served for a time as president of the county's board of education.

■ Vincent Leggett, a champion of Black heritage on the Chesapeake Bay, in Annapolis in 2018. Photo by Will Parson/Chesapeake Bay Program



He founded an Annapolis-based government relations consulting firm, lobbying for environmental causes, equitable education funding, clean energy, and historical preservation. He co-founded another nonprofit, the Chesapeake Ecology Center, which created native landscape demonstration gardens at the J. Albert Adams Academy, an alternative education middle school in Annapolis.

In 2000, the Blacks of the Chesapeake Foundation was designated as a Local Legacy Project by the Library of Congress and U.S. Congress. Its collection grew to more than 40,000 images portraying Black water workers and the equivalent of more than 400 linear feet of material records, broadsides, research papers, books, magazines, journals, and articles.

Leggett said his research demonstrated that the Chesapeake Bay's culture would be greatly diminished without its Black contributions. That, he noted, applies to

modern environmental stewardship as well.

"We need to shatter the myth that people of color are not interested in environmental issues that affect their communities," Leggett told the Bay Journal in 2006. "If you ask, do people want good water, clean air, clean playgrounds, they'll say 'yes' every time. That's the essence of environmental issues, though they get dressed up in a lot of ways."

In later years, Leggett and his group partnered with the organization Minorities in Aquaculture to promote their shared goals of increasing diversity and amplifying Black history in the seafood sector. Imani Black, who founded Minorities in Aquaculture, said she immediately called her group's leadership after learning of Leggett's death.

"We've all just been like, 'Now, our work is 10 times more important,'" Black said. "We just want to carry on Vince's legacy and his work."

A longer version of this article appeared on the Bay Journal's website bayjournal.com. It has been reprinted with permission from the Bay Journal (our editor's go-to source for environmental news on the Chesapeake).



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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 at Sandy Point State Park. \$20 per car, \$5 for 3D glasses. 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

9 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Celebrating American Sailing. Speaker: Gary Jobson. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

10-12 Chesapeake Bay Boat Show

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

15 SpinSheet Skating Night

Sailors of all ages skate together at Quiet Waters Park Ice Rink. All are welcome. Bring friends! 6 to 8 p.m. Tell the rink staff you're with SpinSheet for a discount. Cost: \$6 adults; \$5 kids and seniors. Park entry and parking are free.

16 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Chesapeake Bay in Story and Song. Speaker: Jeff Holland. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

22 Free Clean Marina Seminar

Marinas, boatyards and yacht club operators are invited to attend a free seminar to learn about best practices for marinas to protect our waters and how to earn the Clean Marina Award. Seminars will also highlight departmental grants and assistance for marinas and review the General Permit for Discharges from Marinas and new fuel regulations. 10 a.m. to 12:30 p.m. with an optional Clean Marina tour afterward. Held at Haven Harbour South, Rock Hall, MD.

22 - Feb 5

Navigating the High Seas: The Literary and Historical Worlds of Horatio Hornblower

Three Wednesdays: January 22, 29, and February 5 from 6 to 8 p.m. Join the Politics and Prose Bookstore for an immersive exploration of C.S. Forester's Beat to Quarters (The Happy Return), the first novel in the acclaimed Horatio Hornblower series. Delve into the life and challenges of the British naval officer navigating the treacherous waters of the Napoleonic Wars. \$110 per person (10 percent off for members). This online class will be streamed live and recorded for later viewing.

23 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: American Blues - The Diverse, Delicious Story of the Chesapeake Blue Crab. Speaker: Kate Livie. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

24 Free Clean Marina Seminar

10 a.m. to 12:30 p.m. with an optional Clean Marina tour afterward. Held at Southern Maryland Sailing Association, Solomons, MD.

25 The Last Days of the Schooner America

3 p.m. in the Van Lennep Auditorium at the Chesapeake Bay Maritime Museum in St. Michaels, MD. Author David Gendell will trace the history of the famous vessel, including the never-before-told story of its final days at the Annapolis Yacht Yard. \$8 per participant.

27 CAPCA Monthly Meeting

6:45 to 8:30 p.m. at Annapolis Elks Lodge in Edgewater, MD, and online via Zoom. Topic: Running Your Captain Business, Hear From the Experts. Free. More details at capca.net

28 Free Clean Marina Seminar

10 a.m. to 12:30 p.m. with an optional Clean Marina tour afterward. Held at Annapolis Recreation Center.

30 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Thomas Point Shoal Lighthouse Celebrates 150 Years of Service. Speaker: John Potvin. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

30 Chessie: A Cultural History of the Chesapeake Bay Sea Monster

5:30 p.m. in the Van Lennep Auditorium at the Chesapeake Bay Maritime Museum in St. Michaels, MD. Historian Eric A. Cheezum uncovers the fascinating connection between Chessie's appearances and the dramatic changes occurring in Chesapeake Bay communities. \$8 per participant.

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.

1 SSA Ice Bowl

Hosted by Severn Sailing Association, Annapolis, MD.

Jan 5 - March 30

ILCA Frostbite Racing

Hosted by Severn Sailing Association.

February

6 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: A Reckless Night - A Path to Freedom. Speaker: Dave Gendell. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

6 Beyond 2025: What Is Next for the Chesapeake Bay Watershed Lecture

A group of Chesapeake leaders led by Martha Shimkin, director of the Chesapeake Bay Program Office at the Environmental Protection Agency, and Anna Killius, executive director of the Chesapeake Bay Commission, have worked to identify the future of the Chesapeake Bay Watershed Agreement and what is next for the conservation efforts in the Chesapeake. 5:30 p.m. at the Van Lennep Auditorium at the Chesapeake Bay Maritime Museum (also available virtually). Suggested ticket price \$8.

13 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Resilience in Practice - Adapting to Sea Level Rise in Annapolis. Speaker: Cameron Ramey. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

20 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Pictured in Time - An Artist's Journey Around the Chesapeake. Speaker: Neil Harpe. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

20 Unpacking History: Black Packinghouse Workers and Owners in the Chesapeake Lecture

Shoreside communities like St. Michaels were once home countless packinghouses that processed seafood and produce for more distant markets. Chesapeake Bay Maritime Museum chief curator Pete Leshner will share stories of the Black workers and packinghouse owners who drove this local industry. 5:30 p.m. at the Van Lennep Auditorium at CBMM in St. Michaels (also available virtually). Suggested ticket price \$8.

24 CAPCA Monthly Meeting

6:45 to 8:30 p.m. at Annapolis Elks Lodge in Edgewater, MD, and online via Zoom. Topic: Taking Action to Protect the Chesapeake Bay. Free. More details at capca.net

27 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Chesapeake Invaders - The Ecology and Economics of Blue Catfish on the Bay. Speaker: Jay Fleming. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

February Racing

Feb 4 - March 17

AYC Frostbite Series 2

Hosted by Annapolis Yacht Club.

Do you have an upcoming event? Send the details to: editor@spinsheet.com



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JANUARY 2025 TIDES

BALTIMORE					ANNAPOLIS					CHESAPEAKE BAY BRIDGE TUNNEL				
Time		Height			Time		Height			Time		Height		
h	m	ft	cm		h	m	ft	cm		h	m	ft	cm	
1	02:30 AM	-0.1	-3		16	02:59 AM	-0.2	-6		1	02:24 AM	-0.3	-9	
	07:04 AM	0.5	15			08:01 AM	0.6	18			08:56 AM	2.9	88	
W	01:05 PM	-0.4	-12		Th	02:24 PM	-0.4	-12		W	03:15 PM	-0.2	-6	
	07:54 PM	1.2	37			08:42 PM	1.0	30			09:16 PM	2.2	67	
2	03:09 AM	-0.1	-3		17	03:36 AM	-0.2	-6		2	03:10 AM	-0.3	-9	
	07:51 AM	0.5	15			08:49 AM	0.6	18			09:39 AM	2.8	85	
Th	01:58 PM	-0.4	-12		F	03:11 PM	-0.3	-9		Th	03:58 PM	-0.3	-9	
	08:34 PM	1.2	37			09:19 PM	0.9	27			10:02 PM	2.3	70	
3	03:49 AM	-0.2	-6		18	04:13 AM	-0.2	-6		3	03:59 AM	-0.2	-6	
	08:40 AM	0.6	18			08:49 AM	0.6	18			10:22 AM	2.8	85	
F	02:51 PM	-0.4	-12		Sa	04:00 PM	-0.2	-6		F	04:43 PM	-0.3	-9	
	09:16 PM	1.1	34			09:58 PM	0.8	24			10:51 PM	2.3	70	
4	04:29 AM	-0.2	-6		19	04:48 AM	-0.3	-9		4	04:52 AM	-0.2	-6	
	09:34 AM	0.7	21			10:33 AM	0.7	21			11:08 AM	2.6	79	
Sa	03:54 PM	-0.3	-9		Su	04:56 PM	-0.1	-3		Sa	05:29 PM	-0.3	-9	
	10:03 PM	1.0	30			10:41 PM	0.7	21			11:43 PM	2.4	73	
5	05:08 AM	-0.3	-9		20	05:20 AM	-0.3	-9		5	05:49 AM	-0.1	-3	
	10:37 AM	0.7	21			11:28 AM	0.7	21			11:57 AM	2.5	76	
Su	05:07 PM	-0.2	-6		M	05:54 PM	0.0	0		Su	06:19 PM	-0.3	-9	
	10:54 PM	0.9	27			11:25 PM	0.6	18			06:36 PM	0.1	3	
6	05:46 AM	-0.3	-9		21	05:50 AM	-0.3	-9		6	12:39 AM	2.5	76	
	11:41 AM	0.8	24			12:18 PM	0.7	21			06:52 AM	0.0	0	
M	06:21 PM	-0.1	-3		Tu	06:54 PM	0.0	0		M	12:51 PM	2.3	70	
	11:48 PM	0.8	24								07:12 PM	-0.3	-9	
7	06:25 AM	-0.4	-12		22	12:10 AM	0.5	15		7	01:40 AM	2.6	79	
	12:41 PM	1.0	30			06:19 AM	-0.3	-9			08:00 AM	0.1	3	
Tu	07:36 PM	-0.1	-3		W	01:07 PM	0.8	24		Tu	01:51 PM	2.1	64	
						08:04 PM	0.1	3			08:09 PM	-0.3	-9	
8	12:41 AM	0.6	18		23	12:54 AM	0.4	12		8	02:45 AM	2.6	79	
	07:07 AM	-0.4	-12			06:52 AM	-0.3	-9			09:10 AM	0.1	3	
W	01:43 PM	1.1	34		Th	02:00 PM	0.8	24		W	09:10 AM	-0.3	-9	
	08:55 PM	-0.1	-3			09:15 PM	0.1	3			09:10 AM	-0.3	-9	
9	01:36 AM	0.5	15		24	01:42 AM	0.3	9		9	03:52 AM	2.7	82	
	07:58 AM	-0.4	-12			07:35 AM	-0.3	-9			10:20 AM	0.0	0	
Th	02:48 PM	1.1	34		F	02:57 PM	0.9	27		Th	04:08 PM	1.9	58	
	10:03 PM	-0.1	-3			10:13 PM	0.0	0			10:11 PM	-0.3	-9	
10	02:36 AM	0.5	15		25	02:36 AM	0.3	9		10	04:57 AM	2.8	85	
	08:59 AM	-0.5	-15			08:33 AM	-0.4	-12			11:24 AM	-0.1	-3	
F	03:50 PM	1.2	37		Sa	03:50 PM	1.0	30		F	05:16 PM	2.0	61	
	11:02 PM	-0.1	-3			11:01 PM	0.0	0			11:12 PM	-0.3	-9	
11	03:35 AM	0.4	12		26	03:29 AM	0.3	9		11	05:57 AM	2.9	88	
	09:56 AM	-0.5	-15			09:31 AM	-0.4	-12			12:22 PM	-0.2	-6	
Sa	04:48 PM	1.2	37		Su	04:37 PM	1.0	30		Sa	06:18 PM	2.0	61	
	11:57 PM	-0.1	-3			11:47 PM	0.0	0			06:18 PM	2.0	61	
12	04:30 AM	0.5	15		27	04:17 AM	0.4	12		12	12:10 AM	-0.4	-12	
	10:51 AM	-0.6	-18			10:22 AM	-0.5	-15			06:53 AM	2.9	88	
Su	05:43 PM	1.2	37		M	05:23 PM	1.1	34		Su	01:15 PM	-0.2	-6	
											07:13 PM	2.1	64	
13	12:50 AM	-0.1	-3		28	12:33 AM	-0.1	-3		13	01:04 AM	-0.4	-12	
	05:23 AM	0.5	15			05:05 AM	0.4	12			07:43 AM	3.0	91	
M	11:46 AM	-0.6	-18		Tu	11:12 AM	-0.5	-15		M	02:04 PM	-0.3	-9	
	06:36 PM	1.2	37			06:07 PM	1.1	34			08:02 PM	2.2	67	
14	01:38 AM	-0.1	-3		29	01:15 AM	-0.1	-3		14	01:55 AM	-0.4	-12	
	06:17 AM	0.6	18			05:55 AM	0.5	15			08:29 AM	2.9	88	
Tu	12:43 PM	-0.5	-15		W	12:07 PM	-0.5	-15		Tu	02:49 PM	-0.3	-9	
	07:23 PM	1.1	34			06:51 PM	1.1	34			08:48 PM	2.2	67	
15	02:20 AM	-0.2	-6		30	01:54 AM	-0.2	-6		15	02:42 AM	-0.3	-9	
	07:11 AM	0.6	18			06:46 AM	0.6	18			09:12 AM	2.8	85	
W	01:36 PM	-0.5	-15		Th	01:05 PM	-0.5	-15		W	03:31 PM	-0.2	-6	
	08:04 PM	1.1	34			07:32 PM	1.1	34			09:31 PM	2.2	67	
31	02:31 AM	-0.2	-6											
	07:36 AM	0.7	21											
F	02:02 PM	-0.5	-15											
	08:12 PM	1.1	34											
1	12:22 AM	0.0	0		1	01:00 AM	0.0	0		1	01:00 AM	0.0	0	
	05:21 AM	0.5	15			06:22 AM	0.6	18			06:22 AM	0.6	18	
W	11:42 AM	-0.4	-12		Th	12:39 PM	-0.4	-12		Th	12:39 PM	-0.4	-12	
	06:36 PM	1.1	34			07:26 PM	0.9	27			07:26 PM	0.9	27	
2	01:04 AM	0.0	0		2	01:37 AM	-0.1	-3		2	01:37 AM	-0.1	-3	
	06:11 AM	0.5	15			07:32 AM	0.6	18			07:32 AM	0.6	18	
Th	12:28 PM	-0.4	-12		F	01:27 PM	-0.3	-9		F	01:27 PM	-0.3	-9	
	07:16 PM	1.1	34			08:01 PM	0.8	24			08:01 PM	0.8	24	
3	01:45 AM	-0.1	-3		3	02:14 AM	-0.1	-3		3	02:14 AM	-0.1	-3	
	07:06 AM	0.6	18			08:03 AM	0.6	18			08:03 AM	0.6	18	
F	01:18 PM	-0.3	-9		Sa	02:16 PM	-0.2	-6		Sa	02:16 PM	-0.2	-6	
	07:56 PM	1.0	30			08:34 PM	0.7	21			08:34 PM	0.7	21	
4	02:28 AM	-0.2	-6		4	02:28 AM	-0.2	-6		4	02:51 AM	-0.2	-6	
	08:05 AM	0.6	18			08:05 AM	0.6	18			08:56 AM	0.7	21	
Sa	02:14 PM	-0.3	-9		Sa	02:14 PM	-0.3	-9		Sa	03:07 PM	-0.1	-3	
	08:38 PM	0.9	27			08:38 PM	0.9	27			09:08 PM	0.7	21	
5	03:11 AM	-0.2	-6		5	03:11 AM	-0.2	-6		5	03:30 AM	-0.2	-6	
	09:07 AM	0.7	21			09:51 AM	0.7	21			09:51 AM	0.7	21	
Su	03:15 PM	-0.2	-6		Su	04:01 PM	0.0	0		Su	04:01 PM	0.0	0	
	09:23 PM	0.8	24			09:44 PM	0.6	18			09:44 PM	0.6	18	
6	03:57 AM	-0.3	-9		6	03:57 AM	-0.3	-9		6	04:12 AM	-0.2	-6	
	10:14 AM	0.8	24			10:49 AM	0.7	21			10:49 AM	0.7	21	
M	04:22 PM	-0.1	-3		Tu	04:59 PM	0.1	3		M	04:22 PM	-0.1	-3	
	10:11 PM	0.7	21			10:22 PM	0.5	15			10:22 PM	0.5	15	
7	04:46 AM	-0.3	-9		7	04:46 AM	-0.3	-9		7	04:58 AM	-0.3	-9	
	11:22 AM	0.8	24			11:49 AM	0.7	21			11:49 AM	0.7	21	
Tu	05:33 PM	0.0	0		W	05:58 PM	0.1	3		Tu	05:58 PM	0.1	3	
	11:03 PM	0.6	18			11:05 PM	0.5	15			11:05 PM	0.5	15	
8	05:37 AM	-0.4	-12		8	05:37 AM	-0.4	-12		8	05:47 AM	-0.3	-9	
	12:31 PM	0.9	27			12:49 PM	0.8	24			12:49 PM	0.8	24	
W	06:46 PM	0.0	0		Th	06:58 PM</								



SD25
9-29 MHP



3YM30AE
29.1 MHP



4JH57
57 MHP

SERVICE/REPAIRS – WARRANTY SERVICE – RE-POWERS

Baltimore Harbor Approach
(Off Sandy Point)

	h	m	ft	cm		h	m	ft	cm		h	m	ft	cm		
1	02:30 AM	-0.1	-3		11	03:35 AM	0.4	12		21	05:50 AM	-0.3	-9			
	07:04 AM	0.5	15				12:18 PM	0.7	21				12:11 PM	0.0	0	
	01:05 PM	-0.4	-12				06:54 PM	0.0	0							
	07:54 PM	1.2	37													
2	03:09 AM	-0.1	-3		12	04:30 AM	0.5	15		22	12:10 AM	0.5	15			
	07:51 AM	0.5	15				06:19 AM	-0.3	-9				06:40 AM	10:20 AM	1.9F	
	01:58 PM	-0.4	-12				10:51 AM	-0.6	-18				01:53 PM	04:40 PM	-1.2E	
	08:34 PM	1.2	37				05:43 PM	1.2	37				08:03 PM	10:41 PM	0.9F	
3	03:49 AM	-0.2	-6		13	12:50 AM	-0.1	-3		23	12:54 AM	0.4	12			
	08:40 AM	0.6	18				06:52 AM	-0.3	-9				07:33 AM	11:07 AM	1.8F	
	02:51 PM	-0.4	-12				11:46 AM	-0.6	-18				02:35 PM	05:27 PM	-1.2E	
	09:16 PM	1.1	34				06:36 PM	1.2	37				08:46 PM	11:31 PM	1.0F	
4	04:29 AM	-0.2	-6		14	01:38 AM	-0.1	-3		24	01:42 AM	0.3	9			
	09:34 AM	0.7	21				07:35 AM	-0.3	-9				07:33 AM	11:07 AM	1.8F	
	03:54 PM	-0.3	-9				06:17 AM	0.6	18				02:57 PM	09	27	
	10:03 PM	1.0	30				12:43 PM	-0.5	-15				10:13 PM	0.0	0	
5	05:08 AM	-0.3	-9		15	02:20 AM	-0.2	-6		25	02:36 AM	0.3	9			
	09:34 AM	0.7	21				08:33 AM	-0.4	-12				08:33 AM	10:20 AM	1.6F	
	05:07 PM	-0.2	-6				07:11 AM	0.6	18				03:50 PM	1.0	30	
	10:54 PM	0.9	27				01:36 PM	-0.5	-15				11:01 PM	0.0	0	
6	05:46 AM	-0.3	-9		16	02:59 AM	-0.2	-6		26	03:29 AM	0.3	9			
	11:41 AM	0.8	24				08:01 AM	0.6	18				09:31 AM	-0.4	-12	
	06:21 PM	-0.1	-3				08:01 AM	0.6	18				04:37 PM	1.0	30	
	11:48 PM	0.8	24				02:24 PM	-0.4	-12				11:47 PM	0.0	0	
7	06:25 AM	-0.4	-12		17	03:36 AM	-0.2	-6		27	04:17 AM	0.4	12			
	12:41 PM	1.0	30				08:49 AM	0.6	18				10:22 AM	-0.5	-15	
	07:36 PM	-0.1	-3				03:11 PM	0.3	9				05:23 PM	1.1	34	
							09:19 PM	0.9	27							
8	12:41 AM	0.6	18		18	04:13 AM	-0.2	-6		28	12:33 AM	-0.1	-3			
	07:07 AM	-0.4	-12				05:05 AM	0.4	12				05:05 AM	0.4	12	
	01:43 PM	1.1	34				11:12 AM	-0.5	-15				06:07 PM	1.1	34	
	08:55 PM	-0.1	-3				06:07 PM	1.1	34							
9	01:36 AM	0.5	15		19	04:48 AM	-0.3	-9		29	01:15 AM	-0.1	-3			
	07:58 AM	-0.4	-12				05:55 AM	0.5	15				05:55 AM	0.5	15	
	02:48 PM	1.1	34				12:07 PM	-0.5	-15				12:07 PM	-0.5	-15	
	10:03 PM	-0.1	-3				06:51 PM	1.1	34				06:51 PM	1.1	34	
10	02:36 AM	0.5	15		20	05:20 AM	-0.3	-9		30	01:54 AM	-0.2	-6			
	08:59 AM	-0.5	-15				11:28 AM	0.7	21				06:46 AM	0.6	18	
	03:50 PM	1.2	37				04:56 PM	-0.1	-3				01:05 PM	-0.5	-15	
	11:02 PM	-0.1	-3				10:41 PM	0.7	21				07:32 PM	1.1	34	

Chesapeake Bay Entrance
(2.0 n.mi. N of Cape Henry Lt.)

	h	m	ft	cm		h	m	ft	cm		h	m	ft	cm		
1					11	02:44 AM	06:34 AM	2.0F		21	05:52 AM	01:39 AM	1.1F			
	05:51 AM	09:31 AM	1.9F				10:24 AM	01:09 PM	-1.2E				11:03 AM	01:29 PM	0.5F	
	01:11 PM	03:56 PM	-1.2E				04:40 PM	06:57 PM	0.7F				04:12 PM	08:18 PM	-0.9E	
	07:25 PM	09:52 PM	0.8F				09:12 PM						11:17 PM			
2	12:22 AM	03:39 AM	-1.3E		12	12:35 AM	-1.5E		22	06:56 AM	02:31 AM	1.1F				
	06:40 AM	10:20 AM	1.9F				08:40 AM	09:16 AM		-0.5E			11:59 AM	02:18 PM	0.4F	
	01:53 PM	04:40 PM	-1.2E				01:24 PM	04:32 PM		0.3F			04:48 PM	09:06 PM	-0.8E	
	08:03 PM	10:41 PM	0.9F				05:26 PM	07:47 PM		0.8F						
3	01:14 AM	04:30 AM	-1.3E		13	01:28 AM	-1.6E		23	12:01 AM	03:26 AM	1.1F				
	07:33 AM	11:07 AM	1.8F				01:24 PM	03:21 PM		0.3F			01:24 PM	03:21 PM	0.3F	
	02:35 PM	05:27 PM	-1.2E				05:43 PM	09:56 PM		-0.8E						
	08:46 PM	11:31 PM	1.0F				04:34 AM	08:15 AM		2.1F						
4	02:13 AM	05:27 AM	-1.2E		14	02:16 AM	-1.6E		24	12:48 AM	04:22 AM	1.2F				
	08:27 AM	11:54 AM	1.7F				08:40 AM	11:08 AM		-0.6E			02:49 PM	04:32 PM	0.2F	
	03:16 PM	06:15 PM	-1.2E				02:49 PM	04:32 PM		0.2F			07:03 PM	10:49 PM	-0.8E	
	09:33 PM						11:51 PM									
5					15	03:04 AM	-1.6E		25	01:39 AM	05:17 AM	1.3F				
	03:20 AM	06:27 AM	-1.1E				09:23 AM	12:05 PM		-0.8E			09:23 AM	12:05 PM	-0.8E	
	09:23 AM	12:40 PM	1.6F				03:47 PM	05:42 PM		0.3F			08:14 PM	11:43 PM	-0.9E	
	03:57 PM	07:05 PM	-1.3E				07:02 PM	09:53 PM		1.0F						
6					16	12:43 AM	03:54 AM	-1.5E	26	02:30 AM	06:08 AM	1.5F				
	04:35 AM	07:32 AM	-1.0E				10:04 AM	12:52 PM		-0.9E			04:28 PM	06:36 PM	0.5F	
	10:22 AM	01:29 PM	1.3F				09:08 PM									
	04:39 PM	07:57 PM	-1.4E													
7					17	01:38 AM	04:46 AM	-1.3E	27	03:20 AM	06:55 AM	1.7F				
	05:53 AM	08:41 AM	-1.0E				10:43 AM	01:32 PM		-1.1E			04:59 PM	07:18 PM	0.7F	
	11:27 AM	02:24 PM	1.1F				09:54 PM									
	05:24 PM	08:50 PM	-1.4E													
8					18	02:35 PM	05:18 PM	-0.8E	28	04:08 AM	01:17 AM	-1.2E				
	07:12 AM	09:49 AM	-0.9E				11:22 AM	02:08 PM		-1.2E			05:28 PM	07:57 PM	0.8F	
	12:49 PM	03:28 PM	0.8F				05:28 PM	07:57 PM		0.8F						
	06:15 PM	09:43 PM	-1.4E				10:39 PM									
9					19	12:07 AM	1.2F		29	01:59 AM	-1.4E					
	12:52 AM	04:27 AM	1.7F				04:55 AM	08:23 AM		1.9F			12:01 PM	02:44 PM	-1.3E	
	08:25 AM	10:56 AM	-1.0E				05:58 PM	08:39 PM		1.0F			11:26 PM			
	02:21 PM	04:38 PM	0.7F													
10	01:48 AM	05:33 AM	1.9F		20	12:52 AM	1.2F		30	05:43 AM	02:41 AM	-1.5E				
	09:28 AM	12:08 PM	-1.1E				12:01 PM	03:23 PM		1.3F			12:39 PM	03:23 PM	1.3F	
	03:40 PM	05:53 PM	0.6F				06:34 PM	09:26 PM		1.2E						
	08:13 PM	11:37 PM	-1.4E													

JANUARY 2025 CURRENTS

Current Differences and Speed Ratios

Secondary Stations Baltimore Harbor Approach	Time Differences				Speed Ratios	
	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb
Cove Point, 3.9 n.mi. East	-3:29	-3:36	-4:08	-3:44	0.4	0.6
Sharp Island Lt., 3.4 n.mi. West	-1:39	-1:41	-1:57	-1:43	0.4	0.5
Thomas Pt. Shoal Lt., 2.0 n.mi. East	-1:05	-0:14	-0:22	-0:20	0.6	0.6
Pooles Island, 4 miles Southwest	+0:59	+0:48	+0:56	+1:12	0.6	0.8
Turkey Point, 1.2 n.mi. Southwest	+2:39	+1:30	+0:58	+1:00	0.6	0.8

Corrections Applied to Baltimore Harbor Approach++

Secondary Stations Chesapeake Bay Entrance	Time Differences				Speed Ratios	
	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb
Chesapeake Beach, 1.5 miles North	+0:29	+0:48	+0:06	+0:00	1.0	0.7
Chesapeake Channel, (bridge tunnel)	+0:05	+0:38	+0:32	+0:19	2.2	1.2
Stingray Point, 12.5 miles East	+2:18	+3:00	+2:09	+2:36	1.2	0.6
Smith Point Light, 6.7 n.mi. East	+2:29	+2:57	+2:45	+1:59	0.5	0.3
Point No Point, 4.3 n.mi. East	+4:49	+5:33	+6:04	+5:45	0.4	

start Sailing now



■ Disque (R) sailing on the West River with visiting US Coast Guard cadet Wyatt Rumpf.

Where Are They Now?

Since 2014 we've been chronicling the stories of sailors who took up the sport (or got into it in a big way) as adults. We're going to keep bringing you such stories, but we will also share updates on some of the sailors we interviewed years ago. This month we catch up with Brian Disque and Karen Southern. You will be amazed at how they've grown their sailing.

Brian Disque

We first introduced Brian in the early spring of 2019, when he had been sailing for about one year on his Catalina 25, mostly between the Bay Bridge and Thomas Point Shoal Light. Here is his update:

"I have moved up to a Catalina 400, quite an upgrade, and I've expanded my sailing range to the entire Bay. It has been really fun to take longer cruises and explore different parts of the Bay. Last June my brother and I took a week and sailed just about everywhere. While my favorite game plan is to live on the anchor and raft up with friends, I also do a lot of singlehanded sailing.

"I was fortunate enough to make some sailing friends who do frostbite races. It was such a great experience to learn different positions and to sail over the winter. While I don't consider myself a particularly serious (or good) racer, I've done the EYC Boomerang race, the Race to Oxford, and a few others. I'd suggest that anyone who wants to be a better sailor do some racing and learn from

all the excellent sailors we have here in Annapolis.

"I have made the SpinSheet Century Club several years. Though it's kind of obvious, 100 days on the water is 100 times leaving and returning to the slip, raising and trimming the sails, negotiating different conditions, solving problems—not to mention having fun times and adventures on the water. Your confidence and sailing skills will improve, and to me that's why it's important to get 100 days. I have found that there is always something to be learned when you sail; sometimes it's up to you to seek out the lesson. With 100 days on the water, you will 'level up' quickly.

"A few thoughts on learning to sail: The sailing community in Annapolis is excellent, and if you ask someone for help or advice, you will get it. Take the time to build relationships. Sailors want to help other sailors. I've been really lucky to make some good friends that have helped me learn to be a better sailor. The boat businesses here are

great too. I do as much maintenance as I can on my own, but I can't say enough about some of the businesses in Annapolis.

"Thoughts on boat buying: Don't overthink your first boat. I was a little nervous buying a boat, but the reality was I had the boat for two years, used it often, and sold it for the exact price I paid for it. I'd suggest people start on a smaller keelboat, really get a feel for the fundamentals, and then move up. The best boat is the one that you are going to use, so in that context there is no such thing as a 'bad boat.'

"After each sail, take a little time to reflect on what you did while sailing and how it went. Yes, I've had a few things go wrong (nothing that didn't buff out), but after reflecting on it and thinking it through, I was able to pluck out some other ideas that would have been better options. There is always a lesson to be learned. Hope to see you out there and have fun sailing!"

Find more articles, new sailor profiles, and videos at StartSailingNow.com



Karen Southern

SpinSheet originally interviewed Karen in 2023, just a couple of years after she moved to Baltimore and got into the sailing scene here. Last year Karen started her busy sailing season in February and made it out on the water more than 70 days. Her sailing includes racing and cruising as well as helping to get new sailors on the water.

In the last year Karen participated in the Downtown Sailing Center (DSC) Women on the Water program including its Women at the Helm race, sailed in weeknight and frostbite races, skippered for the RCM&D charity regatta, skippered for the DSC adaptive sailing program, participated in Baltimore City Yacht Association racing, and was crew for the Herrington Harbour Women's Regatta. She even sailed with family from Marina del Rey to Santa Monica during a trip to California.

Karen says, "Over the past year I've discovered that I have a passion for

teaching and a strong desire to introduce more people of color to the sport of sailing. I worked with the DSC and the Universal Sailing Club over the summer to kick off the first-ever BIPOC (Black, Indigenous, and People of Color) on the Water series. Each participant was offered a chance to drive a J/22 keelboat as they learned sail trim, wind awareness and basic techniques such as tacking and gybing. DSC held three BIPOC on the Water events, which saw a total of 45 participants, many of them returning.

"We are fortunate to live in a community with great access to the water and the Chesapeake Bay. I want to continue to help underrepresented people feel a sense of belonging in sailing and to experience the healing powers of this wonderful sport.

"I hope to obtain my 103 Basic Coastal Cruising certification in the coming year with the goal of becoming



Southern volunteers to help bring more people of color into sailing.

ing a cruising skipper. I would also like the opportunity to experience offshore sailing, perhaps being part of a crew relocating a boat. Fingers crossed!"

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.



Photo courtesy of West River Sailing Club

Chesapeake Bay Sailing Schools

- **Annapolis Sailing School**
annapolissailing.com
- **Annapolis Naval Sailing Association**
ansa.org
- **Blue Water Sailing School**
bwss.com
- **Captain In You Sailing Schools, Inc.**
captaininyou.com
- **DC Sail**
dcsail.org
- **Gratitude Sailing Institute**
gratitudesailing.com
- **J/World Annapolis**
jworldannapolis.com
- **SailTime**
sailtime.com/annapolis
- **Sail Solomons**
sailsi.com
- **West River Sailing Club**
learn2sailwrsc.com



Stories of the Century

Congratulations, SpinSheet Century Club 2024!

At print time, we did not yet have the final tally of those boaters who reached their goal of logging 100 on-water days in the calendar year; the deadline is December 31. Find the full list of Centurions in our February issue. In the meantime, enjoy snippets from the following members' journeys. Learn more at spinsheet.com/century-club. Confirmed Century Club members will receive an invitation to our celebration (beer and cake!) along with SpinSheet Racing Team members on February 8.

Suzanne Carter – 102 Days

Tell me about your top three days on the water in 2024.

This is the first year I went bluewater sailing. My first day at sea, bringing a boat back to the Annapolis area from Bermuda was beautifully extraordinary. I was at sea! My goodness! Words can't describe that amazing feeling for finally being out to sea. My second most memorable day was two days later as we came through a nor'easter. Not the same exuberance, but nonetheless memorable. I had those bruises for about six weeks. The third was a different trip, on a solo night watch on the Atlantic off Block Island. As the fog and morning mist rolled in, I now understood why ancient mariners thought they saw mermaids.

Did anything memorable or scary happen out there this season?

At the NPSA Women at the Helm race, the winds were up, the boat was light, and it was a long, long day of boat handling to make sure my crew was safe and everyone stayed in the boat. However, in a moment of poor judgment, and experiential learning, I hit the first mark, the PW12 buoy. Now I can say, I have indeed hit a buoy. And the red paint along the side of the boat proves it, at least until the buffing and painting this winter.

Did you take anyone new sailing? How did it go?

I was contacted by an old friend I lost touch with about 15 years ago. She wanted to come sailing. I invited her to a Women on the Water event at the Downtown Sailing Center (DSC). She came, and we reconnected over three glorious hours of women sailing together. She joined the DSC! It was a win-win. I reconnected with a fun friend, and the DSC got a new member.

What were your favorite wildlife sightings?

I saw some dolphins and a whale spout this year, but the best of the best was the welcome committee pod of dolphins that welcomed *Diet Sprite's* Sassy Squad into Herring Bay for the HHSA Women's Regatta! After 40 nautical miles down the Bay from Baltimore, we turned lil' *Diet Sprite* into Herring Bay, and right behind us, the pod erupted! They escorted us long enough for plenty of photos and plenty of Sassy squeals. It truly was an auspicious beginning to a fabulous weekend of women's racing!

Did you have to give up anything to make your 100 days, such as yardwork or other hobbies?

(OMG... Massive eye roll.) I live in a 120-year-old house that is disintegrating around us. I should really be planning a series of renovation projects, but... running off to sail, saying something

like, "But it's my 57th day this year!" seems so much more fun. I keep trying to 'sell' that the decay is "charming." It's not working.

What did you get out of the Century Club challenge?

Making so many new friends and meeting members of the sailing community. I would have never met the number of fabulous people I now call friends if I hadn't looked for additional sailing opportunities to make the 100 days. With all those new people in my sphere, I have learned so many new things about sailing, and about life, to include all the things I learned about myself along the way.

What would your advice be to someone considering logging 100 days in 2025?

Just do it! The experience will be profound!



Tim Dull – 116 Days

Top three days this season:

May 31, the first day of Southern Bay Race Week, we finished third in PHRF-NS with a single crewmember in near-gale winds. Both of us were exhausted by the end of that day. (Placed second of eight in fleet over the whole three days of racing in seven races.)

September 28, I joined *WaterWings* in Rock Hall, MD, a 44-foot catamaran owned by one of my previous Willoughby Racing crewmembers and her husband. Her first sail was a double-handed race on (my boat) *Skymark* four years before. They had since retired from the Navy, brought their boat from Spain to the Caribbean, and were returning from spending the summer in Maine. I was there for my annual triathlon at Rock Hall Landing that weekend, and we had a serendipitous meetup. I placed first in my age group and joined them in Swan Creek for a post-race recovery meal of grilled pork tenderloin with all the fixings.

October 10, I returned to the Norfolk Naval Sailing Center after completing my 20th annual month-long Cruise of the Chesapeake Bay.



■ Tim Dull on Skylark.

Memorable moments?

A new racing crewmember joined me for an early April race and raced with *Skymark* for the whole season of 30 plus races. She and a friend then joined me on a Navy rental Catalina 310 for a cruise up to Yorktown over Veterans weekend in November for some Bareboat Cruising lessons.

Wildlife sightings?

My favorite wildlife sightings were the ever-present dolphin pods that greet me

as I cross the Back Creek area off Poquoson coming down the Bay. Sorry, those critters are tough to photograph.

Advice to an aspiring SpinSheet Century Club member?

It is fun as you make the log entries to see what others are doing on the Bay in their boats. And it's amazing how quickly the days in the water add up. A month-long cruise and weekly racing also help.

Can You Log 100 Days On The Water?

JOIN THE SpinSheet CENTURY CLUB



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2024 Century Club Leaderboard*

- | | |
|-------------------------------|-------------------------------|
| 1. David Sites - 347 Days | 6. Jeff Joy - 180 Days |
| 2. Dave Nestel - 325 Days | 7. Jere Glover - 169 Days |
| 3. Drew Mutch - 241 Days | 8. Mike Pitchford - 168 Days |
| 4. Sunny Sturmer - 204 Days | 9. Dianne Sullivan - 167 Days |
| 5. Jonathan Nepini - 184 Days | 10. James Ronayne - 161 Days |

*As of 12/16/2024



Dianne Sullivan enjoyed a sunset cruise in early December with fellow centurions Dave Nestel and David Sites.



To view leaderboard and to log your days, visit spinsheet.com/century-club



Americo Cottely – 117 Days

What were your top three days on the water in 2024?

First time chartering a boat and sailing from Culebra to Vieques, Puerto Rico, in four- to five-foot seas maintaining 10 knots with a main only; winning my class while at the helm during the Helly Hansen Sailing World Series (normally on foredeck); the parade of 321 boats down the Black River prior to the Bayview Mack Race.

Did anything odd, memorable, or scary happen out there this season?

Immigration via Video Chat using CBP Roam; meeting David Sites on *Aunt Jean* during Annapolis YC Wednesday Night Racing; engine failing during the parade of 321 boats in the current of the Black River heading towards a bridge!

Mario Santana – 114 Days

Tell me about your top days on the water in 2024.

A solo outing on a sunny day in early spring—it was warm on shore, but as soon as I got out there it was cool, and the Bay was alive with plans for summer. On a sunset sail with my wife, she brought a picnic, and we hove to and watched some races. A solo outing on a sunny day in late fall—it was cool on shore, but as soon as I got out there it was warm, and the Bay was bedding down for the winter.



David Sites (black tee) and Americo Cottely (white hat). Photo by Will Keyworth

What were your favorite wildlife sightings?

Crabs on the Sherman tanks at Flamenco Beach; turtles at Turtle Beach in Culebrita; and roosters roaming the streets while picking up ice in Vieques.

What would your advice be to someone considering logging 100 days in 2025?

Start early. It really helps to get days in January and February. Plan to finish by October to have a couple of months of contingency time. Log frequently using a mobile device—I use a spreadsheet on Google Drive and SailTies (GPS logging app).

Did anything odd, memorable, or scary happen out there this season?

Sailing my friend's little schooner, the *Tom Swift*. One of the many rich facets of sailing is how it connects you to history. Watching my youngest learn to sail and my oldest compete; few sports let old and young, male and female, grizzled expert and eager newbie perform together like sailing does.

Two more moments: One was during the Two Bridge Fiasco, not much wind, and some friends and I took out the Newport 30 *Honu* for some practice. A leisurely sail in the morning, on the hook for lunch as we watched the racers go by, and then a bunch of docking practice, just an absolutely relaxing day. I felt as if I'd been on a meditation retreat.

The other was exactly the opposite: a few hours with my son on a Hobie Cat, learning to fly a hull in a pretty stiff breeze—just non-stop adrenaline. I must have seen my life flash before my eyes a dozen times. My legs were wobbly, and I was sore for days from the exertion. Now, I have a question for you: how am I supposed to pick between these two? Either

one would make a great sport, but ours has both and more!

Did you take anyone new sailing? How did it go?

Taking out newbies is one of my favorite things. I particularly remember taking a few first timers out on one of Annapolis Sailing School's Tartans. What a blast it was—heeled over upwind and blasting down under the spinnaker; everyone understood why I love sailing so much.

Did you have to give up anything to make your 100 days?

Depending on the day, I had to give up my laziness, or my habit of procrastination, or my lack of energy, or my warm cozy couch. I'm extremely fortunate to live a couple of miles from Annapolis Sailing School, so it's relatively easy for me. I have mad respect for all the folks that make a substantial drive every time they go sailing.

What did you get out of the Century Club challenge?

Having a record of my sailing season is very cool. It was also great to have a concrete goal. Next year I want to do it again, except I'll track my miles as well. Thanks to the SpinSheet team for making this!

What would your advice be to someone considering logging 100 days in 2025?

It's an unreasonable goal, befitting an unreasonable sport. You're only competing with yourself from last season!

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Got a Bit of Spare Time? Wanna Expand Your Heart?

◆ By Thomas Guay

I must admit, when I got started in the river-rat business, I didn't have a plan. Things just sort of happened. New to the area, I simply attended a meeting, mostly out of curiosity.

People there were friendly, honestly friendly. It wasn't the professionally smiley-suited-up, political way I was used to in the Washington, DC, power scene. I found people here in the Land of Pleasant Living more casual, relaxed, less job-driven, dare I say, because they wanted to sneak out of work early to get in a boat, walk a shoreline, go fishing, go crabbing, race a sailboat, or float along in a kayak. I mean, I was the only guy at that meeting in a suit and tie.

There was something different here... it had to be the water.

One thing led to another. They somehow found out I was a journalist. Maybe it was the way I asked questions and scribbled down the speaker's answers. They found out I knew a thing or three about environmental stuff from covering the EPA. Next thing I knew, I had volunteered to be on the board as the communications guy for a nonprofit I'd never heard of: the nation's oldest river group, the Severn River Association (SRA), founded in 1911.

Turns out that lack of a plan created a slew of new opportunities, via volunteering, and even better, I was meeting new friends, new mentors. It was all set in motion by simply saying, "Sure, I can help with that." Next thing I knew I was one of many volunteers helping build SRA's reputation with watershed and science-based programs that relied on volunteers and citizen scientists.

The precious time volunteers offer goes a lot deeper and a lot farther than the three hours spent on a Saturday morning picking up trash along a creek bed. Connections are made; volunteers meet volunteers. It's volunteers that make things happen.

That certainly was the case at SRA. We created the most robust water-quality monitoring program in the Bay (at one time 52 stations a week), and it was all due to the more than 60 volunteers who donated their time to track the health of the Severn River—on weekday mornings because they are delightfully unencumbered with day jobs.

At all nonprofits there are many non-water roles where volunteers can shine, such as in advocacy. They'll write letters, attend meetings, lobby legislators, and raise a bit of a ruckus over critical issues. For watershed groups, a big issue is mowing down forests to build new strip malls or letting developers create mud-floods of stormwater that bury our grasses and oysters.



■ Community volunteers planting marsh grass at a living shoreline. Photos by Tom Guay

Other volunteers offer their accounting and financial expertise, legal advice, and gatekeeper functions. Others write checks. These are all backbone functions for nonprofits; they're mostly all run by volunteers. So, there's a lot of opportunity.

Why volunteer?

For one of our volunteer boat captains, Steve Small, a four-year water quality vet from the Pendennis Mount East Community, "It's about giving back to your community. It creates a sense of purpose." But there are also other joys: "fun jobs, meeting people, physical activity, making oneself useful, and staying busy and connected."

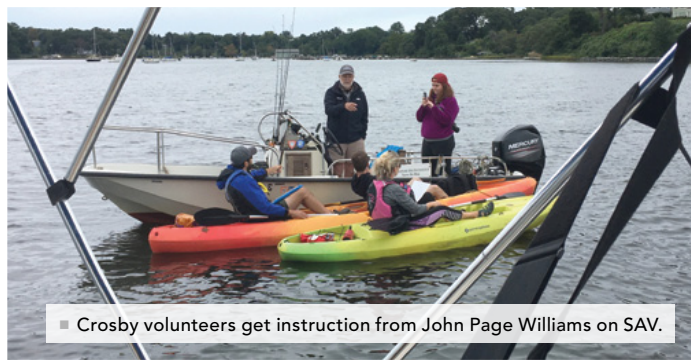
He echoes the comments of dozens of other volunteers who are now quality

■ A volunteer kayaks through a bed of sub-aquatic vegetation (SAV).





Discover it all at Herringtonharbour.com



■ Crosby volunteers get instruction from John Page Williams on SAV.



■ Veterans volunteering at Operation Clean Stream.

monitoring veterans certified by the Chesapeake Monitoring Cooperative. They know what a dead zone is and how to define it in terms of dissolved oxygen in the water. They know algae blooms. They can identify cormorants; ospreys; night, green, and blue herons; kingfishers; eagles; vultures; and the occasional muskrat, snapping turtles, and beaver. They all understand why Tycho Brahe is our patron saint of data collectors.

Where to start?

One of the coolest on-the-water volunteer opportunities beckons at the top of the Bay in Havre de Grace. It's a great experience for water rats who like to self-propel across the water. It's all about kayaks and underwater grasses, the fabled submerged aquatic vegetation (SAV). The Havre de Grace Maritime Museum needs volunteers to help track the expansion/decline of acres of underwater grasses in the headwaters of the Chesapeake Bay.

You'll be working on a bonafide science project. But you're also going to be enjoying the great outdoors, meeting new

friends, and getting exercise and sunshine as you paddle out in kayaks and canoes, which are the perfect tool for this assignment. Powered craft can't navigate through the thick layers of grasses in shallow waters, so it's up to the paddlers out there.

Contact Havre de Grace Maritime Museum: hdgmaritimemuseum.org/submerged-aquatic-vegetation-monitoring.

I know how rewarding and enjoyable tracking SAV can be. An SRA board member, the renowned John Page Williams, took me on a tour of the river and turned me into a grass geek. Finding my first grass patch was such a thrill, drifting along the shoreline, staring at the sun-reflected greenish water, and boom, there it was, a thick bed of grass reaching for the sun just under the surface. A very cool experience indeed.

With help from the Department of Natural Resources (DNR), I shared my newfound knowledge with an eager team of volunteer kayakers that we dubbed the "SAV Navy." For four years, our 'Navy' tracked the return of our long-lost grasses,

identifying species, and getting GPS fixes on where the grasses are expanding. Sadly, SRA no longer hosts this program, but while it lasted, we created a network of 30 to 40 volunteer paddlers who are still spreading the word about the crucial role our grasses play in the Bay's ecology.

Tracking these grasses is important work because they are crucial to the recovery and health of the Chesapeake. They provide food and shelter for fish, crabs, waterfowl; they add oxygen to the water; they protect shorelines from erosion; they filter sediment, and they capture carbon.

To join an SAV program near you, contact the Chesapeake Bay SAV Watchers at: chesapeakemonitoringcoop.org/chesapeake-bay-sav-watchers.

Why volunteer to study the river?

Watershed Steward grad and Palisades Community resident, Ann Lister, joined the 'SAV Navy' to study first-hand how stormwater runoff harms our waterways. For Ann and her paddling pals, the 'Navy' was "also a great way to have a reason to kayak with neighbors, but at the same time it was challenging to try to determine the species of grasses we'd find."

Later she joined the water-quality monitoring team. Reflecting on her weekly tours of her river, she said tracking water quality "gave me another chance to connect and meet people who also value the quality of water. I was pleasantly surprised at how much fun I had with the other delightful volunteers while collecting valuable data."

Old Severna Park resident, Ann Bangert, raised her hand and joined our water-quality team because for her, "everything is river-oriented. Having grown



■ The Crosby Marketing SAV team.



up on the river, I watched the decline and now, hopefully, the recovery. We all need to be involved.”

The thing that makes this kind of volunteering so rewarding is that it gives you/me/everyone more than just a sense of purpose by helping DNR study a waterway. We’re all getting smarter, too. Staff and volunteers show up at 9 a.m. We’re all rookies when we first get in the boat. With a bit of training, a bit of gear, and a scientific datasheet, we’ve suddenly graduated to becoming citizen scientists! It’s also just a lot of fun.

Another volunteer from Palisades, Ted Delaplaine, was just helping his elderly neighbors struggle with heavy bags of oyster spat-on-shell. “They were painstakingly delivering oysters to neighbors. It was obvious that it was too much for them,” so Ted jumped in to help. Next thing he knew he was the local MGO distributor for a statewide network of volunteer oyster growers. He also suddenly found himself on the SRA

board promoting oyster restoration and guiding the group forward.

If you have access to a pier, contact the MGO program at: dnr.maryland.gov/fisheries/pages/mgo/index.aspx.

There are also many land-based ways to help your favorite river, stream, creek, watershed. For example, the Alliance for the Chesapeake Bay sponsors springtime cleanup days, usually around Earth Day (April 22). It’s a great event for families, boy scouts, girl scouts, communities, high schoolers, and even US Naval Academy Midshipmen.

You can help your community build a rain garden or plant marsh grasses to put the final touches on a living shoreline. By donating a couple of hours,

you’re getting messy and dirty, enjoying a donut, maybe a sandwich, rubbing elbows with your neighbors, defending the environment, and having fun.

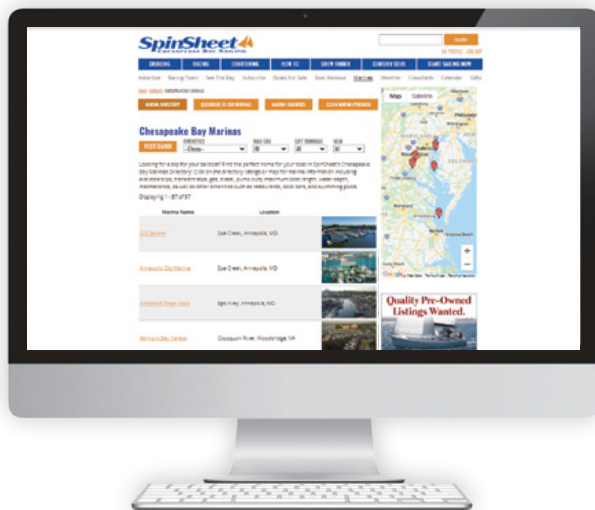
Contact the Alliance at: allianceforthebay.org/project/project-clean-stream.

Note about getting started.

Do a bit of local research to identify nonprofits that are guardians of a river, trail, creek, beach, or forest that intrigues you. Don’t flood them with calls out of the blue. It’s best to be patient and respond to their needs, which are usually seasonal or for a special project. First, get on a group’s email/newsletter list and respond when they put out a call for volunteers.

About the Author: Thomas Guay, a true river rat and co-founder of Operation Osprey on the Severn River, is recruiting volunteer osprey watchers for the 2025 season. He is also a musician with the Eastport Oyster Boys and the author of the historical novel, “Chesapeake Bound,” which will be released by McBooks Press in April.

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Winter Destinations for History Buffs

Rather than hibernate this winter, why not hop into your land yacht, discover a new Chesapeake waterfront destination, stretch your legs, and learn more about our region's rich maritime history? Try these suggestions to get you started. Find more in our calendar (page 20) with regular updates at spinsheet.com/calendar.

Step Inside

Historic Ships Baltimore “Walk the decks, learn the ropes, and live the life” at Baltimore’s Inner Harbor where you may experience 19th century life at sea on a collection of military ships, including the USS *Constellation*, USCG Cutter 37, Lightship 116 *Chesapeake*, and USS *Torsk* Submarine. Visitors are welcome from 10 a.m. to 5 p.m. (last boarding at 4:30 p.m.). Boarding passes cost \$21.95 (adults), \$19.95 (seniors, military, and students), \$9.95 (youth), and free (children under five): historicships.org.

Annapolis Maritime Museum (AMM) opens from 10 a.m. to 3 p.m. Tuesday through Sunday. By integrating technology with authentic artifacts, AMM’s permanent exhibit is designed to engage visitors with the ecology of the Chesapeake Bay and local maritime heritage. The exhibits focus on three thematic sections: Bay Health, Oyster Economy, and Annapolis Waters. AMM boasts a robust Winter Lecture Series from January 9 to February 27. Find the schedule on page 20; reserve in advance as space will be limited. Museum admission \$7 adults, \$5 seniors and children; free for children under 5: amaritime.org.

Chesapeake Bay Maritime Museum (CBMM) in St. Michaels opens daily from 10 a.m. to 4 p.m. CBMM’s waterfront setting includes numerous indoor and outdoor exhibitions (including the Hooper Strait Lighthouse onshore), a working shipyard, museum store, and a floating fleet of historic vessels. Public programming includes a winter speaker series from January through March. Museum admission \$20 adults, \$17 seniors and students, \$16 retired military, \$8 children, free for children under five: cbmm.org.

Calvert Marine Museum (CMM) in Solomons opens daily from 10 a.m. to 5 p.m. At CMM pre-history, natural history, and maritime heritage come together to tell a unique story of the Chesapeake Bay. This family-friendly museum offers live animals, fossils, interactive exhibits, daily activities, and a furnished cottage-style lighthouse—something for every age. Museum admission \$11 adults, \$9 seniors and military, \$6 children, free for children under five: calvertmarinemuseum.com.

Havre de Grace Maritime Museum (HDGMM) opens Wednesday through Sunday from 10 a.m. to 5 p.m. Exhibits include The Underground Railroad: Other Voices of Freedom; The John Smith Trail and the Susquehannocks; Working on



■ A winter wonderland along the Miles River at the Chesapeake Bay Maritime Museum. Photo by George Sass



the Bay; Commercial Fishing; the Ice Harvest; Recreation on the Chesapeake; and Navigation. Admission \$5 per person; \$10 per family: hdgmaritimemuseum.org.

The Mariners' Museum in Newport News, VA, opens daily from 9 a.m. to 5 p.m. Dive deeper into your maritime connections as you explore more than 90,000 square feet of galleries filled with maritime art, culture, science, and history. Museum admission \$1 per person: marinersmuseum.org.

Smaller museums worth investigating include the Watermen's Museum in Rock Hall (rockhallmd.com/watermans-museum), Captain Salem Avery Museum in Shady Side, MD (captainavery-museum.org), Richardson Maritime Museum, Cambridge, MD (richardsonmuseum.org), and the Ward Museum of Wildfowl Art, Salisbury, MD (wardfdn.org).

Take a Walk

If you need some fresh air and exercise, seek out these waterfront destinations:

Fort McHenry in Baltimore: The valiant defense of the fort during the Battle of Baltimore on September 13-14, 1814, inspired Francis Scott Key to write the words that became the U.S. "National Anthem." The fort's history holds many other stories from the Civil War to World War II. Park grounds are open daily from 7 a.m. to 5 p.m.: nps.gov/fomc/index.htm.

Fort Monroe National Monument in Hampton, VA: Strategically located at the mouth of the Chesapeake Bay. Positioned on a 565-acre peninsula known as Old Point Comfort, Fort Monroe is a place of astounding beauty and inspiration. The northern stretch of the peninsula is largely open, with over three miles of Chesapeake Bay beachfront. At the southern end of the peninsula an imposing 63-acre stone fort is the focal point of the park: fortmonroe.org.

Mariners' Museum Park: Explore one of the nation's largest privately owned and maintained parks complete with stunning lake views and an array of recreation activities. The 550-acre Mariners' Park is free and open to the public. It offers visitors a quiet and serene place to walk, hike or run amongst rolling woodlands on the award-winning five-mile Noland Trail, surrounding the 167-acre Mariners' Lake. Open daily from 6 a.m. to 6 p.m.: marinersmuseum.org/park.



■ The Mariners' Museum and Park in Newport News, VA. Photo by Amanda Shields

Dave's Faves

We asked Annapolis historian and author Dave Gendell about his favorite winter shoreside destinations. He notes the following locations as "perfect for when a sailor is 'growing grim about the mouth' and needs some fresh air with a dose of history mixed in:"

Ferry Point Trail, Wye Island Natural Resources Management Area

Walk a time-worn trail lined with Osage orange trees and ending at a quiet landing that, at some point, hosted a ferry landing. From there, veer off on the spur trail called, endearingly, "Jack in the Pulpit." This one doesn't simply feel like time travel; on the right kind of day, if you set your heart and mind right, it can feel like a visit to another planet.

St. Michaels

CBMM is open year-round and constantly improving and evolving. Never disappoints. (Dave will speak at the museum on Saturday, January 25 at 3 p.m. Pre-register at cbmm.org/speaker-series.)

Eastport Loop

Park on the street in the numbered streets of Eastport and start walking. The peninsula is narrow, and there are still working boatyards on both Spa and Back Creeks. Along the way you'll visit the former site of the World War 2 era Annapolis Yacht Yard/Trumpy's and the wonderful Annapolis Maritime Museum.

Bonus: this area is blessed with several locally owned food and drink establishments. After your walk pop into Davis's Pub (try the "Baltimore-style steamed shrimp"), the Boatyard Bar & Grill (the burgers are stealthy good), Leeward Market (you never know who you'll run into there), Adams on Fourth (smoked brisket sammie), or Forward Brewing (Beer!).

SERC Java Farm Trail

The Smithsonian Environmental Research Center (SERC), located in southern Anne Arundel County, includes a farm dating to the 17th century. The remains of a mansion, allegedly named for the HMS *Java* which was captured in 1812 by the USS *Constitution* and funded by a sailor's proceeds from that capture, add a spooky element to a diverse hike that includes a bit of Rhode River waterfront, open fields, and mature woods.

On Dave's bucket list this winter: A visit to Fort Howard Park on the northern side of the mouth of the Patapsco River.

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SAFETY SERIES: PART 1

What Experts Want You To Know About Onboard Safety

By Captain Cheryl Duvall

“Have a safe trip!” How many times have we said those words when departing by car, plane, train, or boat? While each transportation mode has its own set of challenges, those of us who spend time on the water need to be especially mindful of our role in ensuring onboard safety.

Even if you are just “along for the ride,” you have a vested interest in making sure that the captain, crew, and other passengers are staying safe. Every day is different on the water. Weather conditions, tidal changes, other boat traffic, and guests may affect safety considerations.

For example, three months ago I invited my out-of-state grandchildren aboard, and I needed to procure additional life vests to accommodate their weights and ages. We typically carry 10 personal flotation devices (PFDs). We expected eight people total, but we did not have the correct PFDs onboard for our younger guests. We decided to purchase USCG-approved vests at a local fundraiser but otherwise would have considered the lifejacket loaner program offered by BoatUS Foundation (boatus.org/life-jacket-loaner) since our usage was temporary.

Every boat owner has a responsibility to themselves and their guests to maintain their vessel and equipment to avoid serious incidents. Boaters should also provide a safety briefing to their passengers prior to every outing. Pointing out fire extinguisher locations and acquainting guests with how to operate the VHF radio while reading GPS coordinates can be of great assistance during an emergency.

Eye-opening stats

Emergencies do occur frequently on the Chesapeake Bay. I recently attended an eye-opening presentation by Lt. Stasia Ellis, United States Coast

Guard Command Center Chief for Sector Maryland-National Capital Region. She provided an overview to the Chesapeake Area Professional Captains Association (CAPCA) about how the USCG manages search and rescue (SAR) operations. In 2023, there were approximately 460 SAR cases in our region, with roughly 56 percent occurring during the busiest four months, from June to September. In total, more than 100 lives were saved, and approximately 450 lives were assisted, in addition to several million dollars of property being saved or assisted.

Lt. Ellis included a few slides that described where and why these SAR cases occurred in our region. The top 10 reasons, with rounded percentages: disabled vessel (23 percent), person in water (14 percent), distress alert (13 percent), taking on water (eight percent), aground (seven percent), adrift/unmanned (six percent), bridge jumper (four percent), capsized vessel (three percent), fire (three percent), and overdue/unreported vessel (three percent).

The USCG publishes an annual report about Recreational Boating, including incident statistics by state (uscgboating.org/statistics). Captain Amy Beach, USCG director of inspections and compliance, advises, “Boaters should remain vigilant on the water as most incidents occur when you might least expect them—in good visibility, calm waters,



The author with family aboard, including toddlers in USCG-approved lifejackets.



When in Distress

When you call the USCG on channel 16 for distress situations, be prepared to:

- Give your location/position.
- Give the number of crew members onboard.
- Describe the nature of distress.
- Give the name and description of the vessel.
- Verify adequate PFDs onboard.
- Instruct all crew to put on PFDs.

and little wind.” She noted that the most frequent incidents in last year’s report involved collisions with other vessels, objects, or groundings, “which is why it is so important to keep a proper lookout, navigate at a safe speed, adhere to navigation rules, and obey navigation aids.”

It’s also imperative to drive sober and to ensure that guests don’t drink excessively. Alcohol continues to be the leading factor in fatal boating accidents, accounting for 17 percent of total fatalities across the USA in 2023. My husband and I do not allow anyone to consume alcohol while underway. We wait until docked or at anchor to enjoy libations, and even then, will abstain if severe weather conditions are forecasted in our area, just in case we need to operate our boat.

The Coast Guard’s recent report highlighted that recreational boat operators who had not received boating safety instruction accounted for 75 percent of US fatalities. Open motorboats, cabin motorboats, and personal watercraft were most involved. But before sailors feel a bit smug, we should admit that many of us are reluctant to wear lifejackets even in high winds or reduced visibility, despite reported drownings that accounted for 75 percent

of deaths in 2023, where 87 percent of the victims were not wearing life-jackets.

“The most frequent event in fatal incidents involved events where people ended up in the water. A fall overboard, capsizing, and cases where a person voluntarily departed a vessel accounted for over half of fatal incidents,” said Captain Beach.

Ideas for better safety practices

Those statistics alone should make us all pause to reflect on our safety practices. How often do we practice emergency drills with family and other crew on our recreational boats? If the captain of the boat were to fall overboard, become incapacitated due to injury, or experience sudden illness, would crew know how to operate the boat while also calling for assistance? Would crew know how to operate the VHF radio or what to say?

As sailors, we can take advantage of low-wind days or non-rushed outings to talk through multiple safety challenges and practice safety simulations with onboard equipment. It’s important to not only know how to use Lifeslings, fire extinguishers, and DSC functions on VHF radios, but also the proper protocols for a variety of emergencies, including medical crises.

When renewing my CPR certification last year, I chose to take a CPR course offered by CAPCA since it is specifically targeted to boaters, rather than just the typical American Red Cross course. As a sailor, I’m keenly aware that adequate medical supplies can be limited at sea, and I wanted to enhance my ability to respond knowledgeably.

Captain Alan Karpas, with Safety Institute of Maryland, was one of my CPR instructors. He urged students to remember: “When a medical emergency occurs on the water, the time for an Emergency Medical System (EMS) response team to get to the person in need of care is significantly



longer than on land. The Coast Guard recommends that all boaters have CPR and first aid training and carry a first aid kit. First aid kits should be stocked with supplies appropriate for the length of time anticipated for the patient to get into the care of the EMS.”

Despite my decades on the water, I was surprised to learn just how much more time it takes for boaters, even those in sight of land, to receive appropriate medical attention. To think that it could take as much as two or more hours depending on location and the situation, even on the Chesapeake, was a sobering moment. Would I know how to keep a family member alive until EMS arrived?

As the 2025 Chesapeake boating season approaches, Capt. Patrick Burkett, Commander of USCG Sector Maryland - National Capital Region, urges boaters to remember that “Preparation is key to safety on the water. Taking a few moments beforehand to check the weather, inspect your vessel’s safety equipment, and file a float plan with someone you know can make all the difference should an incident occur. Boaters should also consider equipping their vessel with an Emergency Position Indicating Radio Beacon (EPIRB), which is a safety device that transmits an emergency signal allowing the Coast Guard or other agencies to pinpoint your location if something happens.”

With the guidance of these experts, I’m hopeful that 2025 will ring in safety for sailors in addition to fair winds and following seas.

TACKLING WINTER BOAT PROJECTS

By Captain Cheryl Duvall

Winter is the perfect time to tackle those non-urgent boat projects that tend to elude us during the busy sailing season. Whether you contract out some tasks to professionals or do them yourself, you'll reap the benefits next spring when your boat is ready to set sail. Here are a few projects we've installed, created, or repaired during cold Chesapeake months that made our spring commissioning far more enjoyable.

Sewing Projects

If you have access to a hardy sewing machine, several projects can be tackled over the winter. Alternatively, you can contract these tasks to a canvas shop.

Canvas repairs

Last winter we began a repair project that we weren't quite sure would work. Our nine-year old cockpit enclosure had been showing signs of age, and the three panels forming our dodger were becoming increasingly difficult to see through. Before contracting with a local canvas maker, I wanted to try my sewing skills to determine if I could replace the panels myself. If I was unsuccessful, we could always outsource if we got into their queue early enough.

My plan was to avoid reinventing the wheel. I simply wanted to replace the aged material with clear plastic. If I used a seam ripper to remove the scratched Eisen-

glass, I could use the former material as a template to cut the new panel and sew it into the existing structure. But first, I had to determine if my sewing machine was up to the task of stitching a thick layer of 60-gauge plastic sandwiched between several layers of vinyl. It was not. But I found a discounted machine that was! Of course, I rationalized that I was saving money with this DIY project, and the savings would more than pay for a new machine.

It took five hours to seam-rip the largest middle panel. Wow. Didn't anticipate that. Part of the reason was the attention it required to carefully remove stitches without damaging the vinyl that needed to be preserved to hold the new panel. When it was finally

time to sew, I had to use green tape and binder clips to hold the new Eisenglass in place as my machine stitched the thick layers.

My new machine struggled at times, especially near zipper or velcro intersections, but it worked! That success encouraged me to endure another five hours of finger-pricking work to seam-rip the two smaller panels. Replacing our dodger panels was quite the chore but worth it; I gained a new sewing machine in addition



■ Sewing new Eisenglass panel into layers of existing vinyl.



■ The happy result of a DIY project: super clear dodger!

to amazing visibility from the helm. Getting started early in the winter allowed time for Plan B if the DIY didn't work.

Dinghy chap repairs

More than a decade ago, I labored over colder months to make dinghy chaps. I've often said that our inflatable was measured and fitted more times than a bride for her wedding dress. It was a challenging project that has certainly extended the life of our dinghy. Each winter I review where the chaps are showing signs of wear and patch accordingly. Last year, I had to get creative when I discovered my cadet grey Sunbrella was in short supply, so



■ Dinghy chap repairs resulted in green racing stripes due to shortage of grey Sunbrella.

I added some unintended green racing stripes during my repairs. Now, we can easily find our dinghy at a crowded tender dock!

Small sewing projects

It is quite rewarding to tackle smaller projects that can be done in snippets of time rather than full days and often with fabric scraps. During winter months, I've created or repaired covers using Sunbrella for our winches, windlass, dorade boxes, outboard engine, and jerry cans. I've also custom-altered sheets from conventional sets and replaced curtains at 14 ports. You may benefit from a customized solution for companionways or hatches to keep out annoying Bay insects. Whatever the need, winter is a great time to tackle small sewing projects.



■ Recently added solar panels on dinghy davits to supplement solar panels on forward and aft hard top binnies.

Electrical

You owe it to yourself and your boat to keep up with innovations in electrical and lighting features, especially on older vessels. Prices continue to trend downward, enabling boaters to improve conveniences above and below decks. We have been able to DIY these improvements on our 27-year-old boat, but alternatively, you can obtain these extraordinary benefits with just a few hours of an electrician's time.

Additional USB outlets

Tired of sharing one USB socket for multiple devices? We added dual USB sockets at both sides of our berth to facilitate charging phones and watches while we sleep, which means that checking the weather is within arm's reach in the middle of the night. We also added dual USB outlets in the galley, navigation station, and cockpit. If you don't want to hire an electrician, there are several good YouTube videos that explain how to DIY these enhancements.

Solar panels

We added solar panels to our boat nine years ago and replaced them as technology advanced. Last year we added even more solar panels, tripling our original plan. Our current energy easily powers everything we need, including high draws such as the refrigerator, freezer, autopilot, and inverter, even on cloudy days. We can

take two-week sailing vacations and never have to connect to shore power or run our generator. Since we don't have lithium batteries, we have found additional solar panels to be one of the best improvements we've made. The panels also assist in keeping our batteries charged during winter storage, even through our winter cover.

LED rechargeable lights

Another simple improvement has been the purchase of LED rechargeable lights to illuminate dark spaces. We use Sunnest motion sensor lights with magnetic attachment plates. We installed these lights in every locker and cabinet, including our refrigerator. The lights have several setting options. We opted for the setting that enables the light to automatically illuminate when a cabinet door is opened. No more searching for a flashlight to illuminate a dark corner. It's been such a simple solution to a recurring need, and it doesn't require wiring!

Safety

Winter is the ideal time to review, replace, and replenish your boat's safety equipment (see page 34). When was the last time you inventoried your medical kit or checked fire extinguisher expirations? Do you have replacement cartridges for your inflatable PFDs? Do you have a spare air horn to replace the one you keep at the helm? Do you have redundancies for your dinghy and ditch bags? Before we departed on a long voyage last year, we completed a thorough review of our safety equipment. But since then, I've had to remind myself that safety items need to be reviewed regularly, not just when leaving Chesapeake waters. Winter is the perfect time to be thorough and diligent.

Soon, spring will be here. You'll be glad you spent your winter months increasing your vessel's creature comforts while also making your boat safer and more enjoyable. And just maybe, a few of these ideas could appear in post-holiday sales, such as a new sewing machine that could pay for itself with one project. Just sayin'...

About the author: Captain Cheryl Duvall is a USCG Licensed Master, Inland 100 GRT, and program director for the Chesapeake Area Professional Captains Association (CAPCA). She sails the Chesapeake Bay on *Belle Bateau*, a Gozzard 44, and can be reached by email at cherylduvall@mac.com.

Fifty Years on the Chesapeake

..... The Changes We've Witnessed

▲ By Gail H. Marcus

Following her article in our December issue about what this couple has learned in a 50-year span sailing the Bay, this month the author discusses the changes she and her husband have seen along the way. Find the first installment at spinsheet.com.

In five decades of sailing the Chesapeake, we have watched the changes over the years; bemoaned some changes we didn't like, marveled at ones we did like, and always adjusted to them.

Wildlife returning

The changes in the wildlife have perhaps been the most interesting. When we first started sailing on the Bay, the only birds we saw regularly were ducks. And swans, but we knew (mute) swans were an invasive species. We saw osprey, but only rarely. We never saw eagles. Or great blue herons. Or cormorants. We knew that years of using DDT had decimated some of those iconic species. It remained that way for several decades.

Slowly, over the years, we began to see more and more osprey, a few great blues, and some cormorants. When we sailed south, we were astonished to see pelicans taking advantage of an easy meal in the fish traps. Once in a great while, we would spot something

flying far away that we thought might be an eagle, but we were never close enough to be sure. These were rare occurrences, but even the occasional sightings and the "maybe an eagle" moments made our sailing excursions seem special, and we were very happy.

As more years passed, the environment recovered more and more from the poisons society had spewed, and wildlife continued to return. Some great blues took up residence right near where we kept our boat. Later, we had cormorants as neighbors and for a time, even pelicans nearby. We have had eagles swoop down over our boat, coming so close that we could clearly see their white heads and tailfeathers. We have spotted them sitting majestically in a tree along the water, posing for us.

We have also watched the best and worst of nature, including osprey standing by their nests on channel markers with fish in their talons and flying off to protect their meals if we pass too close to them. Or eagles swooping down on

osprey in flight to bully them into releasing their catch and deftly catching the falling fish in midair.

To be sure, we now see Canada geese—another invasive species—all too often, but the eagles and the great blues are the sightings that are etched in our memories. The more we have seen of wildlife, the more we have come to understand that there is a side of them that we had never known. Two ducks at our marina solicitously taking care of an injured duck who couldn't fly. Eagles who seemed to be in mourning when their mate died.

We have taken special pleasure in rare or seasonal sightings, particularly in the schools of bottlenose dolphins that occasionally find their way north to our area, or that we meet on our cruises south.

Evolving islands of the Chesapeake

It is not only nature that we have seen change. The first time we visited Smith and Tangier Islands, we thought the residents had a foreign accent. We couldn't quite place it. It seemed to us like a mix between a British accent and a Southern one. We were told that experts thought it was like an



■ Silvergirl motoring through Knapps Narrows.



■ Gail and Mike on their Morgan.

Elizabethan accent and that, while the accent in England had evolved over the years, the accent in these small communities had not, so it was the only place in the world where the Elizabethan accent persisted.

We don't know if that was true, but over the years, the accent has come to seem less obvious to us. Perhaps we've gotten accustomed to it, but perhaps the locals watch more TV and travel more often to the mainland, and perhaps they have lost some of the unique speech patterns that were so noticeable during our early cruises there.

We have also seen the land itself change. On one of our earliest overnight cruises, we anchored in a charming, well-protected cove on Poplar Island. When we came back a few years later, the land that had surrounded the cove was eroding away, and the anchorage was no longer a safe place. Of course, we stopped anchoring there, but we continued to pass Poplar Island on our way north and south, and little by little, we saw it continue to dissolve into the Bay.

We wondered whether it would disappear completely, but in the last few years, it was turned into a place to dump the mud that is dredged from the shipping channels, and year by year, we have been watching the island grow again. It's not as charming as the original, of course, but it is another example

of the inevitability of change on the Bay. Closer to home, we've seen more and more marinas switch from fixed to floating docks as climate change slowly, but inexorably, threatens to raise the water level on the Bay.

How our sailing evolved

And we have seen changes in how we ourselves sail. Our first boat was a small one and was very basic. We had no roller furling, so we took the jib on and off and folded it up after each sail. When we moved up to a larger boat, we got a roller furling jib. Slowly, roller furling mains started to become popular, and in our current boat we have a roller furling main as well. At first, we turned our noses up at people who had air conditioning on their boats. After all, we wanted to enjoy nature. But over time, we came to envy those same people, and finally that became one of the "musts" for our current boat.

We started out sailing the traditional way—using a chart and a compass and plotting our course. As sailors, we were among the early civilian adopters of GPS. We still recall how awed we were the first time we returned to our marina in a dense fog and discovered that the GPS had taken us directly to the channel marker at the entrance to our river.

We have gone from enjoying the fact that we could get away from it all on the boat, to simultaneously relishing and resenting the fact that we are now almost never out of touch. We still remember the first time we were faced with the need to either cancel a cruise or work



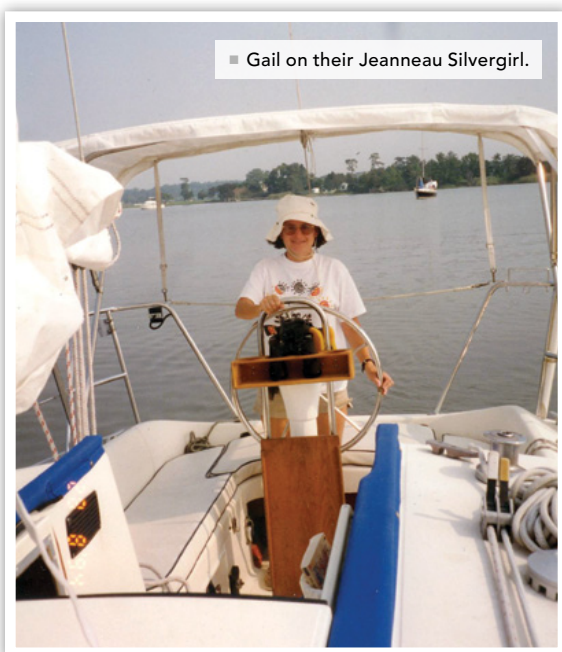
■ Seeing tall ships in 1976.

aboard. We made the cruise, but we had to haul our Blackberry to the top of the mast to download incoming messages, and later, to send out our responses. Now, we take it for granted that we have connectivity almost everywhere on the Bay, that every marina has WiFi, and that we can sit and watch TV at the dock.

Charming towns, then and now

One chief pleasure has been the opportunity to get to know a number of charming and historic small towns that dot the Chesapeake. We have enjoyed talking to the residents in many of these places, as well as eating at the local restaurants and shopping at the charming little shops. We have learned to pick hard-shell crabs, and we have relished soft-shells, oysters, and rockfish on the menus of many delightful small restaurants on the Bay. And savored the Smith Island cake.

We have seen changes in the local towns as well, some good and some we don't like so well. Many of the small grocery stores and shops that used to be within walking distance of marinas have closed, so it is harder to reprovision on a long cruise. We remember well one of



■ Gail on their Jeanneau Silvergirl.

our early cruises, when we went to St. Michaels and discovered that we had forgotten to pack extra sheets for some guests who were cruising with us. There was a shop a five-minute walk from the marina where we bought new sheets. That shop has long since closed its doors.

How we've adapted

We also think about how sailing on the Bay has taught us to adapt. At first, we were determined to sail all the time, even if there was no wind. On our very first overnight cruise, we realized late in the day that we weren't going to reach our destination, and we learned the hard way that sailing all the time wasn't a realistic approach on the Bay. Luckily, there was a safe harbor we could reach that night, but ever since then, we watch the time and turn on the motor if there is some destination we must reach.

On another cruise, we unexpectedly had to stay at one anchorage an extra day when a bad storm moved in. We had



■ With Dad on Silvergirl in 1992.

brought no extra clothing and nothing to read or do. We still recall that our only entertainment was listening—all day—to other people on the marine radio calling to tell the folks back home they were marooned for a day. We learned to pack extra clothes and something to read! And twice we have had hurricanes unexpectedly veer toward the coast in the middle of one of our week-long cruises, so have abandoned our planned itinerary and sought a safe place to hole up for an extra day.

Sometimes, I feel that our time on the Bay has shaped us more than almost anything else in our adult lives. It has

given us an appreciation of nature, of local history, of some elements of our food chain, and so much more. It has given us practical lessons in flexibility and adaptability. It has introduced us to some great people.

Most of all, it has given us the pleasure of enjoying the sun and the stars, the wind and the water and the wildlife, of watching the changes in the Bay over the years, and of watching how we ourselves have adapted and changed. We find it hard to imagine what our lives would be without having had the Chesapeake Bay be a part of them for 50 years. And counting. ■

About the Author: Gail Marcus and her husband, Mike, sail their Island Packet 350 *Silvergirl* out of Galesville on the West River. In 2025, they plan to revisit some of their favorite ports and anchorages on the Bay and perhaps discover some new ones.

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	ayncs.com	•									•	•				•	•		•
Conch Charters	conchcharters.com	•									•	•				•			•
Cruise Abaco	cruiseabaco.com	•								•	•	•	•	•					•
Dream Yacht Charter	dreamyachtcharter.com	•		•	•			•	•	•	•	•	•	•					•
Sunsail	sunsail.com	•		•		•				•	•		•	•					•
The Moorings	moorings.com	•		•						•	•		•	•					•
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Baby It's Cold Outside

IDEAL WINTER CHARTER DESTINATIONS

▲ By *Zuzana Prochazka*

There's a reason boating magazines are popular in the winter: that's when more people are tucked inside reading and dreaming about time on the water. But you can do more than dream during these short cold days. You can plan for a winter charter next year, or if you're super flexible, you can jump on last-minute deals now and get to work on those tan lines. Here are ideas for eight great winter charters to take the chill off:



■ Sunset on Anegada, BVI.

BRITISH VIRGIN ISLANDS

There's nothing like the BVI for newbies and old salts alike. With line-of-sight sailing, short distances, consistent winds, lots of beach bars and tons of shopping, what's not to like? The BVI are perfect for "Chartering 101" so that first-timers can build skills, but others return to islands like Virgin Gorda, Anegada, and Jost Van Dyke year after year and always find new coves to explore. A candlelight dinner at the Bitter End Yacht Club, lobster on the beach with your toes in the sand, and cocktails at Cow Wreck Beach are great ways to forget your worries.

US VIRGIN ISLANDS

So close to home that you don't even need a passport, the US Virgin Islands are an exotic destination where you can speak English, pay with US dollars, and even use your cellphone without extra charges. Fly into St. Thomas and explore the coastline or head over to the spectacular coves of St. John, most of which is a watery national park. Toast with a tropical drink in the main port of Cruz Bay or go diving, snorkeling, and hiking all over the island. And if that sounds like too much work, just sit on deck and take in the colors of the water to lift your mood.

ABACOS, BAHAMAS

The Abaco Islands of the Bahamas are near the Florida coast and are just a short plane hop from Fort Lauderdale or Miami. The Abacos are tiny and clustered, forming what's almost a protected lake where you can sail with minimal worries. Climb the steps of the famous Hope Town lighthouse, tuck into conch chowder in Little Harbor, or have a cheeseburger in paradise at Nippers on Great Guana Cay. Fly into Treasure Cay where most of the charter companies have their bases, change your boots for flip flops, and don't look back.

EXUMAS, BAHAMAS

Farther down the Bahamas Island chain are the Exumas with hues of blue that you'll never forget. Fly into Nassau and cross the infamous coral head bar to cruising grounds that include snorkeling on old plane wrecks, feeding pigs on the beach at Major Cay, running from iguanas on Alan Cay, and swimming in Thunderball Cave where an old James Bond movie was filmed. The Bahamas are spectacular but can be challenging due to shallow waters filled with keel-grabbing coral heads, so solid sailing skills and a good lookout will be necessary. But the clear water and the white sand will visit your dreams all the way until summer.

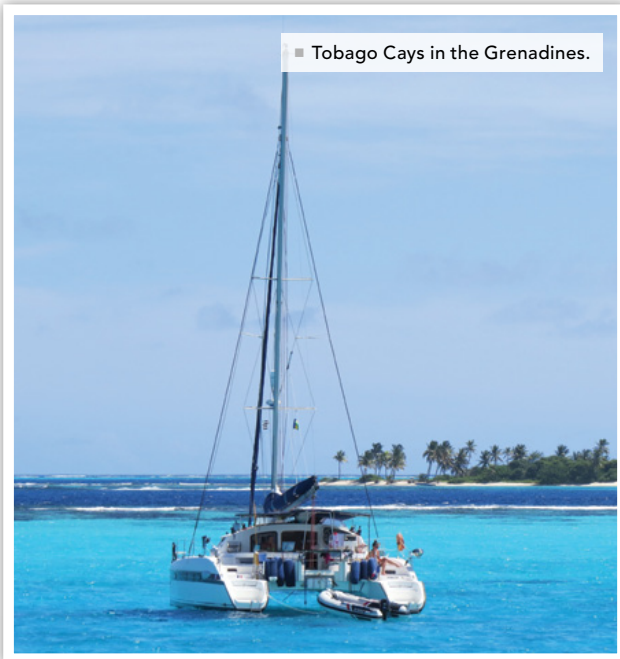
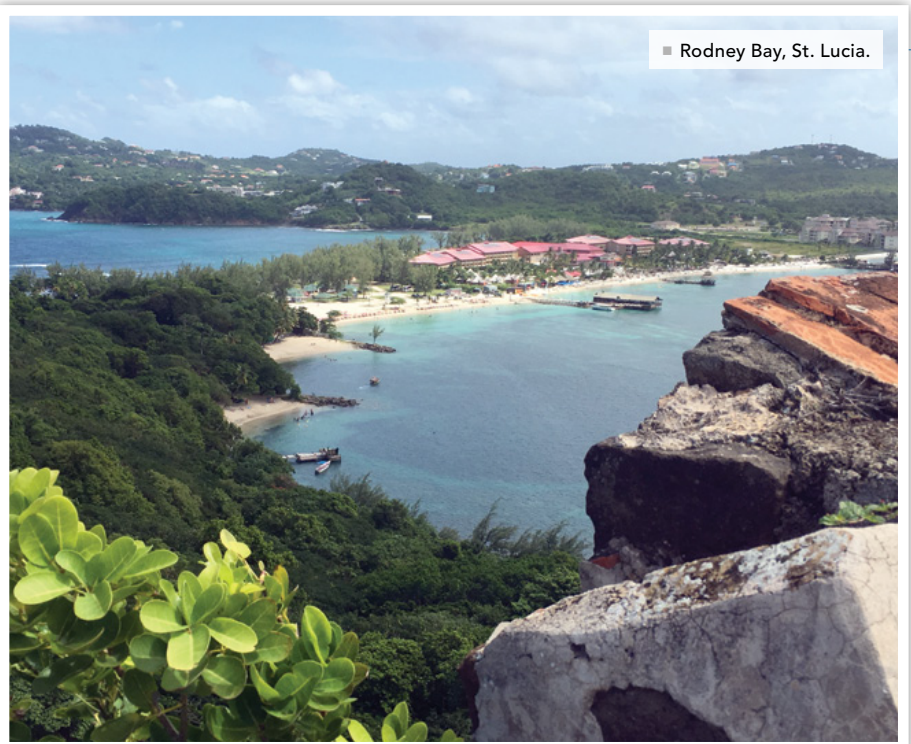


■ Meeting the pigs in the Exumas, Bahamas.

Charter Notes

ST. LUCIA

Pack your bags for Rodney Bay on the island of St. Lucia. This giant marina and anchorage are where charterers mingle with full-time cruisers and where you can spend an entire week in the coves of one island and never see it all. Relax in the trampoline of a catamaran looking up at the Pitons, the iconic twin volcanic plugs that are St. Lucia's trademark. Hike up to Fort Rodney or tuck into a unique blend of Caribbean French cuisine that will have you buying local cookbooks. Grab a mooring at Marigot Bay, have a beer at the St. Lucia Yacht Club, or go shopping at Les Castries. One island, one week, a million choices.



GRENADA UP TO THE GRENADINES

Many of the major charter companies have bases on the island of Grenada, and some are right in the main town of St. Georges. Flights from the US are affordable, and there's much to visit from local chocolate factories to rum distilleries. Sail up to the Grenadines, check in at Union Island, and head to the Tobago Cays where you can snorkel with turtles or ask a local to throw a BBQ on the beach. Don't forget to dive or snorkel Grenada's Molinere Underwater Sculpture Park which is world-famous and very Instagram-worthy.

FLORIDA GOLD COAST

If you'd rather just stay on the mainland, head to Florida's Sun Coast where you can watch the sunset over the water every happy hour. The cruising grounds stretch from Punta Gorda in the north to Sanibel and Captiva islands in the south. Fly into Ft. Myers and drive up to the Southwest Yachts base. The waters are protected but shallow without much room for long beam reaches, so exit via one of the cuts and hoist the canvas on the outside for a day of sailing. Then, come back in, drop the hook or secure a spot at one of the many marinas, and relax with an umbrella drink.

■ Sandbar at Cayo Costa Park in southwest Florida.



FARTHER AFIELD

There are other terrific destinations to try in winter including Mexico's Sea of Cortez, but there the notorious *nortes* (northerly winds) may send you scampering for a fleece in February. In the South Pacific, Tahiti's tropical temps are in the 80s year-round. December to February is the rainy season, so you may get lucky, or you might spend a week in the salon playing cards.

The Caribbean is close to the US and is serviced by many flights. It's usually a safe bet for wintertime getaways, but it's also busier during this season; so, make long-term plans for next year or watch for fire-sale offers from the big charter companies. The Moorings, Sun-sail, Dream Yacht Charter, Navigare, and Horizon all have boats throughout these islands. Visit their websites and sign up for special-offer emails. In just a few weeks, you could be soaking up the sun rather than shoveling the driveway.

■ Trunk Bay in St. John, US Virgin Islands.



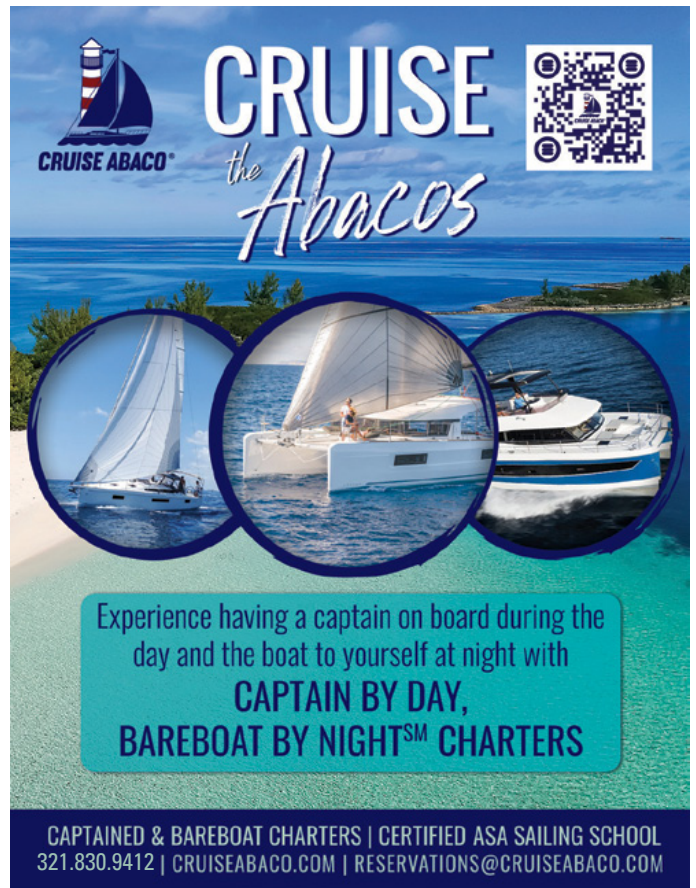
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Learning Humility

By John Herlig

It wasn't that important, really. We just wanted a few things—some fresh fruit, maybe a bag of chips or some cheese. Two of my friends and I were in Beaufort, NC, on a delivery. We had tucked into a marina slip for a day to wait out some offshore weather that wasn't in our favor. The trip from Greenport, NY, had already taken a bit longer than hoped, as trips sometimes do, and while we were far from locker mining, we were also shy of a few of those things that make overnight watches tolerable.

So, my friend Jess and I walked into town to seek our fortunes.

Our first stop was in the cleverly named *Beaudega* on Front Street where, despite Jess excitedly eying the gluten-free rack, the pickings did nothing to shorten our already scant list, so we did what cruisers do—we asked. It was the owner, Anne, who broke the news to us that the only real option was to head to the Piggly Wiggly. (Yes, they do actually exist.)

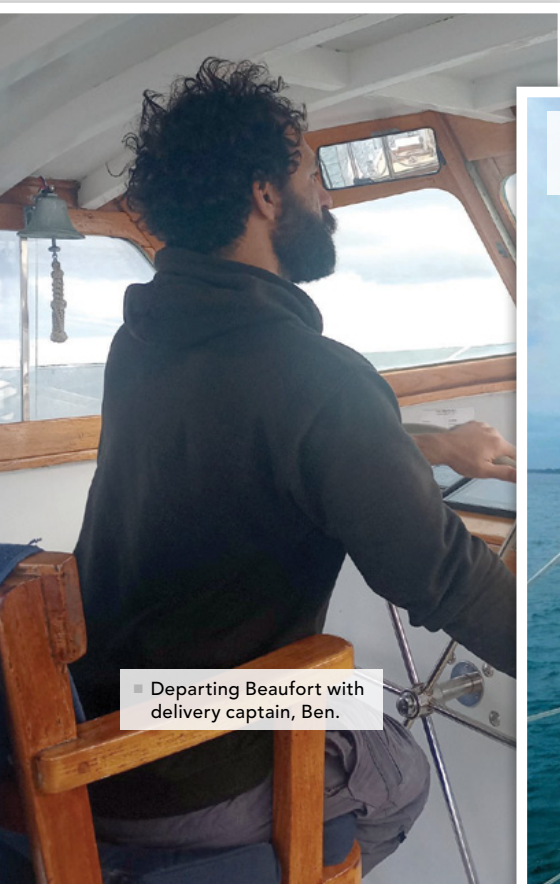
The Pig, as they call it, is and isn't that far from downtown—maybe a mile or two—but we were on a short leash with a mid-afternoon cast-off

inked in, and a roundtrip walk to the store was not in order. When Jess and I hesitated, Anne insisted.

"I used to be a cruiser," she said. "I know the drill. Let me give you a ride." Jess and I exchanged looks of horror.

"I think this is one of those times that we're supposed to say *yes*," I said under my breath to Jess. She shot back the *I know* look. Help, for whatever reason, is often so much easier to offer than to accept.

Anne drove us to the store where Jess and I divided and conquered, dashing about the aisles like game-show contestants, in and out in record



■ Departing Beaufort with delivery captain, Ben.



■ On delivery aboard Scout on approach to Miami from Beaufort.



time, much to Anne's amazement. I was happy to have some chips for my overnight watches, and the fruit basket got a little shot of life. Jess and I talked about

what happened as we walked back to the boat from Anne's shop.

"I didn't *want* to say *yes*," I confided to Jess, "but all I could think was that if I was the one making the offer, I would *really really* want the other person to accept it." Jess nodded. Being human is strange.

Water life will teach you humility pretty fast. My first lesson came years ago when, southbound and dead broke, some misguided soul stole my dinghy in Melbourne, FL, chopping down the small tree I had chained it to overnight. My cousin bought me an inflatable kayak so that I could get to and from the boat. My son suggested I should start a GoFundMe to get a new dinghy. When I protested, he pushed back.

"Maybe," he suggested, "you have spent years helping people and this is your chance to learn how to accept the same from others?"

Little twerp, being all smart like that. I swallowed my pride, started the fundraiser, and had a new dinghy in a couple days' time.

The boating community helps its own because it's so easy to see yourself in someone else's shoes, and those shoes don't always feel good. New members of the tribe have to learn anchoring and mooring, docking and casting off. They have to learn to survive a squall, find propane and water, and navigate waters that don't always make sense. We've all had to learn those things—and some of that knowledge seems only to come the hard way. Seeing others around you in need triggers that hard-knocks memory, and you can't help but to, well, help.

You'll hear the seasoned cruisers out there on the radio, checking in on the VHF nets and asking for help without hesitation. They've been there. They've been humbled and

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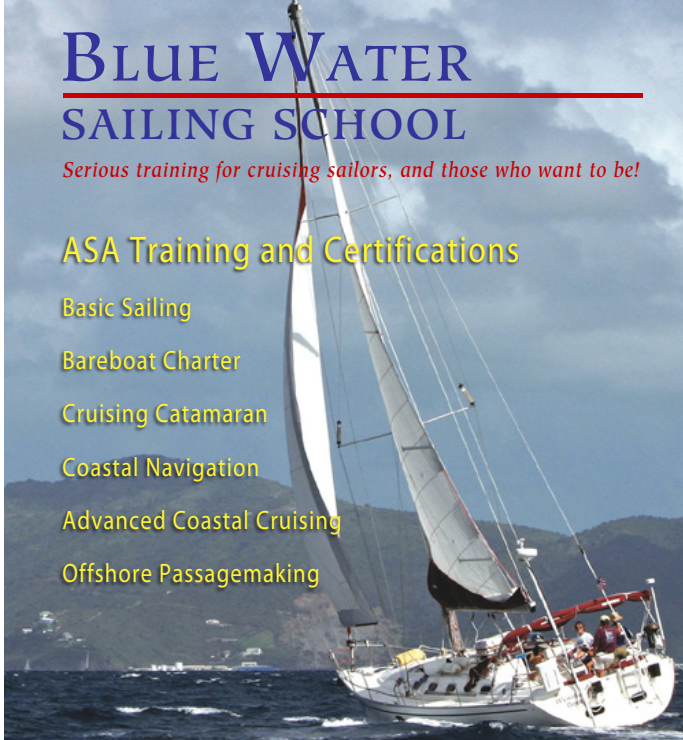

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knocked down and have reluctantly accepted aid from others only to one day pay it back without hesitation. All around us—whether you cruise coastal waters, the Bay, or across oceans—are living breathing examples of what humans are capable of when the burdens of expectation, judgment, and competition are stripped away. We talk about this in a few of my Cruisers University classes as we discuss what makes the cruising scene unique in the modern world.

As I explain it to those newbies who may find themselves doe-eyed and mired in the steepest parts of the learning curve, “What you will see happen out there—and a lot of people are quite unprepared for this—is people with more knowledge than you who offer to help you, not to show off what they know, and not to impress you, but simply *because you are there and you need help.*” Which is, after all, the best reason.



■ The author and Jess at a 4 a.m. crew meeting aboard Scout en route to Beaufort.



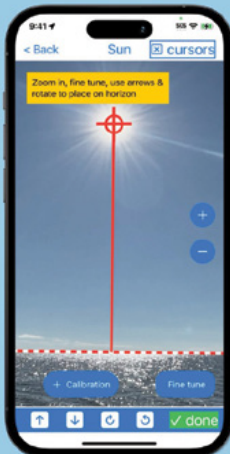
■ The author and Ben.

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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Attention Chesapeake Bay sailing clubs: share your club news and events in SpinSheet's Club Notes section by sending a 350-word write-up and one or more clear photos of smiling faces or pretty boats to beth@spinsheet.com. We'd love to hear about your cruises, educational programs, and outstanding club members. Let other sailors know about all the benefits your club has to offer! Thanks to Club Notes section sponsor, YaZu Yachting! Find them at yazuyachting.com and on Facebook.

Universal Sailing Club Celebrates the Season

On a colorful autumn November evening, members of **Universal Sailing Club (USC)** gathered at the picturesque Fishing Creek Farm Marina Club House in Annapolis to reflect on the season's highlights. USC was formed in 2001 by Black sailors from the Baltimore-Washington-Annapolis region. Today, the club is cultivating a community of new and experienced sailors on the Chesapeake Bay and beyond. We sail together as captains and crew on member-owned boats from May through November.

One favorite sail was to Oxford, MD, a site documented as a Middle Passage port in the 1600s where slave ships stopped with captured Africans. Oxford is also home to the Water's Edge Museum, which holds a collection of literature, paintings, and lithographs of art celebrating local Black lives as professional sail makers, military figures, musicians, watermen, farmers, and crab pickers. USC was welcomed and felt honored to see our history reflected in the local culture. Three of our boats docked at the historic Cutts and Case Marina where a

member keeps his 46-foot Ralph Wiley wooden sailboat, *Surfbird*.

Another highlight was USC's signature, annual event, the 11th Souls at Sea on-land and on-water remembrance ceremony honoring ancestors lost during the Middle Passage. For the second consecutive year, we gathered in St. Michaels, MD, where USC's partnership with the Chesapeake Bay Maritime Museum yielded another successful occasion. This well-attended and beloved experience included many folks from nearby communities and the Seafarers' Yacht Club.

Other highpoints of 2024: 30 USC members accepted an invitation from

the Baltimore County Sailing Center to sail aboard the *Pride of Baltimore II* on a hot July day; In August, club members chartered boats in Rhode Island and sailed to Martha's Vineyard and Nantucket; USC collaborated with the Downtown Sailing Center (DSC) to create the first ever Black, Indigenous and People of Color (BIPOC) On the Water series focused on teaching basic sailing to this underrepresented community.

As the sun set, we planned our first international club cruise for Croatia in 2025. Come join us as we sail the Chesapeake and beyond. Learn more at universalsailingclub.org.



■ USC members at Water's Edge Museum: commodore Adrienne Daniels, Etienne and Carolyn Mapily, Deborah J English, Alyson Hall, Denise Alston, Velma Deleveaux, Peter Hardie, Peter Parish, Kevin Greenidge, Doug and Stephanie.

Pink Sauce

You know what time of year it is when in the **Dickerson Owners Association** (DOA) newsletter commodore Bill Toth notes “to a boat owner, ‘pink sauce’ has nothing to do with a Vodka Penne and all to do with potable antifreeze.”

The DOA winter meeting will be January 18. Looking ahead to the sailing season, the 2025 Annual Rendezvous is set for June 13-15, with a cookout on Friday and racing on Saturday. The awards dinner will be held at Tred Avon Yacht Club.

The association’s 2024 Rendezvous Weekend began with the traditional Commodore’s Cookout on Friday evening at Safe Harbor in Oxford, MD. Approximately 30 members attended. New members, Rick Cobb and John Beck, attended for the first time. Rick is the new owner of D41 *Beau Soleil*, formerly owned by Karen and Mike Riley. John Beck is the new owner of D41 *Down Home*, formerly owned by Dave and Siobhan Fahrmeier.

Saturday’s race saw a small fleet, with just four boats: two Dickerson 41s (*Southern Cross* and *Plover*), one Dickerson 37



(*Starry Night*), and a Cabo Rico 40 Cutter (*Moonlight Lady*). Winds kicked up a bit in the morning for the four intrepid racers. The race committee, led by past commodore Ken Bernholz on *Morning Light*, set a racecourse twice around the buoys.

Following the regatta, an awards dinner was held at the Robert Morris Inn. En-

tertainment was provided by Jim Hontz and his son Julian of *Troubadour*. Ken Bernholz awarded Dickerson trophies to each winning class: *Southern Cross* in the D41 class; *Midnight Lady* in the guest classic sailboat class; and *Starry Night* in the D37 class and overall winner of the Commodore’s Cup.

Sea Scout Ship Change of Watch

By Ed Morris

Sea Scout Ship 1959, ‘Seafarers’ Commitment,” held its annual Change of Watch and Bridge of Honor on December 10 at the **Seafarers Yacht Club** of Annapolis. The event honored the Ship’s founding skipper, Dr. Derrick Cogburn, and welcomed its new skipper, Dr. Howard Kea.

The evening’s highlight was the keynote address by Isabella “Izzy” Fadullon, who is in her senior year and a platoon leader at the U.S. Naval Academy. Izzy was the Ship’s boatswain when it was selected by BoatUS and the Boy Scouts of America as the National Flagship for 2021. She is one of the founding members of the Ship and designed the Ship’s patch, which all members proudly wear. Her address provided Sea Scouts and their parents and supporters with insights into her journey through Sea Scouting to and through the Naval Academy’s rigors.

Her first-hand experiences in Sea Scouting and at the Naval Academy were instructive to the Scouts and inspirational to all in attendance. Her acceptance into the Naval Aviation program set an enviable standard as did her advice to the Scouts on how to handle new challenges, overcoming both inexperience and frustration. Her advice and insights were welcomed and appreciated by all in attendance.

Tanya Morris, past commodore of Flotilla 054-24-09 and sponsoring organization representative, also addressed the gathering. She spoke for flotilla commander Sheila Adebisi, Ed Morris (representing general Errol Schwartz, chair of the Seafarers Foundation, the Ship’s sponsoring organization), and



three different levels of the United States Coast Guard Auxiliary: Holly Johnson, branch chief, youth programs, Atlantic East; Henry Hays, district captain of the fifth Southern District (and past flotilla commander of Flotilla 054-34-09 and District 054 division commander); and the Seafarers Yacht Club commodore-elect Mrs. Joyce Price-Jones, who will be the club’s first female commodore.

The refreshments following the ceremony allowed reconnections by all. Learn more about Seafarers Yacht Club of Annapolis at seafarersyc.com.

Sail and Learn Together

What a productive first year **Peninsula Sailors** had! We are an all-volunteer club and sail out of Port Covington Marina on the Baltimore Peninsula.

It's amazing how much we accomplished this first year of operation. Between member sails, fun cruiser races, socials, training events, and work parties, we definitely stayed busy!

A few of the highlights: Day sails to Bodkin Creek to raft up and go swimming, long weekend sails to St. Michaels, overnight sails to Kent Island and Rock Hall (Pirates and Wenches Weekend!), and cookouts at the pavilion here at Port Covington Marina.

Our events this year included more than 70 sailing events of various forms, 14 educational classes, 13 Sunday Fun Day races, six social gathering cookouts, 17 on-water training events, and

24 work parties to maintain our fleet of cruisers.

Peninsula Sailors love sailing. Sail and Learn Together is our motto. We share four cruising sailboats ranging from 32 to 41 feet and do our own maintenance work.

If you're interested in a real sailing community, come check us out. We would love to take you out for a sail next spring, which will be here before you know it. For more information, visit sailbp.com.



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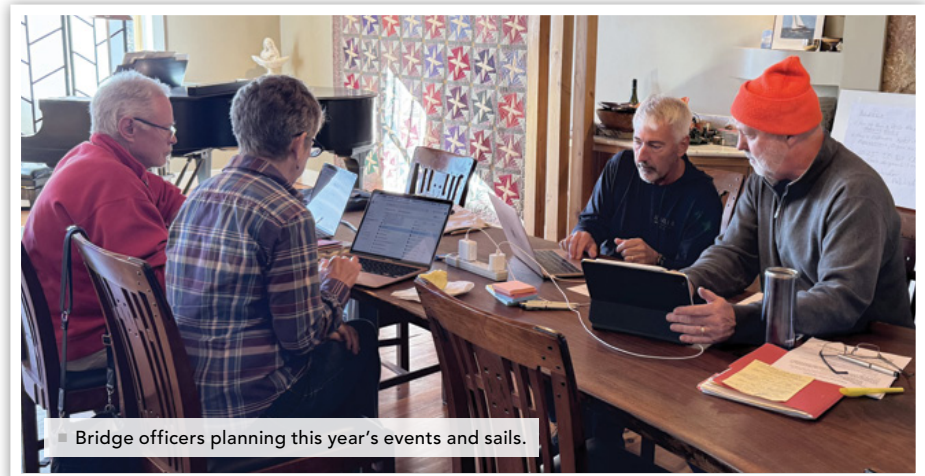
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Happy New Year!

By Anne Knab

You reluctantly pulled the boat after that deceptively long Indian Summer, just in time to sprint through the holiday season. Now that 2024 is in the rearview mirror, you might consider the count-down to a new boating season as did incoming **Back Creek Yacht Club** (BCYC) commodore Chuck Kahle. He gathered his bridge officers for a planning session that allowed the club to hit the ground running this year. If your off-season musings of the coming boating season include looking into yacht club membership, read on for some ideas on what you might find with BCYC.

The new bridge has an exciting year planned. It begins now, even though the boats are still on the hard. One of the advantages of socializing and cruising with a club is the wealth of knowledge and experience available among the members. There is something to be learned from almost any conversation with like-minded people, so BCYC members present educational opportunities on topics of interest to all boaters.

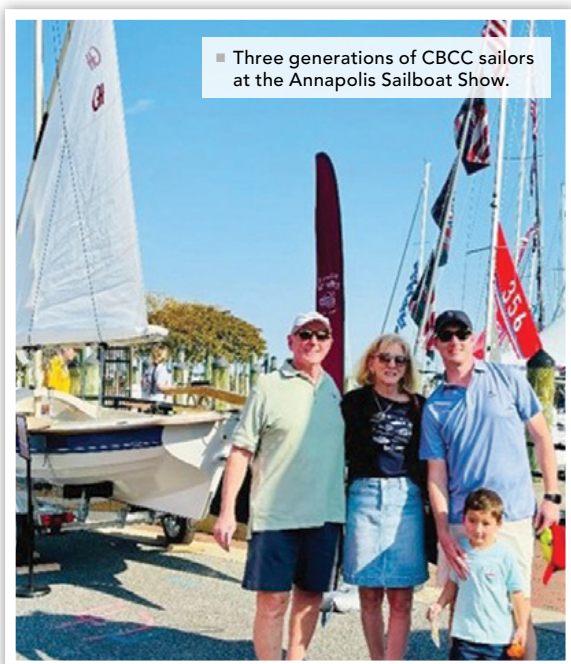


Bridge officers planning this year's events and sails.

On the water, incoming fleet captain Jerry Chappel has a robust float plan that will target marinas where live music is an option. In addition to the week-long annual cruise and the usual weekend jaunts, a BCYC flotilla will head north to Long Island Sound later this year. Jerry has also extended the calendar through October to take advantage of the beautiful fall weather. For those who like to get in a little water time during the week, BCYC has a mid-week outings group that communicates on WhatsApp for impromptu raftups around the Bay.

This is great for discovering fun new destinations.

At BCYC it's all about the people. The membership includes both sailors and powerboaters whose common bond is a love of being on the water. The club has been around since 2001. As a virtual group, we have reasonable dues and no facilities maintenance. In addition to the planned educational events, there are other off-season pursuits like a chili cookoff, social dinners, and happy hours as well. If year-round fellowship with other boaters is of interest, check us out at backcreekyc.org.



Three generations of CBCC sailors at the Annapolis Sailboat Show.

Planning for the 2025 Season!

The **Compass Boating Club of the Chesapeake** (CBCC) closed out 2024 with a holiday luncheon at Libbey's Coastal Kitchen at the Bay Bridge Marina on December 11. We had more than a dozen members from Maryland, Pennsylvania, and the D.C. area in attendance.

At the event, Rich Tull unveiled the official club cap, which was made available for purchase. It's a great looking hat with the CBCC logo and embroidery in front and back. A festive time was had by all. We hope to have some good photos next month to share.

This month our 2025 planning meeting and luncheon is to be held at the Bohemia Bay Yacht Club. Members should look for details under the events tab on our Facebook page or your email inbox if interested. Even if you can't attend in person, please submit your wish list and ideas for events and locales for the 2025 sailing season. Your input is one of our best planning tools! We plan to have at least one event per month during the sailing season and are open to suggestions. Until then, stay warm and healthy. Spring is only a few months away.

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. We look forward to hearing from you!



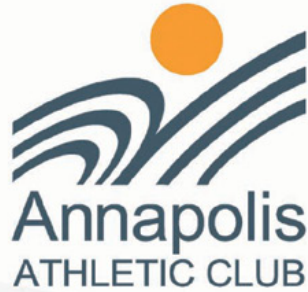
Small but Mighty

The Hunter Sailing Association Station-1 (HSA-1) had our final sailing event for 2024. Our new fleet captain Tom (*Pinch Me*) hosted a raftup and happy hour on the Rhode River November 16. We had a small but mighty group that included *Sea Whisper*, *RuffnIt*, and *Blue Heron*. The weather was crisp, but we stayed warm having our happy hour below deck where we enjoyed a few laughs and libations.

Our seasonal holiday party took place on Saturday, December 14 at the home of former HSA-1 commodore Laurie and Sean (*Bootlegger*). Everyone enjoyed sharing holiday cheer.

Over the winter vice commodore Ed (*RuffnIt*) will plan some virtual get-togethers and host our Winter Brunch while anxiously awaiting spring commissioning.

If you have a Hunter or Marlow-Hunter in the mid-Chesapeake Bay and are not a member, please check out our club at hsa1.org or email commodore@hsa1.org to learn more about the benefits of membership, which includes access to all club cruises and events and a direct connection to a network of Chesapeake Bay Hunter owners. We hope you will join us!



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ABCW Celebrates the Holidays

A most fun Holiday Social was thoroughly enjoyed by members of **America's Boating Club Wilmington** (ABCW). Held in early December at a lovely home in Chester Springs, PA, members gathered to enjoy an afternoon of socializing, libations, and the always entertaining Holiday Swap gift exchange. Due to thoughtful purchasing and the variety of items, some gifts were swapped more than once after opening. The social was a warm and wonderful start to the holidays with like-minded friends!

Once again, our members gifted wrapped holiday ditty boxes to the Port of Wilmington Seamen's Center. Full of knitted hats and gloves, toiletries, other goodies and candy, the shoe box sized ditty boxes are highly appreciated by sailors on freighters, who are stationed at the Port of Wilmington over the holidays. According to Shivana Berardesco, office administrator, the Seamen's Center appreciates the support of marine organizations, churches, and 4-H clubs who provide approximately 1100 ditty boxes to support the effort!

A special presentation is scheduled for the ABCW January Zoom. The topic will be *The Bridge to France: The Life of One of the Mallows Bay Ghost Fleet Vessels*, by Allyson Ropp. Ms. Ropp is a maritime archaeologist. Her current research focuses on the relationships between factors influencing wooden shipwreck degradation, specifically microbial communities, water chemistry, historical uses, and archaeological depositional activities.

The purpose of ABCW 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 or contact us at wspboaters@gmail.com.



ABCW gifted ditty boxes to the Seaman's Center.



Haul Out and a Holiday Gala

By Julie Day

The last **Pentagon Sailing Club** (PSC) race has been held, Wednesday Social Sails are done, and the WOW (Women on Water) sailing season has ended. Time for "haul out."

Roughly 30 PSC members showed up on Saturday, November 9 to help strip, clean, and store the club's five 22-foot Catalina Capris for the winter. The first order of business was to drain the fuel from each outboard, then maneuver each boat onto its trailer which had been expertly backed down the access ramp.

The next step, once the boats arrived at the PSC utility shed, was to power wash and clean hulls, rudders and fenders—no easy job as any boat owner knows! All sails, sail covers, PFDs, and other equipment were taken off the boats and stored in the shed. The engines were removed, scrubbed and placed on engine mounts. While the boat work was in progress, a carpentry crew replaced the fascia board over the shed entrance. The day's efforts were overseen by Thomas Brooks, the PSC river commodore. Thomas will continue to work on the boats over the winter, installing new control lines, cleats, and other miscellaneous items.

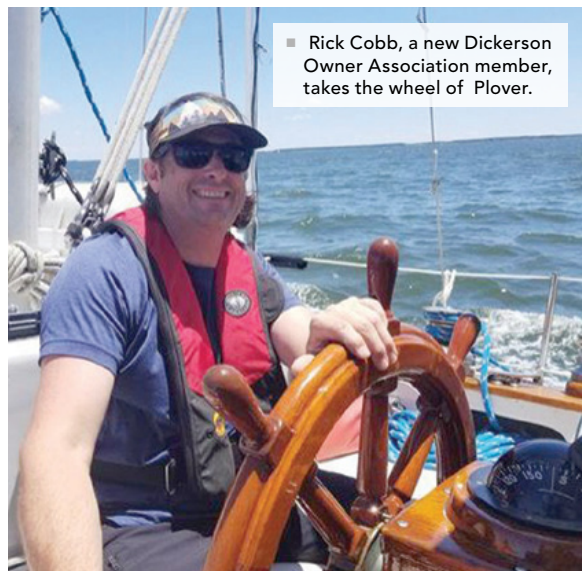
PSC held its annual holiday gala at Joint Base Anacostia-Bolling's (JBAB) Capital Ballroom on Friday, December 6. The event was hosted by vice commodore Jonah Brewer who awarded a variety of gifts to the many PSC volunteers. There were 94 recipients categorized according to the number of volunteer hours accumulated. Darryl Dennis, PSC commodore, announced the awardee selected by each of the Bridge commodores for the year. He then named the recipients of special awards including the "Old Salt," Volunteer of the Year, Most Improved Sailor, and Honorary and Lifetime Memberships.

David Kunselman, a longtime PSC member and this year's "Volunteer of the Year," administered the oath of office to the incoming 2025 Bridge members. For the first time, the Bridge will include the newly elected WOW commodore, Joanne Spahn.

Dancing to a live band completed the festive evening. For further information, visit pentagonsailing.org and/or facebook.com/pentagonsailingclub.



■ Universal Sailing Club members aboard Pride of Baltimore II.



■ Rick Cobb, a new Dickerson Owner Association member, takes the wheel of Plover.



■ Eastern Shore Sailing Association awards banquet: Amy Coyne, Kristin West, Paul West, Ben West, Micki Bracket, and Jenny Joyce placed third in the racing class on Adventure Kwest, a custom Cal 39.



■ America's Boating Club Wilmington Holiday Social.



■ Members of the Pentagon Sailing Club "Haul Out Crew."



C420 Atlantic Coast Championship

Hampton Yacht Club (HYC), in conjunction with the Club 420 Association, hosted the 2024 C420 Atlantic Coast Championship November 16-17. Hampton Roads provided a variety of conditions, from glassy water to breeze in the high 20s. Thirteen boats traveled from along the Eastern Seaboard for the two-day event which offered up some great racing.

HYC junior Parker Moore and crew JP Panebianco put on a clinic with a perfect picket fence scoreline. Parker has for the past several years been sailing at an extremely high level in multiple classes including winning the Sears Cup National Championship in 2021.

Brandt Adams and crew Sarah Moore finished third on the podium and were the top U16 boat. Sarah is no stranger to

the class, but this was Brandt's first C420 event. Brandt, who sails Optis at the highest level, handled Saturday's tough conditions very well. Experienced crew work from Sarah undoubtedly contributed in large part to keeping the boat upright around the course. Although Brandt plans to continue team racing in Optis, he also could have a very bright future in the C420 class.

HYC sailors were well coached by Will Bomar, who grew up sailing in the Hampton junior program and went on to work for North Sails. Most recently he worked with the American Magic campaign for the America's Cup in Spain. These youth sailors were extremely lucky to have him, and I certainly look forward to having Bomar work with our sailors again.

Results

1. Parker Moore/JP Panebianco, Hampton YC
2. Keelyn Brink/Brady Noon, Wet Pants Sailing Association
3. Brandt Adams/Sarah Moore, Hampton YC

Full results at theclubspot.com

A special thank you to PRO Mark Wheeler, Leigh Chapman, Dave Chapman, Charlie Brewer, Tom Ryan, Tricia Melochic, Jerry Thompson, John McCarthy, Brian Deibler, Rick Spaulding, David McConaughy, and many others who helped with the event.

~ Reporting by Max Plarr

AYC Hosts C420 Clinic

This November, the Annapolis Yacht Club (AYC) hosted two Club 420 clinics designed to support sailors of varying skill levels as they advance their sailing careers. These clinics aimed to foster growth in the C420 class and provide sailors with the opportunity to develop critical skills that are not part of the standard high school sailing format.

The first clinic, Intro to C420, led by coaches Mitch Powell and Chloe Hudgins,

introduced sailors new to the C420 class to the basic fundamentals of the boat. Nine sailors from high schools around the Chesapeake Bay participated in a weekend of focused instruction. With challenging, windy conditions, participants learned essential techniques such as trapeze work, spinnaker handling, and rig tuning—all fundamental skills that go beyond what is taught in high school sailing programs. By building this technical foundation, sailors are encouraged to compete in the CBYRA circuit and remain engaged in the sport during the high school off-season.

The following weekend, AYC hosted an Advanced "High Performance" clinic aimed at experienced C420 sailors seeking to refine their boathandling skills and compete at a higher level. Led by coaches Mitch Powell and Trevor Davis,

this clinic focused on advanced boathandling and sail trim, boatspeed optimization, and tactical race execution. Sailors engaged in intensive drills, in-depth video analysis of top sailors, and practice sessions that tested their adaptability in a range of conditions. On Saturday, with winds ranging from 18-25 knots, participants had the chance to push their skills to the limit in preparation for the Florida Winter Circuit.

The Club 420 continues to provide sailors with a pathway to compete in both local and national regattas in a fun, accessible, and affordable class. The skills developed through C420 sailing—from technical mastery to teamwork and perseverance—prepare sailors for future opportunities, whether they continue in dinghy sailing, transition to keelboats, or explore high-performance skiffs. This approach supports AYC's mission to cultivate lifelong sailors who are passionate about the sport and committed to growth.

~ Reporting by Mitch Powell



AYC C420 Clinic. Photo courtesy of AYC

Congratulations, SpinSheet Racing Team 2024!

The following sailors qualified for the 2024 SpinSheet Racing Team, powered by Team One Newport. It's not a minor accomplishment to make the team, as racing sailors must earn 25 points by sailing in various regattas—series, multiday, overnight, charity, point-to-point—as well as volunteering on race committee, donating to sailing charities, or taking a new sailor racing.

Team members will receive an invitation to our winter awards party (February 8), along with SpinSheet Century Club members, for beer and cake, and a high-tech shirt from Team One Newport. Congratulations and welcome to the SpinSheet Racing Team! Stay tuned for details on how to qualify for the 2025 team. (The following list is ordered alphabetically by first name.)



Photo by Will Keyworth

Alan Bomar
 Americo Cottely
 Amy Harris
 Angela Ward
 Antoinette Wilkins
 Ashley Love
 Brad Miller
 Brian Walinski
 Captain Wes Marshall
 Captain Steven Toole
 Casey Firth
 Dale Eager
 David Dodson
 David Stalfort
 Drew Mutch
 Ed Tracey
 Eric Richardson
 Evan McDonnell
 Fred Alvarado
 Hannah Dickmyer

Heather Irene Howard
 Ian Morrison
 Jack Regan
 Jamey Dumas
 Janet Neves
 Jay Smith
 Jayne Durden
 Jeff West
 Jon Budar-Danoff
 Jonathan Nepini
 Jordan Hecht
 Justin Miller
 Keith Midgette
 Ken Vinson
 Lee Budar-Danoff
 Lisa Cottely
 Lisa-Marie Lane
 Lorie Stout
 Maille Lyons
 Marianna Fleischman

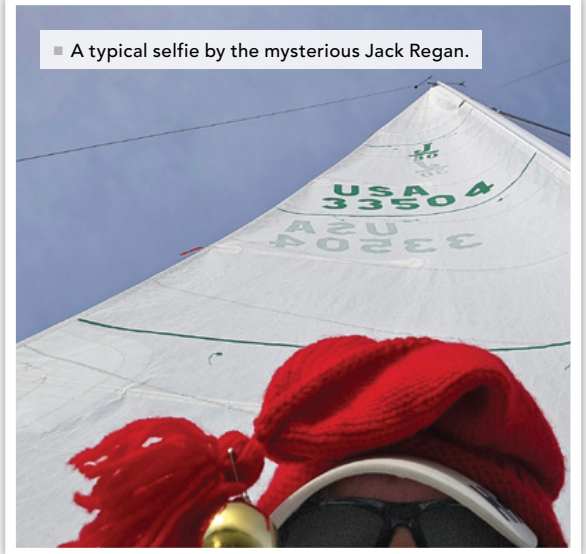
Mario Santana
 Mark Grant
 Mark Lister
 Mark Sweeney
 Mark Witte
 Matt Schaaf
 Matthew Targarona
 Michael Croft
 Michael Nepini
 Randy Goodman
 Renee Weir
 Rob Michaelson
 Robert Williams
 Robin Witte
 Rylee Landry
 Stefan Nagey
 Stefanie Brady
 Steve Ruth
 Suzanne Carter
 Tim Ford

Congratulations, SpinSheet Racing Team 2024!

■ Lorie Stout in action in the Dick C Cup. Photo by Ted Morgan



■ A typical selfie by the mysterious Jack Regan.



■ Antoinette Wilkins on In the Red at the Miles River Race. Photo by Will Keyworth



■ Casey Firth frostbite racing in Annapolis. Photo by Will Keyworth



■ Amy Harris (R) at the J/105 Women's Regatta 2024. Photo by Will Keyworth



■ David Stalfort, Alan Bomar, and crew racing in Hampton.

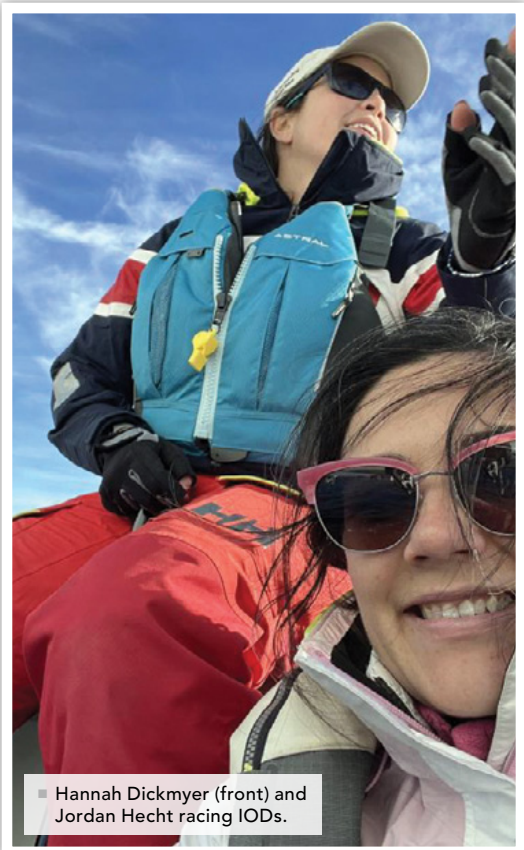




■ Mark and Robin Witte's Rakali in their home waters in Solomons. Photo by Will Keyworth



■ Steven Toole's Hot Pepper at the EYC Boomerang overnighter. Photo by Will Keyworth



■ Hannah Dickmyer (front) and Jordan Hecht racing IODs.

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Frostbite Fun

Every winter we ask frostbite racers why they race sailboats in winter when it would be so much easier and more comfortable to sit at home by the fireplace drinking hot chocolate. Here are the top reasons sailors on the Chesapeake Bay frostbite race between November and March:

To hone their skills. “We do not consider it the off-season,” says Annapolis frostbite racer Kristen Robinson. “It is a great opportunity to hone your sailing skills, stay sharp, and try new things. Although it seems daunting to go out in freezing cold rain, we view it the opposite way. Who would want to miss racing on a 60-degree day in December with eight to 10 knots of breeze? You can always stay home if it rains or there are sub-zero temperatures.”

To get outside! Many sailors enjoy other outdoor sports in winter, such as skiing, skating, or running. Sailors know how to layer up and enjoy the day, even if it's cold.

Enjoy flatter water. Although it can get breezy in the winter, there are almost no powerboats out to wake you on the racecourse. Wintertime is for sailors!

It's not that cold. Sailors from the Mid-West and New England shrug at our generally mild winters. Most of the “frostbite” season on the Chesapeake takes place November through December. In



Photos by Will Keyworth

Annapolis, ILCA sailors sail on Sundays December through March, whereas the big boat racers take January off and face most of their truly cold days in February. But we all know how many gentle 48-degree days we get on the Bay in winter.

There's no bad weather... yes, we know the Scandinavian expression—only bad clothes! Frostbite sailors are fond of this sentiment and happy to suggest their favorite layers to protect them from winter's chill. Warm sailing or fishing (Atlas) gloves, handwarmers, waterproof or GoreTex socks, sock liners, fleece leggings, base layers, bibs, inflatable PFDs, and of course, for dinghy sailors, a good drysuit and life vest.

To hang out with sailing friends. If you like your sailing crew, you can't just walk away from them for six months,

certainly not when they're racing every week. For many teams, frostbite racing offers a more casual vibe, especially in those races (such as Annapolis Yacht Club's series) with all-feet-in-the-cockpit rules. It's a simpler race than summer spinnaker racing.

To stay in the game. This harks back to #1—why get rusty in winter? We've heard serious sailors say that they look forward to winter sailing as a respite from the more intense fall sailing season and a chance to keep the sailing muscles engaged and keep their head in the game while here at home in between travel regattas down south.

Send us a few sentences about your own frostbite racing, why you love it, and tips for newcomers to the winter frostbite scene to editor@spinsheet.com.





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Photo: ©TimWilkes/CRW2024

ILCA Racing in Winter

Photos by Ted Morgan

Severn Sailing Association in Annapolis boasts a large and active ILCA fleet. Find them racing—bundled up in drysuits and life vests—Sundays in Annapolis through the end of March. Learn more at severnsailing.org.



The Gaboon Race 2024

The 2024 Hampton Yacht Club (HYC) Gaboon Race, the unofficial end of the season for Southern Bay racers, took place December 1. Seventeen teams gathered for the 47th running of this race for the “Gaboon Spittoon” award, which John Blais took home.

According to Lin McCarthy, SpinSheet reporter and HYC race organizer extraordinaire, “The first Gaboon in 1978 was won by Harry Sindle on *Gotcha II*. The perpetual trophy was an actual spittoon that (race founder) Phil Briggs and a group of friends had found in a dark corner of a damp basement just prior to having to present it the first time.”

HYC racers have loved the spirit of this annual winter race ever since. Alan Bomar has won this race three times. He says,

“We were unsuccessful in winning the overall in 2024... We were rolled by A fleet boats and B fleet boats in the creek. It was a beautiful day. We have debriefed our performance and are going to practice all across 2025 to set up for a win. We will start with the HYC/OPCYC Dana Dillon New Year’s Day Race.”

Top Three Finishers

1. John Blais, *Star Dancer*
2. Max Plarr, *Wild Child*
3. Justin Morris, *Knot Hunter*

The Gaboon Spittoon. Photo by Alan Bomar



Chesapeake Teams Head to the Bacardi Cup and Invitational

At print time a handful of Chesapeake teams had already registered for the Bacardi Cup and Invitational March 2-4 in Miami, FL. Offering a unique blend of world class racing, atmosphere, and socials staged in a stunning location, the Bacardi Cup and Bacardi Invitational Regatta attract an international entry list of rock star racers and Corinthian teams.

The Bacardi Cup is dedicated to the Star Class and has been at the heart of Star Class racing since 1927. Known the



■ Bacardi Invitational off Miami. Photo by Martina Orsini/ Bacardi Cup 2023

world over, each year the event attracts an international and star-studded entry list of America's Cup, Volvo Ocean Race, Olympians, and World Championship names, racing alongside a talented fleet of amateur teams and weekend warriors. The Bacardi Invitational Regatta offers racing for the J/70, Melges 24, VX-One, Viper 640, and Snipe Classes.

The waters of Biscayne Bay guarantee fantastic racecourses, crystal clear waters, challenging breeze, and fun long after

the finish line. 'Come Sail With Us' at an event where you can rub shoulders with the world's top sailors, push yourself to the limits on the racecourse, and relax and enjoy the after-party.

Post-race sailors enjoy the club houses and facilities of the Coral Reef Yacht Club, Biscayne Bay Yacht Club, Shake a Leg Miami, Coconut Grove Sailing Club, and the US Sailing Center, who throw open their doors to sailors from around the world. Learn more at bacardiinvitational.com.

How You Can Help SpinSheet Improve our Racing News

As we enter into the New Year, we're making big plans for sailing more, sailing faster, learning racing strategies, finding better ways to find and keep great crew, and plugging our favorite regattas as well as some new ones on the calendar. What are you and your racing team up to? We at SpinSheet would like to know. Here are some ways you can help us improve our Chesapeake racing coverage:

Give us a heads up.

If your club is working on a new, exciting regatta or trying to revive an old favorite, tell us about it months in advance if possible. Sometimes just a short note with

the dates or the notice of race helps. If you're lucky enough to have a good writer in your fleet, have them do a writeup a month or two before the event. We'd even be happy to have a few sentences about it; our editors can take it from there.

Take photos.

We wish we had more photos from awards ceremonies and/or from the committee boat. We're lucky to have photographers in Annapolis to cover the main events, but we miss many outside the mid-Bay. Thankfully, a number of photographers in Baltimore, on the Eastern Shore, and on the Southern Bay have

been generous with their work (here's looking at you Adam Podbielski, Mary Lees Gunther, John Rock, George Hernandez, and Paul Almany among others). We welcome any good awards photos, committee boat photos, and fun on-water selfies all season long.

Write for us.

If you're a racing sailor who would like to pen an article or two next season, contact editor@spinsheet.com. We welcome your original Chesapeake-focused racing story ideas and/or can assign specific racing reports to you.

Brag about your sailing friends.

Do you have an amazing crew member or friend who excels in our sport and should be the subject of a SpinSheet article? Tell us about it. Does your crew run like a well-oiled machine? Would you qualify for our "Crews That Click" series? Tell us more. Have you gone on an amazing racing adventure, such as a first ocean race or an international one? Send us a note.

Reach out.

We at SpinSheet are here for you and aim to improve our racing coverage to make you better sailors and locally famous ones! Email us anytime at editor@spinsheet.com.



■ Fired up for 2025 racing? So are we! Photo by Will Keyworth

Sailfaster Podcast:

Racing Around the World with Vendée Globe Sailor Pip Hare

Photo by James Tomlinson/
Courtesy of Pip Hare Ocean Racing



Technique Tips for Sailboat Racing

On his popular Sailfaster podcast, Pete Boland talked to Vendée Globe competitor Pip Hare about how she navigates the challenges of racing a foiling IMOCA alone in the Southern Ocean.

What does it take to prepare both yourself and your boat for the extremes of offshore racing?

It's a blend of meticulous preparation and mid-ocean problem-solving! Keeping a boat like *Medallia* in one piece is as critical as route-planning. Post-training, we examine every inch of the boat, analyzing what worked and what didn't, collaborating with manufacturers to optimize gear, and working with sailmakers to match sails with my sailing style. Constant debriefs and improvements aren't optional—they're survival tools.

How do you balance risk and reward during an offshore race?

My appetite for risk is maybe slightly greater than some of my competitors. That pushes me to just go a little bit farther into a depression or squall. In the Route du Rhum, I went from 19th to ninth by opting to go through a fourth front. The rest of the fleet was kind of like, "We just need to get south to get out of here." That gained me 10 places. On the Vendée, it's different; you can take more risks on a 10-day transatlantic, but at the start of a three-month around-the-world race, your appetite for risk is going to be slightly different!

What surprised you most about racing in the Southern Ocean?

That it wasn't wall-to-wall storms! The storms were big, but wavelength is long. Everything is big, but in its place. What surprised me was using my massive A2 spinnaker down there—she's called Big Bertha. I used it to great advantage, gaining a couple of places because it was light air, downwind VMG. So, between the systems, it can be very light. The thing that surprised me the most about the Southern Ocean was how much I enjoyed opportunities to gain. Another depression would come over the top of you, and you could analyse your performance and try again.

How do you manage sleep and fatigue during long solo ocean races?

In the last Vendée Globe, I think I only slept for longer than 40 minutes about 10 times over three months. You just grab as much sleep as you possibly can, but in 10- to 20-minute bursts. And in the open ocean you can start to take two-hour sleeps, so you get that deep sleep in. But on a foiling boat, sleep is harder. It's a combination of the movement, the anxiety and fear of hurtling through the dark at 30 knots, and deafening noise. You need to be incredibly

self-aware, scanning yourself and the boat to ask, "What is the most important thing I could do now?" If the answer is sleep, you sleep.

What does it feel like to compete at the highest level in such a demanding race?

Every day on that boat, I feel lucky. I know I have hit the jackpot because I am doing what a 17-year-old schoolgirl dreamed of and had no right to believe could happen. And doing it at the highest level, representing my country on an international stage. I loved the Vendée Globe—it was the best three months of my life. Yes, it was terrifying at times. It was soul-destroying, physically draining, and I was being knocked down over and over. But I was doing exactly what I wanted to do. I surprised myself every day with how strong I was and how fast I could sail that boat. There's this unbelievable, on-the-edge feeling: an amazing ball of adrenaline mixed with anxiety. It's incredible. I couldn't get enough of it.

Update: At print time, Pip was headed to shore under a jury rig following her dismasting 800 nautical miles south of Australia, ending her second around-the-world solo race. Learn more at piphare.com.

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



Small Boat Scene New Quad, New Rules

▲ By Kim Couranz

Happy New Year, and Happy New Rules! Every four years World Sailing updates the Racing Rules of Sailing. It's good timing because we're just starting the new Olympic quadrennial, so 2028 aspirants will have three full sailing years to sail under the updated rules before the Los Angeles Games.

I always like to take time over the winter to reread the Racing Rules. It's an annual refresher on how to play the game of sailing, and it's a fun way to stay connected to the sport when opportunities to get out on the water are more limited than during the standard racing season here on the Chesapeake. And with the issuance of a new version of the Racing Rules, it's even more important.

That said, a new edition doesn't mean the Racing Rules are completely different. In fact, they really represent a subtle evolution. Most of the changes just clarify, codify, or simplify the way we have competed for many years. Many updates are made thanks to suggestions from sailors to help make our rules cleaner and more effective.

There are a few changes, however, that are interesting to those of us who race small boats and dinghies. (Big boat folks, be sure to check out updates including the changes to definition of "continuing obstruction" and Rule 60.2, Intention to Protest, for what that means about when you need to fly a protest flag.) Let's take a (very) brief look:

Definition of "Mark-Room." There are a few tweaks to this definition, including adding a clarification—that the boat that is entitled to mark room gets it until it leaves the mark astern. There had been no clear time or location certain to when mark room ended before, so it's helpful to know how long mark room lasts.

Rule 14, Avoiding Contact. We love our boats. We don't want to bang them up, so for safety and for happiness, the rule that we "shall avoid contact with another boat if reasonably possible" has been in effect. The new rules include two more ways we need



Photo by Ted Morgan

to behave. Basically, don't run into other boats, and now also don't make other boats run into other boats or other things! If you feel you have been wronged, you can likely protest under another rule(s) without having made contact.

Rule 17, On the Same Tack; Proper Course. The last sentence of the 2020-2024 rule has been deleted; that removes a time when this rule does *not* apply. This could make it a little bit easier for starboard tack-boats to slam dunk port-tack boats. We all love that tight racing!

Rule 18.2(s), Giving Mark-Room. The change to this rule helps racing boats know who gets room at the mark a little earlier than before. Now, when two boats are approaching the zone, mark-room is settled when the first of the two boats enters the zone. If they are overlapped, the inside boat gets room at the mark from the outside boat. If they are not overlapped—no matter which boat is clear ahead or clear astern of the other—the boat that enters the zone first gets mark room. This could make it less attractive to wait until the very last moment to choose which gate mark you want to round.

Rule 20.1, Hailing for Room To Tack. When you need to tack because you're going to run into an obstruction, you've got to let the boat on your hip know that. But Rule 20.1 only says that "A boat may hail for room to tack...by hailing "Room to Tack." It doesn't say "shall," which would make that wording mandatory (rather than something less formal, like "hey, I've gotta go here"). How this will play out remains to be seen, but if you need to say something, I'd go with "Room to Tack" anyway!

Rule 40.2(c) re Personal Flotation Devices. This was the "Y flag means you have to wear your lifejacket" rule. Now it clarifies that a rule in your one-design class's rule or an item in the Notice of Race or Sailing Instructions can specify that you need to wear your lifejacket.

Again, updates to the Racing Rules of Sailing are evolutions, not revolutions. There are other changes that have been

made that give more flexibility to regatta organizers for where they include information. That means it's more important than ever to read the Notice of Race and Sailing Instructions carefully.

Eager to learn more? Even though the new quadrennial has just started, there are already lots of resources to help you navigate 2025-2028. Personally, I benefit from learning about the new Racing Rules from several sources. You never know which description in words or drawings will resonate with you, so try a few and see which you like!

The 2025-2028 Racing Rules of Sailing are published by World Sailing and available at sailing.org/racingrules. In addition, for essentially a "track changes" version to help you see where all the changes have been made, check out the "Study Pack" section at that site.

US Sailing has not only the new rules, but also books and quizzes about the new rules, available at ussailing.store. Dave Perry's "Understanding the Racing Rules of Sailing through 2028" is an outstanding dive into what the rules mean. Many a sailor (like me) carries this book instead of the actual rule book to regattas because it contains the full rule book and explanations, too. But it's hefty, so it has to stay onshore!

I also enjoy resources written by Bryan Willis such as "The Rules in Practice, 2025-2028." Willis does a thorough job walking readers through situations around the racecourse.

Want a deeper dive? Keep an eye out for webinars, both live and recorded, from sources such as Dave Dellenbaugh (speedandsmarts.com). Your local sailmaker or your one-design fleet may offer workshops, too.

About the Author: Kim Couranz has earned several national and world titles in Laser Radials (ILCA 6), Snipes, and Lightnings. She has also raced J/22s, J/24s, and Ynglings on an international level.



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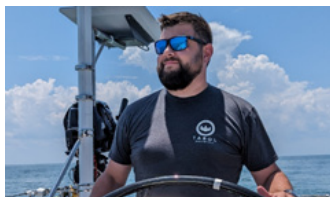
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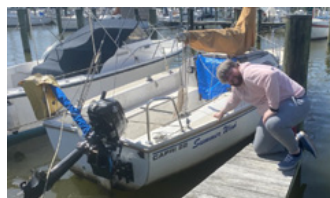
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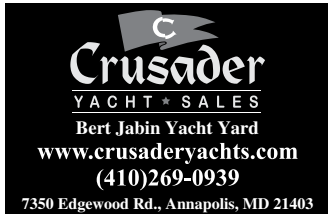
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Expanding

North Point Yacht Sales (NPYS) announces its acquisition of **St. Barts Yachts**, expanding its market reach across the Southeast United States while ensuring that St. Barts Yachts will continue to operate independently. Since 1987, St. Barts Yachts has built a strong reputation for professionalism and exceptional service, establishing itself as a leading yacht dealership for Beneteau powerboats and sailing yachts and Lagoon catamarans in the Southeast. Committed to maintaining its brand identity and operational independence, St. Barts Yachts will continue to deliver a seamless experience for its valued customers. “North Point Yacht Sales and St. Barts Yachts share a commitment to quality and customer satisfaction, and we’re excited to bring our strengths to serve the boating community even better,” said Ken Comerford, owner of North Point Yacht Sales. “With St. Barts continuing to operate on its own, our goal is to enhance the excellent service and relationships they’ve built over the years. We’re thrilled to grow together, while staying true to what makes each of our brands unique. We would like to thank Chuck for his remarkable 37 years of dedication, service, and leadership in the boating industry. Your legacy of integrity and dedication will continue to inspire us all, and we are incredibly grateful for everything you have done.” northpointyachtsales.com

World’s Largest Dealer

Pocket Yacht Company announces that it has been recognized as the World’s Largest Dealer for Ranger Tugs and Solara Boats for 2024. Additionally, the company has earned the distinction of being a Top Dealer for Cutwater Boats. This prestigious recognition highlights Pocket Yacht Company’s unwavering dedication to customer service and its top-notch sales team. “We are extremely proud of our team’s hard work and dedication to our clients,” said Mark Schulstad, owner and managing director at the Pocket Yacht Company. “Being named the largest dealer for our top brands motivates us to continue in the right direction.” Jeff Messmer, vice president of Fluid Motion, added: “We are thrilled to celebrate Pocket Yacht Company’s outstanding achievements as the largest dealer in the world for both Ranger Tugs and Solara, as well as one of the top Cutwater Boats dealers. Their dedication to our brands and exceptional customer service is unparalleled, and we’re proud to have them as a key partner in delivering quality boats and memorable experiences to customers.” Pocket Yacht Company’s approach includes a unique factory-direct pricing model that ensures competitive costs and transparency. This strategy, combined with exceptional after-sales support and its wide range of on-water experiences, has solidified Pocket Yacht’s position as a leader in the marine industry. pocketyacht.com

Acquisition

In October of 2023, **Annapolis Gelcoat and Restoration** acquired Osprey Composites, located within Herrington Harbour North in Tracys Landing. Owner Tim Kraus, intent on preserving the 36-year-long legacy, has slightly modified the name to **Osprey Marine Restorations**. He says, “The Williamses created an epic business in Herrington Harbour, and on the Chesapeake Bay. By keeping the essence of the original name, I only hope to enhance that legacy and honor the Williams family.” General manager Buddy Rowe leads the team at the newly renovated four-bay, 10,000-square-foot facility, which can support vessels up to 70-foot long. Based out of Bert Jabin Yacht Yard, Michael Welsh manages the Annapolis Gelcoat and Restoration location and mobile fleet. “With our experienced and knowledgeable team of technicians, there is nothing on the Chesapeake Bay that compares to the strength and capacity of this joint venture,” adds Kraus. “*Making your boat NEW again!*” annapolisgelcoat.com

Certified

Campbell’s Boatyards announces that **Kevin Parks** has completed the necessary training requirements and is now a Certified Cummins Mechanic. To receive this certification, Parks successfully completed over 90 online Cummins courses. In addition to his online courses, he recently completed the Cummins Marine QSB6.7 and C-Command course in Albany, NY. Campbell’s Boatyards has been a Cummins/Onan Certified Dealer since 2000. Their lead mechanic, Doug Campbell, became a Certified Cummins Mechanic in 2001 and routinely completes online and in-person courses to retain his certification. campbellsboatyards.com



Send your Chesapeake Bay business news and high-resolution photos to kaylie@spinsheet.com

SpinSheet 1995: Tucker's Tips for Juniors

Tucker Thompson penned this article for our premier issue of SpinSheet in the late summer of 1995. At the time, he was a member of the winning St. Mary's College of Maryland sailing team and a 420 coach at Annapolis Yacht Club's junior program. He received college credit for his "tips" articles:

One of the keys to winning a regatta is preparation. Often the regatta is won before the boats even hit the water. There are four major areas to consider when preparing for any regatta:

Equipment Preparation

Make certain your sails are in top shape, your hull and foils are smooth and faired, your boat is clean, and all excess weight is removed. Inspect your deck hardware and bring it all to perfect condition. Also check the condition of your sailing gear (boots, lifejacket, gloves, etc.). Don't forget to bring a water bottle, bailer, sunglasses, and sunscreen.

Physical Preparation

Your goal is to be as strong or stronger than your competitors and be able to endure and be fast in any given conditions. A nutritious diet, the right amount of sleep, and stretching before going out onto the water are a must. Weight training certainly helps, but there's no better exercise for sailing than practicing in the boat itself.

Mental Preparation

Many sailors overlook this aspect of preparation. Setting goals, recording and reviewing past sailing experiences, and having a positive attitude are keys to winning on the water. Visualizing your race before going out on the water is also a great idea.

Strategic Preparation

Review local charts, current tables, and weather patterns. Talk to local sailors and take note of how the land may affect the wind. Use as many inputs as possible when formulating your strategy. Make sure you read and understand all of the sailing instructions and attend the skipper's meeting. Ask questions if you aren't clear on something—the answer could help give you the winning edge.



Where is he now?

After graduating from St. Mary's College as a national champion Tucker sailed with the America True AC team in New Zealand, started T2P.TV with Bruce Nairn, and as a sailing commentator and TV host, he covered many of sailing's top global events including five America's Cups. Having just returned from AC37 in Barcelona, he now owns Range & Bearing's, which designs custom apparel and merchandise for yacht club stores.

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