

Great Chesapeake Bay Schooner Race Photos

FREE

# SpinSheet

C H E S A P E A K E B A Y S A I L I N G

10 Tips for Winterization      See the Bay:  
Urbanna

NOVEMBER 2024

SPINSHEET.COM





# BACON SAILS & MARINE SUPPLIES



- ◆ NEW & USED SAILS
- ◆ FULL SERVICE LOFT
- ◆ SAILBOAT HARDWARE
- ◆ CONSIGNED INVENTORIES

Expert sail design, the finest sail making materials and our commitment to customer service make Bacon Sails one of the world's top sail brokers, trusted by cruisers and racers alike. Our marina store features a large selection of new and used competitively priced boat equipment and parts.



**WE OFFER  
SAIL REPAIR &  
LOFT SERVICE**

**116 LEGION AVE, ANNAPOLIS MD 21401  
BACONSAILS.COM ◆ 410.263.4880**





**FIND  
YOUR NEXT  
SAILBOAT at**

**CurtisStokes.net**

**LOCAL BROKERS**

Worldwide Yacht Sales

1.855.266.5676 | 410.919.4900 | [info@curtisstokes.net](mailto:info@curtisstokes.net)





# North Point

YACHT SALES



## THE ALL NEW J/40

*Offshore Speed, Comfort & Ease*

- A Design Beyond Definition
- Bright and Airy Living Space
- Expansive and Inviting Cockpit
- Simplified Sailing, More Time on the Water
- Built for Strength and Durability
- Maximize Sailing, Minimize Motoring


*Promo available until  
31st December, 2024*



**Ready to sail Into your  
next adventure?**

DISCOVER THE J/40 TODAY

with **North Point**  
YACHT SALES



**Call now for more information and to schedule your private showing**  
410-280-2038 | [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)



# Vitamin B-free



Sometimes the only cure is a wide-open throttle.  
Choose America's #1 boat insurer for peace of mind that every  
precious moment is protected and leave your worries in your wake.

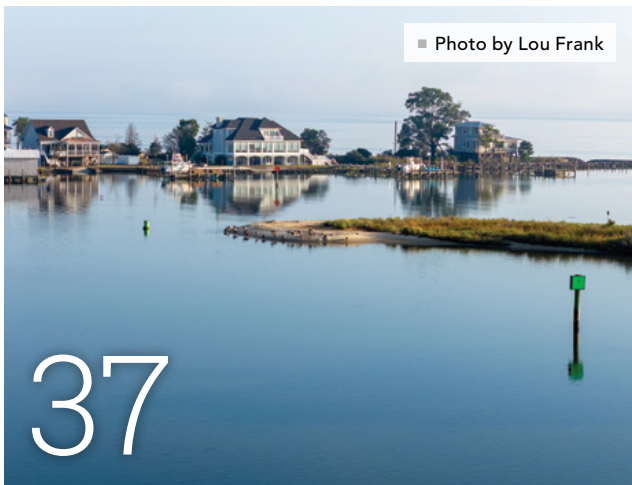
1-800-PROGRESSIVE | PROGRESSIVE.COM

## ***PROGRESSIVE***<sup>®</sup>

Get a quote  
in as little as  
4 minutes







## Features

32

### The Great Chesapeake Bay Schooner Race 2024

Scenes from the Schooner Race start and signature education programs.

*Photos by Eric Moseson*

37

### See the Bay: Urbanna!

Small, yet ever-vibrant, this town on the Rappahannock River begs to be discovered by sailors and history buffs.

*By Lou Frank*

PRESENTED BY **ARGO**

39

### 10 Tips for Winterization

Ten tips for your vessel's winter spa treatments, whether you DIY or not.

*By Captain Cheryl Duvall*

44

### Bluewater Dreaming: Fair Winds... and What?!

Why sailors may not always wish for following seas.

*By James Lane*

PRESENTED BY **M YACHT SERVICES**

49

### Decades Pass, Our Sailing Changes

A sailing couple returns to the racecourse, not for winning but for welcoming.

*By Betty Caffo*

58

### Racing Into Late Fall

Championships, Frostbite Racing, Ya Gotta Regatta, DC Sail Cantina Cup, Hospice Turkey Shoot Regatta, AYC Fall Series, and more Chesapeake racing news.

PRESENTED BY **MOUNT GAY RUM**

## on the cover

Rick Loheed sent this shot of his dog Zoey out for a sail. He says for his boat dog, "'Boat,' said or even spelled, is a key word."



## Departments

- 10 **Editor's Note**
- 12 **Readers Write**
- 14 **Dock Talk**
- 20 **Chesapeake Calendar**  
*PRESENTED BY THE BOATYARD BAR & GRILL*
- 24 **Chesapeake Tide Tables**  
*PRESENTED BY BAY SHORE MARINE*
- 26 **Start Sailing Now:** From Van Life to Cruising Life  
*By Beth Crabtree*
- 28 **Where We Sail:** Baby, It's Cold Down There,  
but Oysters Are Lovin' It! *By Tom Guay*  
*PRESENTED BY HERRINGTON HARBOUR MARINAS*
- 30 **Stories of the Century**  
*PRESENTED BY BACON SAILS AND MARINE SUPPLIES*
- 34 **A Sunny, Spectacular Annapolis Sailboat Show**
- 42 **How To Get Rid of Mold on Your Boat**  
*By Laura Champagne*
- 71 **Brokerage Section:** Used Boats for Sale
- 78 **Marketplace**
- 81 **Index of Advertisers**
- 82 **Biz Buzz**
- 83 **SpinSheet Gives Thanks**

## Cruising Scene

- 47 **Charter Notes:** Bareboat Chartering  
With Family in the British Virgin Islands
- 51 **Cruising Club Notes**  
*PRESENTED BY YAZU YACHTING*

## Racing Beat

- 57 **Youth Sailing Focus:** Youth Skipper Wins Open  
Class in Sunfish Challenge and High School  
Team Championship Coverage  
*By Beth Crabtree*
- 58 **Racing News**  
*PRESENTED BY MOUNT GAY RUM*
- 70 **Small Boat Scene:** Making Your Mark  
*By Kim Couranz*



For breaking news,  
photos, and videos,  
visit [spinsheet.com](https://spinsheet.com)



## SPECIAL SIGN UP TODAY & GET 3 MONTHS FREE

15 months for the price of 12!

**Memberships for both Power and Sail**

**STARTING AT \$2450**

*Offer Expires Nov 29, 2024*

- Unlimited Access to Boats
- Power and Sail Options
- Fleet of 30+ Vessels
- Onboard Training Provided
- Overnight Cruising Opportunities
- Waterfront Club Room Access
- Engaging Social Events
- Discounts at J World Sailing School
- Conveniently Located in Annapolis

**CHESAPEAKE**  
BOATING CLUB



410-280-8692  
[ChesapeakeBoatingClub.com](https://ChesapeakeBoatingClub.com)

## FLOTILLA 2025

TORTOLA, BRITISH VIRGIN ISLAND

FEBRUARY 20 - 27  
FEBRUARY 27 - MARCH 6



Set sail with J World Captains on either a  
50-foot Catamaran \$5400/cabin  
48-foot Monohull \$4900/cabin

410-280-2040  
[Jworldannapolis.com](https://Jworldannapolis.com)





Photo by David Sites



# CAPITAL INSURANCE

**"Shelley gave me right coverage for the lowest price I could find. Don't waste your time going anywhere else!"**



**IS YOUR BOAT IN GOOD HANDS?**

Shelley Driscoll  
sdriscoll@allstate.com  
**410.956.5700**

# SpinSheet

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. Roderick, 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

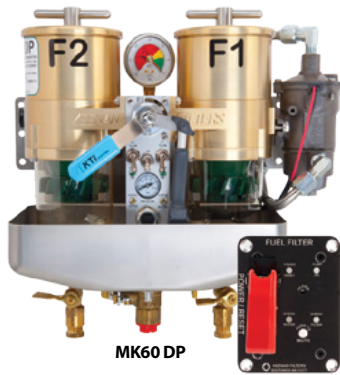
**DISTRIBUTION**

Martin and Betty Casey, Gregory and Dorothy Greenwell,  
Dave Harlock, Ron and Colleen Ogden,  
John and Chrissy Wathen

## Don't Let Your Motor Choke To Death!

### Take Control of the 3 Most Common Fuel Related Engine Problems:

- 1 Clogged Filters**  
Detects and warns of clogged fuel filters, long before they become a problem.
- 2 Water in the Fuel**  
Separates water from your fuel and warns you when it's time to drain the bowl before it stops your motor.
- 3 Fuel System Air Leaks**  
Uses a vacuum gauge to easily detect and troubleshoot even the smallest air leaks in the fuel system, so you can avoid unexpected vapor locks and motor shut down.



MK60 DP

Single & Dual Filter Systems Available  
With Up to 1500 GPH Flow Rates

**Purrfect for Large Cruising Catamarans**

Is Your Fuel Keenan Clean?



Please Contact Us  
With Any Fuel Questions  
413.569.3323  
www.ktisystems.com

**For Fall Show Discounts, Shop Online or Call - Use Discount Code - 10SS4**



SpinSheet Recycles



Marine Trades Association of Maryland



Virginia Marine Trades Association

Member Of:



# navigating peace of mind

## THE IMPORTANCE OF BOAT INSURANCE

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

### Unpredictable waters

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

### Damage and injury

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

### Theft and vandalism

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

### Incurred medical payments

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

### Peace of mind for financing

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

### Navigational flexibility

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

### Emergency towing and assistance

Progressive boat insurance can include optional Sign & Glide® On-Water Towing coverage. If your boat is disabled or breaks down on the water, Sign & Glide® pays for on-water towing, jump starts, soft un-groundings, and fuel delivery.

### Wreckage removal

If your boat sinks, Progressive boat insurance will cover the cost of removing your boat from the water (if removal is legally required).

Investing in boat insurance is not just about protecting a valuable asset; it's about safeguarding the memories, experiences, and joy that come with your on-water adventures. Don't let unforeseen circumstances disrupt your journey—navigate with confidence, knowing that Progressive boat insurance has you covered. Ensure a smooth and worry-free voyage, because when it comes to your boat, peace of mind is the ultimate luxury.

**PROGRESSIVE**

Progressive Casualty Ins. Co. and affiliates  
Coverages subject to policy terms and conditions.

Scan to get a quote  
in as little as 4 minutes

Go to [progressive.com](https://www.progressive.com)  
to learn more.





# Trending

◆ By Molly Winans

Last month at the Annapolis Sailboat Show, around the corner from the SpinSheet booth East Coast Sailboats displayed the Birdyfish Foiling Dinghy. Although I'd read about this boat weeks before, its fuchsia wings made me stop and look. By the end of the show an Annapolitan sailor had purchased one, so if you see a hot-pink-winged dinghy fly by as fast as the wind, you'll know what it is.

Foiling first caught my attention when the insect-like hydroplaning Moth dinghy appeared. Fast forward 20 years: Emirates Team New Zealand just won the America's Cup on foiling monohulls (the AC75s) in Barcelona; the foiling Waszp Nationals just flew by out of Hampton Yacht Club; and this month Severn Sailing Association will host a weCANfoil weekend seminar (see page 17). Foiling felt like an oddity at first, yet became a lasting trend for an adrenaline-fueled sailing set.

To me, the Sailboat Show is more about what *could be* than what will be in my sailing life. Even if I won't purchase a new 40- to 60-foot yacht, there are so many to board at the show; it's fun to dream about having a built-in grill and wine cooler, stand-alone onboard showers, plush sleeping accommodations, or a dinghy garage.

In one of the tents I ran into Ted Reshetiloff, a native Annapolis sailor



■ Birdyfish photo courtesy of Annapolis Boat Shows

who resides in the British Virgin Islands. He'd just been to IBEX in Tampa, so I asked him about trends he'd seen. Two of them stuck with me as I walked the Annapolis Show: electric propulsion and decking alternatives.

For many years, every time electric marine engines came up, sailors were quick to shoot them down, saying, "They don't hold a charge... the technology is not *there* yet." It's been a long time since I've heard that argument. Efficient electric power is upon us. I feel as if "e-this" and "hybrid-that" will only multiply in the sailing world.

SpinSheet contributors James Lane and Dena Hankins aim to circumnavigate the world on their all-electric-powered Baba 30 cutter. Read their latest story, "Fair Winds and... What?!" on page 44 and expect more on their e-sailing journey in future issues.

On every sailboat I boarded at the show, I asked "What's this deck made of?" Flexiteek became the word of the show. Synthetic wood made from polymer pellets (aka plastic), this teak alternative is reportedly more stable and less

hot to the touch than previous versions as well as long-lasting and recyclable. I must say, it looks nice and feels good on bare feet.

On Sunday evening, Danielle Masse gave me a tour of the lovely, Tripp-designed 70-foot Y Yacht Y7. She showed me the simplicity of the layout, which was designed for two sailors... a 70-footer for two! She noted how the dodger could be folded down and neatly tucked away for a day race (sounds like a fab afternoon on the Med, *n'est-ce pas?*). She told me about their 70-foot, 80-foot, and 90-foot models, the latter referred to as a "pocket superyacht." Humble Chesapeake sailor that I am, I'm trying to imagine saying, with a straight face, that I'm in the market for a pocket superyacht.

When I board these beamy yachts, I'm hyper-conscious of handholds. I ask myself, "Is this boat built for sailing or cocktail parties?" The Y Yacht had both qualities with a unique handhold design: straps hung from the ceiling with a hidden sort of zipline so that you can walk from one end to the other as the strap moves with you. Seems like a neat solution, yet I'd like to test it close-hauled in four-foot seas on the Bay before going offshore.

I ended the show by touring the Boréal 70 expedition yacht which stole my heart. While walking below from end to end it felt as if there would always be something sturdy to hang on to in rough seas. My gut feeling was that this yacht could go anywhere she wanted. Maybe I can catch a ride?

See you in my yachting dreams.

Molly



■ Boreal 70. Photo by Jean-Marie LIOT Images/ Courtesy of Boreal Yachts





## VACATION BEYOND THE ORDINARY

Discover the world's greatest yachting destinations, on your terms. Leave packed cruise ships and cookie-cutter vacations in your wake and experience the world as it was always meant to be - authentic, unscripted, and awe-inspiring. From the white-sand beaches of the Virgin Islands to the historic shores of Croatia or the vibrant blue waters of Tahiti, this is your chance to enjoy an extraordinary trip like no other. Immerse yourself in nature and create lasting memories as you explore the world side-by-side with those who mean the most to you.

It's your vacation, make the most of it with The Moorings.

[moorings.com](https://moorings.com) | 800.669.6529





## 350th Issue of SpinSheet

Congratulations on an incredible milestone of birthing the 350th issue! Your efforts are soooooo appreciated. Have a Dark 'n' Stormy to celebrate! BTW, love the “tagline” diplomacy (“Tagline Envy,” page 18, October SpinSheet).

Anthony Tomassetti

## Thanks From Sailrite

I just read the article (“A Visit to Sailrite: Back Home Again in Indiana,” page 83, October SpinSheet) and love it! Thanks for making the trip to Indiana for the tour. Next trip you will have to come tour our 47,000-square-foot expansion as we delve into thread winding... we hate sailors having to buy too large of spools of thread for their DIY projects. In the past we could offer one- and two-ounce cones, but current suppliers don't find those sizes to be cost effective. By next year we will just do them ourselves. Our spools will be bright orange cores so that customers get to know the brand.

Another cool thing more relevant now is the HandyPress. We (demonstrated) this new tool at the Annapolis Sailboat Show. It is a tool we will build upon to make fastener and grommet installation easier and faster...

Matt Grant  
Vice President Sailrite



## Farewell to Friends: Tom Behrle

On October 3, Baltimore lost a truly dedicated sailor: Thomas Behrle. As well as having been VP of Sail Baltimore, Tom acted as a race committee volunteer for the Baltimore City Sailing Center, RC “lead dog” for the Baltimore City Yacht Association (BCYA), and a sailing coach for Special Olympics Maryland.

Fellow BCYA volunteer Mary Lees Gunther notes, “Tom generously shared his knowledge and expertise with countless Special Olympic athletes. His patience, encouragement, and belief in each athlete made a profound impact on their lives.”

As PRO for BCYA, she adds, “Tom served with a smile through all conditions from dreary, rainy Harbor Cup gales to the sweltering summer Tuesday nights with barely a zephyr. After retiring, he continued his support of BCYA through his role at Anchorage Marina, which always takes great care of our race participants at the steadfast party venue for many seasons.”

Friends may make donations in his honor to Special Olympics Maryland.



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

## The Annapolis Sailboat Show

### Vendor-Visitor for 33 Years and Counting

This year I walked in as a bit of a sceptic only to be, once again, denied of my silly opinion. The docks and tents in the usual places. Boats and products here and there as to be expected. However, it never fails to delight. I observed the newest and greatest innovations in the industry. Passed and asked about all the tried-and-true products and services. Spoke directly to the work force (dare to say some recognized me). Big boats and small. Ropes and boats, hardware, and paint for all. I ask: How can you top this across a warm day in the fall?

Well, let me tell you: I was able to step right onto the deck of the *Pride of Baltimore II*. Background on me: I have been sailing for 47 years. This means nothing... the *Pride* took my heart to another level. She is an amazing machine. Hollow spars fashioned from seamless slats. More running rigging than a super-size bowl of fettuccini. Bronze and brass across all working and fastening. More belaying pins than I could count. Full complement of working quarters. Top shelf brightwork. All deck hands attentive and welcoming. The *Pride* and her crew are steadfast.

Picture this: A crisp west wind on a brisk autumn Monday as the *Pride* heaved against her restraints. You could feel her. She wanted to go. No time to sit still as the sun slid low. To step on her sole took my breath away. Man, I got lucky that day. Her bow pointed downwind as she beckoned the way.

For those who know the orchestration of the Sailboat Show; this page isn't long enough to illustrate the melee... Thank you all for the effort placed forth.

Anonymous







# Extend Your Sailing or Paddling Season

**H**ow far would you like to extend your sailing and paddling season? With the proper gear, some reasonable safety precautions, and a little common sense, you can sail, paddle, or surf all year round. The type of gear you will need depends on your sport, your skill level, and the weather.

If you're likely going to be *in* the water, you'll want the most protection. With kite surfing or ILCA racing, for example, a dry suit is the way to go. Dry suits, while big, baggy, and expensive, will keep the cold water off your body. You'll still be able to feel the cold, so wear warm, insulating clothes underneath, but the sealed ankle, wrist, and neck openings will keep all but a trickle of water from contacting your skin.

Probably the majority of us don't intend to be in the water (think big boat sailors and SUP and kayak paddlers), and if we did get wet, we would immediately head home and get dry. In this situation, you're really trying to minimize the danger of the cold without sacrificing too much mobility and fun. Your options are many, and your choices will depend on your skill level, the water temperature, and the range of weather you're willing to take on.

For keelboat sailors, a good pair of foulies, a wicking base layer, an insulating mid-layer, and the right boots, socks, and hat can mean the difference between misery and a fantastic day on the water.

For small boat sailors and paddlers who anticipate they might fall in, wet suits are a good choice and come in a variety of thicknesses. Farmer Johns (and Janes) are full length suits with no arms, offering both warmth and mobility. In the shoulder seasons of spring and fall, you might get



Photo by Will Keyworth

away with a spring wet suit, with short legs and sleeves, or neoprene pants and a paddling jacket.

In the coldest months, your hands, feet, and head will need protection too. Wetsuit-type neoprene gloves are a good choice if your hands will be wet, but if not, you can likely get by with a lightweight sailing glove or gardening glove, both of which will be better for handling sheets and paddles.

Don't forget your noggin. We lose lots of heat through our heads. There are neoprene hoods, but if you don't plan to get wet, a wool or fleece hat will probably do the trick.

When it comes to lifejackets, we think it's cool and smart to wear an inherently buoyant lifejacket year-round, but in the cold weather it's especially important.

Cold water affects the body quickly and intensely. A lifejacket not only will help keep your head out of the water, but it will also keep you afloat as the cold drains your energy and strength, and—bonus points—it will help keep you warm in and out of the water.

Finally, a float plan is always a good idea, but one is especially important in the winter. It's as simple as letting someone who will miss you know where you're going, when you plan to return, and who is with you.

For more cold water sailing suggestions visit [spinsheet.com](http://spinsheet.com) or [boat.us.org](http://boat.us.org) and search 'cold weather.' Thanks to Mark Bandy and Mark Saunders, owners of East of Maui Board Shop ([eastofmaui-boardshop.com](http://eastofmaui-boardshop.com)), for their expertise on cold water gear and the photos below.







■ Mary Ewenson and Becky Ranzenbach with Angus and Malcom, Blue Friday 2023.

## Got the Friday Blues?

What are you planning for the day after Thanksgiving? The day was once set aside as a time for marathon shopping excursions, but recently it has morphed into something different. Some would say something better.

You probably know of Small Business Saturday and Cyber Monday, but do you know about Blue Friday? What's that you ask? Am I supposed to go purchase something blue? Well, no. Blue Friday is about getting out on or near the water on the day after Thanksgiving. Take out your boat, hike a shoreline trail, picnic near the water's edge, maybe take your canine best friend for a romp and a swim.

The point is, let's get outside and do what we love. How will you find a way to celebrate the Chesapeake Bay and its tributaries? Between now and Thanksgiving, reach out to your sailing crew, family members, co-workers, neighbors, slip mates, and cruising friends. Ask if any of them want to meet up on Blue Friday to burn off that big turkey dinner and enjoy some fresh air with you. If your group decides to go out on the water, please use good cold weather boating sense. File a float plan, wear PFDs, and wear wet or dry suits if needed. And, if you snap a fun selfie or capture a pretty image, share it with us and use #BlueFriday. We know many of you will also want to shop Black Friday sales, which is cool, especially if you shop local and support SpinSheet advertisers.



# ORBIT WINCH™

with QuickTrim™

## NEW 3-SPEED & E1 ELECTRIC MODELS

We have expanded the Orbit Winch™ range with two- and three-speed models in 45QT and 50QT sizes, featuring our lightweight aluminium drums, Power Ribs™, and QuickTrim™ self-tailing.

Also, E1 Electric Orbit Winches™ are now available, perfect for short-handed sailing. Electric winches and conversion kits come in 30QT and 40QT sizes for 12V or 24V systems.



Discover the range  
[ronstan.com/OrbitWinch](https://ronstan.com/OrbitWinch)



# Five Fitness Tips for Sailors

**D**aylight savings ends November 3. Weeknight racing and after-work sailing opportunities have concluded for the season. What's a sailor to do? Before you settle into the couch for a long winter's nap, why not do something healthier, such as head to the gym? SpinSheet staffers have long enjoyed Annapolis Athletic Club (AAC) in all seasons, but we admit that we go more often in winter once it's too dark and/or cold to get on the water after work.

One of the things we love about AAC's Eastport location is that it's hard to walk in there without seeing a sailing friend. We also like the many different fitness options from

taking classes to cycling quietly with our headphones on.

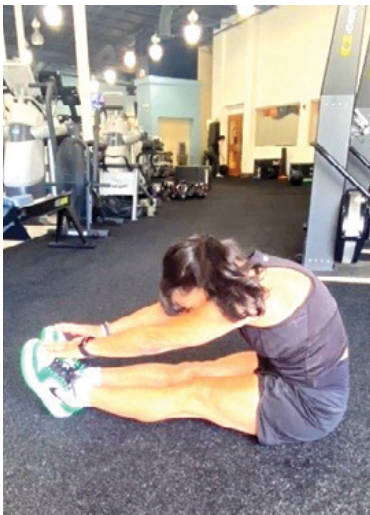
To jumpstart our winter fitness plan, we spoke to Lucas Humphries, the fitness director at AAC's Edge-water location, to gather his fall-into-winter fitness tips. He was quick to remind us that any fitness tip he gives would be for "year-round, not just winter!"

Lucas started working out when he was 14 and will turn 40 this year. "Back when I started, I was fascinated by being fit, having muscles, appearing fit," he says. "Once I started strength training, I was hooked. I was addicted to how lifting weights changed my body and metabolism. My body responded quickly to it; even to this day,

25 years later, I still feel that way. As a trainer I share that passion with my clients. I have people who come to me all the time who are in their 40s, 50s, or 60s and have never done strength training. I get a lot of pleasure out of bringing the joy of it to others. It changes people's lives."

## Here are his top five tips:

- 1. Stretch for flexibility.** Lucas says, "Yoga classes introduce you to a lot of flexibility exercises... or you can do basic hamstring, quad, and calf stretches, or ones for the lower back."
- 2. Do strength training.** He recommends strength training for upper body, lower body, and core fitness. Lucas says, "If you're not comfortable working with weights or you're new to it, most trainers are willing to do an introductory session to help you do some exercises on your own... AAC offers power classes, strength training classes, high intensity interval training classes, and ones just for the core." Of course, you can hire a trainer for a personalized workout routine (a few SpinSheet staffers have done so with great results).
- 3. Do joint stabilization exercises.** Lucas says, "Things such as isometric exercises, single leg squats, isolating one arm at a time, planks, pushups, and squats can help with injury prevention, balance, and coordination."
- 4. Drink water!** "Not many people drink enough water each day," he says. Drink. More. Water.
- 5. Recover.** Schedule eight hours of sleep each day to recover from your workouts and keep your energy levels up.



Imagine how fit we'll all be come spring 2025... Find the fitness class schedule, hire a trainer, and learn more at [clubaac.com](http://clubaac.com).



# Who Wants To Fly? A Foiling Weekend in Annapolis

Join Coach Agustin Ferrario at Severn Sailing Association (SSA) in Annapolis for an Introduction to Foiling Clinic on Waszps November 8-10. The registration fee includes coaching and the charter of a Waszp for the entire weekend as well as training, briefings, and debriefs at the end of every day.

This is not a learn-to-sail clinic. This clinic is designed for sailors with proven sailing skill sets in other boats. It includes shared use of a Waszp, classroom lessons, and coaching. Participants must bring their own lunch, water, and snacks as well as all necessary sailing gear. Sailors who wish to attend must attend both days of the clinic.

The weCANfoil program was created in Canada with the mission to get sailors foiling by providing training opportunities, sailing camps, and demo



days across the country. WeCANfoil is your first step to flight and an opportunity to get on a pathway to pro.

Coach Ferrario grew up sailing in Argentina where it became his life passion. He started coaching in Halifax, Canada, 13 years ago, focusing on youth development. Through the America's Cup in San Francisco in 2013, he got into foiling and now he gets to combine coaching youth with foiling through WeCANFoil.

A preview of the weekend schedule: Friday will offer optional day time boat assembly assistance to learn more about the construction and tuning of the technical boats followed by a mandatory meet and greet from 6-8 p.m. to meet

the coaches and other sailors and talk through boat control surfaces, lines, and basic boat handling.

At 9 a.m. on Saturday, participants will join a briefing and final assembly followed by three to five hours on the water and a long debrief.

Sunday's 9 a.m. briefing will also be followed by three to five hours on the water and a debrief and boat disassembly. Every boat must be taken apart and put back in the boxes for shipment by the sailors. Both days are slated to end by 6 p.m.

Registration fees are \$400 (BYO Waszp); \$600 for SSA members; and \$700 for non-members. Learn more at [bit.ly/ssafailingclinic](http://bit.ly/ssafailingclinic).



Rigging | Fabrication | Systems | Fiberglass | Paint-Gelcoat

7340 Edgewood Road, Annapolis, MD 21403 | Located in Bert Jabins Yacht Yard



410.280.2752 | [www.Myachtservices.net](http://www.Myachtservices.net)



## Navy Sailing Returns to CRAB Recovering Warrior Sailing Regatta

After a long hiatus due to Covid and changes of command, the USNA Sailing Team again joined CRAB to host the Recovering Warrior Sailing Regatta (RWSR) for the first time at the CRAB Adaptive Boating Center (ABC). To maintain the musical tradition of the RWSR, CRAB volunteer Joel McCord played the “National Anthem” on his trumpet, which was followed immediately by the firing of the Carl Larson Cannon. Everyone on Back Creek heard this powerful and exciting start to the regatta.

The Navy’s fleet of six Colgate 26s with their JV Offshore Sailing Team as crew were joined by the CRAB First 22A fleet and volunteer skippers and crew to host 25 warriors and family members. On the racecourse at the mouth of the Severn River the two classes of boats enjoyed teaching and testing the racing skills of warriors in eight to 10 knots of wind.

The CRAB race committee held four 15-minute races with three-minute starts to keep the action moving. The USNA teams were quite competitive with single points separating first and second places.



Recovering Warrior Regatta at CRAB. Photo courtesy of CRAB

The CRAB First 22A fleet was again dominated by the powerful sailing team of Rear Admiral (ret) Tim McGee and his USNA All-American classmates Pam Corwin and Paul LaBossiere.

Following the competitive racing, the teams all disembarked at the CRAB ABC for a hearty lunch of Mission Barbecue hosted by Move United Warfighters. The medal ceremony was made even more special by having Maryland Secretary of Veterans and Military Families, Anthony Woods, talk about the work Maryland is doing to support veterans and to express how much he loved sailing with the Midshipmen in the regatta.

The warrior crew of Shareef Jalil (Army) and Secretary Woods (Army) placed first in

the Colgate 26 class with USNA Skipper Tony Gaiser (3) and JVOST Olivia Green (4) onboard. CRAB president and CEO Paul “Bo” Bollinger presented Sailing Team Commander Jonathan Saburn with a CRAB burgee to fly at the USNA Sailing Center... and he promised CRAB a USNA burgee in return.

JVOST Olivia Green (4) from Riverside, CA, was presented with the prestigious Spirit Award for her unsolicited but highly enthusiastic post-regatta report. Midshipmen Green was effusive about how great it was to coach-up Secretary Woods and how curious he was about learning to be a better sailor. She loved it and was adamant about sailing in the RWSR next year.

## AYC Hosts Warrior Sailing Program

Perfect fall weather was the backdrop for Warrior Sailing Program’s eighth visit to the Annapolis Yacht Club (AYC) on October 7.

Program director Cory Kapes said, “More than 150 veterans have benefited from AYC’s hospitality, getting on the water to provide physical, mental, and emotional therapy.”

Educate, encourage, and empower are the tenets of the Warrior organization, and 21 veterans set out to learn new skills during their three-day challenge. Specially trained coaches used methods and techniques modified to accommodate physical, cognitive, and mental health challenges of the vets. Sailing AYC’s new Sonars, Warrior Sailing brought their own equipment to compensate for physical dis-

abilities, allowing sailors to participate on an equal basis with the able-bodied.

Wind awareness, rigging, controls, and safety were introduced at morning and



Warriors racing at AYC. Photo by Will Keyworth

afternoon whiteboard briefings, followed by on-the-water training. Each boat’s coach turned the vets into a team as they built their skills to compete in the poker run on the last day.

Kathy Parks, president of the Annapolis Yacht Club Foundation, noted the foundation’s ongoing support: “The Warrior Sailing Program is a worthy organization. This debrief comment by one of the sailors confirms our support: ‘Although I was a sailor via the U.S. Navy, I felt like a real sailor this week. Getting the feel of each job made me feel almost one with the sailboat as well as the wind. Being able to feel that you’re in control and knowing and trusting in your team was amazing. The instructors at Warrior Sailing Camp made this one of the most memorable experiences I’ve ever had. I didn’t feel as if my being an amputee was an issue.’”

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

~Ward Anderson

Veterans Day unfolds November 11. If you know of a veteran-related sailing program SpinSheet may want to highlight, email [editor@spinsheet.com](mailto:editor@spinsheet.com).



## A Boat Show & Tell

The Upper Chesapeake Sailing Facebook group hosted a Boat Show & Tell October 4-6 at Baltimore Lighthouse Point Marina in the Canton section of Baltimore. Sixteen Chesapeake cruising boats participated.

Organizer Bryant Gorrell explains, “Our Boat Show and Tell is similar to a classic car show; sailors volunteer to show their boats for viewing by others. We gave our event the slogan ‘the people’s boat show, where the boats are for sail, not for sale.’”

“The fun weekend began on Friday evening as boats arrived at the marina, which has beautiful brand-new docks and plenty of room for us. Saturday’s agenda kicked off at 11 a.m. with a talk by Pete Sarant and Richard Newmann from the Coast Guard Auxiliary Flotilla 22-08. Their topic was Sailing Into Cooler Weather and Precautions You Need To Take.




“The boat show began soon after and lasted until 4 p.m., when everyone voted for Best of Show. There were two winners: a 1977 38-foot Heritage West Indies, beautifully restored inside and out, and owned by Suzanne Hannan and Scott Dauberman—and Ivan the sailing rooster; and a 2002 Catalina 390, a beautiful and very comfortable boat that is ready to cruise the Chesapeake Bay. It was brought to the show by Dan, Michelle, Tom, and Deb Wheeler.

“Some of the rarer boats in the show were *Medusa*, a 44-foot 1980 CSY; *Bernard*, a 45-foot 1978 Van de Stadt Agulhas; and *Mirage*, a 38-foot 1983 trawler complete with a sail.”


Gorrell says, “The highlight of the show was talking to the boat owners and learning about their love for their boats and the dreams of even bigger boats. Each of the boats had its own charm and personality brought out from years of love. Saturday night 36 participants enjoyed happy hour and dinner and made new friends. Afterward, we went back to the boats and continued to share sailing adventures late into the evening.”

Gorrell concludes, “Sunday morning we held a quick awards ceremony. Everyone insists that we do the show again next year, so the planning has already begun!”



# YANKEE POINT MARINA




10' MLW • 101 Wet Slips' • To 135' • Mono & Cat • 130 Dry Slips • ValvTect Gas & Diesel  
Full-Service Yard • Ships Store • Two Restaurants • Live Music • Pool • FUN



**Now taking winter reservations for the boat yard**  
Act soon as space is filling up.

**1303 Oak Hill Rd, Lancaster VA • 804.462.7635**  
[yankeepointmarina.com](http://yankeepointmarina.com)

**Seasonal & Annual Slips Available**  
**NEW Perks for Annual Slipholders**





Stop by for stocking stuffers, hats, tees, hoodies and gift cards!

### Crab Cakes Make Great Gifts!

[www.goldbelly.com/boatyard-bar-and-grill](http://www.goldbelly.com/boatyard-bar-and-grill)



Committed to Great Crabcakes • A Healthier Bay • Sailing Fast • Fishing with Friends • Happy Kids + Dogs

**VOTED BEST**

Crab Cake • Raw Bar  
Family Friendly  
Weekend Brunch  
Boaters/Sailors Bar

Fresh Seafood & Oysters Daily  
Weekend brunch • Happy Hour M–Th



**Boatyard Bar & Grill**

400 Fourth St Annapolis, MD  
[boatyardbarandgrill.com](http://boatyardbarandgrill.com) • 410-216-6206

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

## November

### through Nov 2

#### Ghost Ship - Get Shipwrecked on the John W. Brown

Once adrift throughout the oceans of the world, the ghost ship is now tied on Pier 13 in Baltimore, MD, and waiting for you! Aboard the Liberty Ship *John W. Brown*. Opens at 7:30 p.m., last tickets sold at 10 p.m. This event is open for children 12 years or above and supervised at all times. Tickets: \$35 at [ssjohnwbrown.org](http://ssjohnwbrown.org)

#### 1 SpinSheet Happy Hour Facebook Live: DUH Moments and Lessons Learned on the Racecourse

Grab a drink or a mocktail and join us at 5 p.m. on Friday, November 1 on Facebook Live or YouTube as we welcome sailing coach Kristen Berry to talk about common and embarrassing sailboat racing mistakes and how to avoid them in the future. Send your “duh” moment for discussion in advance of the show to [editor@spinsheet.com](mailto:editor@spinsheet.com).

#### 2 Eastport Tug of War

At the crack o’ noon on the Spa Creek Bridge. The longest international Tug of War over water in the world! All funds raised benefit various charitable organizations in the Annapolis area.

#### 3 Time Change - Fall Back

At 2 a.m., turn your clocks back to 1 a.m. and enjoy that extra hour of sleep.

#### 8 The Guns of CSS Virginia

12 to 1 p.m. at the Mariners’ Museum and Park in Newport News, VA. The Confederate ironclad that fought in Hampton Roads on March 8-9, 1862, had a mixed armament of shell guns, rifled guns, hot shot guns, howitzers, and a ram. Free for museum members, included in \$1 admission. Also livestreamed and free to watch online.

#### 8-10 Easton Waterfowl Festival

For three days, discover the best of local wildlife, nature, art, heritage, food, and fun at the Waterfowl Festival in Easton, MD.

#### 8-10 weCANfoil Fall WASZP Clinic

Join Coach Agustin Ferrario at Severn Sailing Association for an Introduction to Foiling Clinic on WASZPS. This is not a learn-to-sail clinic. This Clinic is designed for sailors with proven sailing skill sets in other boats.

#### 9 Fish For a Cure

F4AC is a fishing and fundraising competition that supports the Cancer Survivorship Program at Lumina Health Anne Arundel Medical Center’s Geaton and JoAnn DeCesaris Cancer Institute. The 18th annual tournament, Paul C. Dettor Captain’s Challenge, and Shore Party (5-9 p.m.) will take place at Safe Harbor Annapolis. Shore Party tickets cost \$150 per person for those not in the tournament. Donate or register at [fishforcure.org](http://fishforcure.org)

#### 12 CBMM Model Guild Sailing Races

11 a.m. to 1 p.m. at the Chesapeake Bay Maritime Museum in St. Michaels, MD. These radio-controlled (RC) sailing races take place on CBMM’s Fogg’s Cove waterfront. After the races are over, the course buoys will be left in place for CBMM members and guests to sail their own RC boats. All races are dependent on marine conditions. Questions? Email [nylandergary755@gmail.com](mailto:nylandergary755@gmail.com)

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



## 16 Yorktown Market Days - Harvest Festival

9 a.m. to 3 p.m. at Riverwalk Landing in Yorktown, VA. Kids young and old will enjoy this autumn extravaganza, which features a live animal show, petting zoo, balloon art, inflatable axe throwing, hay rides, and a pie eating contest. Purchase holiday staples like turkey, sweet potatoes, green beans, cornbread, dinner rolls, and pumpkin pie. Local jewelers, painters, and photographers will also be selling their holiday handiwork. Free.

## 23 Eastern Shore Sea Glass & Coastal Arts Festival: Holiday Edition

10 a.m. to 4 p.m. at the Chesapeake Bay Maritime Museum in St. Michaels, MD. The event highlights artisans and craftspeople who come from near and far to exhibit and sell coastal and sea-glass related jewelry, home decor, art, and more. Tickets: \$10 for members, \$22 for non-members.

## 30 Middle River Lighted Boat Parade

The Mid-Atlantic's largest lighted boat parade and almost the largest in the US! In Middle River, MD. Captains: text name, address, and boat type to (410) 463-2686. Gift cards worth more than \$300 for every captain!

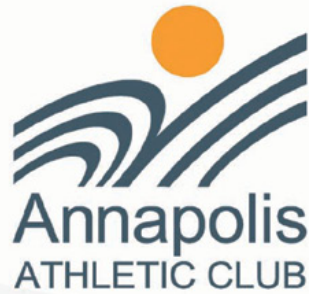
## 30 RRYC Lights On the Creek Lighted Boat Parade

Hosted by the Rappahannock River Yacht Club (RRYC) on Carters Creek in Irvington, VA. Parade forms at 5:30 p.m. near Custom Yacht Service on the eastern branch of Carters Creek. RRYC will be open to the public to watch the parade and will host a post-parade party at 7 p.m. Prizes. The parade is open to any type or size of boat.

# November Racing

## through Nov 24 HYC Frostbite Series

Hosted by Hampton YC, Hampton, VA.



**CYCLING STUDIO AND CLASSES**



**30+ GROUP FITNESS CLASSES INCLUDED**



**INDOOR & OUTDOOR FUNCTIONAL TRAINING TURF**



**FREE WEIGHT AREA**



**TOWEL SERVICE**



**STEAM ROOMS**



**SAUNAS**



**SHOWERS**



**FREE WEIGHTS**



**YOGA**



**PILATES**



**PERSONAL TRAINING**



**MASSAGE THERAPISTS**



**COFFEE BAR & LOUNGE**



**MULTI-CLUB ACCESS**

Follow us

[WWW.CLUBAAC.COM](http://WWW.CLUBAAC.COM)

@THECLUBAAC

ANNAPOLIS ATHLETIC CLUB

**BRING THIS AD TO ANNAPOLIS ATHLETIC CLUB, AND GET A 10 DAY VIP PASS TO EXPERIENCE OUR CLUB WITH NO COMMITMENT!**

**EXPIRES 12/25/24**

\*\*Redeemable for up to two people per household. Annapolis residents and first time users only. Cannot be combined with any other specials or coupons.



## November Racing (cont.)

**2-3 EYC Fall Brawl**  
Hosted by Eastport YC,  
Annapolis, MD.

**2-3 HYC Fall Fling Regatta**  
Hosted by Hampton YC,  
Hampton, VA.

**4 - Dec 15**  
**AYC Frostbite Racing Series 1**  
Hosted by Annapolis YC.

**16-17 C420 Atlantic Coast  
Championships**  
Hosted by Hampton YC.

**30 EYC Leftover Bowl**  
Hosted by Eastport YC.

## December

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

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

**7 24th Annual Alexandria  
Holiday Boat Parade of Lights**  
Boats will cruise past the Old Town  
Alexandria Waterfront starting  
at 5:30 p.m. The Boat Parade is  
complemented by dockside festivities  
held in Waterfront Park. Register  
early! The number of participants is  
limited and fills up fast.

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

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

# SpinSheet

## Happy Hour

### DUH Moments and Lessons Learned on the Racecourse

Join us at 5 p.m. on Friday, November 1  
on Facebook Live or YouTube as we welcome  
sailing coach Kristen Berry to talk about common and embarrassing sailboat racing  
mistakes and how to avoid them in the future. Send your "duh" moment for  
discussion in advance of the show to [editor@spinsheet.com](mailto:editor@spinsheet.com).

Scan QR to follow us on [facebook.com/spinsheet](https://facebook.com/spinsheet) and [youtube.com/spinsheetmagazine](https://youtube.com/spinsheetmagazine)  
for past and upcoming videos. Sign up to get notified about upcoming LIVE  
video streams by clicking to [spinsheet.com/email-signup](https://spinsheet.com/email-signup)





## 7 Chesapeake City Lighted Boat Parade

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

## 7 Yorktown Lighted Boat Parade

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

## 13-15 Christmas in St. Michaels

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

## 14 Eastport Yacht Club Lights Parade

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

## 15 Deale's Annual Parade of Lights

Save the date! And stay tuned for more details on the event Facebook page.

## December Racing

### through Dec 15

AYC Frostbite Racing Series 1

Hosted by Annapolis YC.

### 1 HYC Gaboon Race

Hosted by Hampton YC, Hampton, VA.



■ Sailors burn some calories at the EYC Leftover Bowl November 30. Photo by Will Keyworth

## DOES YOUR BOAT NEED A REFIT? Send Her To Us For The Winter!



## YACHT MAINTENANCE COMPANY

We'll take care of your boat's every need and have her ready for the 2025 season.

Our schedule is filling up, so call us at 410-228-8878 discuss and schedule your project.

- ★ Engine Repairs & Replacements
- ★ Electronics Installation
- ★ Fiberglass Repair
- ★ Deck Repair & Replacement
- ★ Welding ★ Carpentry
- ★ Emergency Repairs

**AWLGRIP** ✕ **Interlux**



101 HAYWARD ST | CAMBRIDGE, MD 21613

YACHTMAINTENANCECO.COM



**AUTHORIZED DEALER. CERTIFIED TECHNICIANS**

# Bay Shore Marine

**410-263-8370**

**www.BayShoreMarineEngines.com**

**Marine Engine & Generator Sales • Parts • Service**

**NOVEMBER 2024 TIDES**

BALTIMORE					ANNAPOLIS					CHESAPEAKE BAY BRIDGE TUNNEL				
Time	Height	Time	Height		Time	Height	Time	Height		Time	Height	Time	Height	
h m	ft	h m	ft	cm	h m	ft	h m	ft	cm	h m	ft	h m	ft	cm
<b>1</b> 01:57 AM	0.5	<b>16</b> 01:15 AM	0.2	6	<b>1</b> 05:22 AM	1.1	<b>16</b> 04:27 AM	0.9	27	<b>1</b> 02:16 AM	0.3	<b>16</b> 01:29 AM	-0.4	-12
07:01 AM	1.2	06:03 AM	1.0	30	11:38 AM	0.1	10:43 AM	-0.2	-6	08:47 AM	3.1	08:04 AM	3.7	113
F 01:02 PM	0.3	Sa 12:07 PM	-0.1	-3	F 06:23 PM	1.5	Sa 05:44 PM	1.6	49	F 03:03 PM	0.3	Sa 02:28 PM	-0.3	-9
● 07:42 PM	1.7	06:55 PM	1.9	58	●					● 09:00 PM	2.5	08:25 PM	2.6	79
<b>2</b> 02:44 AM	0.5	<b>17</b> 02:11 AM	0.2	6	<b>2</b> 12:39 AM	0.5	<b>17</b> 12:11 AM	0.3	9	<b>2</b> 02:49 AM	0.3	<b>17</b> 02:19 AM	-0.3	-9
07:38 AM	1.1	06:53 AM	1.0	30	05:54 AM	1.0	05:13 AM	0.9	27	09:20 AM	3.1	08:53 AM	3.6	110
Sa 01:28 PM	0.3	Su 12:57 PM	-0.1	-3	Sa 12:13 PM	0.1	Su 11:31 AM	-0.2	-6	Sa 03:38 PM	0.3	Su 03:20 PM	-0.2	-6
08:18 PM	1.8	07:47 PM	1.8	55	07:01 PM	1.5	06:36 PM	1.6	49	09:35 PM	2.4	09:15 PM	2.5	76
<b>3</b> 02:29 AM	0.5	<b>18</b> 03:04 AM	0.2	6	<b>3</b> 01:21 AM	0.5	<b>18</b> 01:04 AM	0.3	9	<b>3</b> 02:24 AM	0.3	<b>18</b> 03:09 AM	-0.2	-6
07:14 AM	1.0	07:43 AM	1.0	30	05:26 AM	1.0	06:00 AM	0.8	24	08:54 AM	3.1	09:43 AM	3.4	104
Su 12:57 PM	0.2	M 01:50 PM	-0.1	-3	Su 11:47 AM	0.1	M 12:21 PM	-0.2	-6	Su 03:14 PM	0.4	M 04:12 PM	0.0	0
07:53 PM	1.8	08:37 PM	1.7	52	06:39 PM	1.5	07:29 PM	1.5	46	09:11 PM	2.4	10:06 PM	2.4	73
<b>4</b> 03:15 AM	0.5	<b>19</b> 03:58 AM	0.3	9	<b>4</b> 01:05 AM	0.5	<b>19</b> 01:56 AM	0.4	12	<b>4</b> 03:00 AM	0.4	<b>19</b> 04:01 AM	0.0	0
07:48 AM	1.0	08:32 AM	0.9	27	05:58 AM	0.9	06:50 AM	0.8	24	09:31 AM	3.0	10:34 AM	3.2	98
M 01:31 PM	0.2	Tu 02:42 PM	0.0	0	M 12:23 PM	0.1	Tu 01:13 PM	-0.2	-6	M 03:53 PM	0.4	Tu 05:06 PM	0.1	3
08:30 PM	1.7	09:31 PM	1.6	49	07:20 PM	1.5	08:22 PM	1.4	43	09:50 PM	2.3	10:59 PM	2.3	70
<b>5</b> 04:03 AM	0.5	<b>20</b> 04:52 AM	0.3	9	<b>5</b> 01:51 AM	0.5	<b>20</b> 02:48 AM	0.4	12	<b>5</b> 03:40 AM	0.4	<b>20</b> 04:56 AM	0.2	6
08:22 AM	1.0	09:26 AM	0.9	27	06:33 AM	0.9	07:44 AM	0.8	24	10:11 AM	3.0	11:27 AM	2.9	88
Tu 02:08 PM	0.2	W 03:39 PM	0.1	3	Tu 01:02 PM	0.1	W 02:07 PM	-0.1	-3	Tu 04:36 PM	0.5	W 06:01 PM	0.3	9
09:10 PM	1.7	10:30 PM	1.5	46	08:05 PM	1.5	09:14 PM	1.3	40	10:32 PM	2.2	11:56 PM	2.2	67
<b>6</b> 04:55 AM	0.6	<b>21</b> 05:45 AM	0.3	9	<b>6</b> 02:41 AM	0.5	<b>21</b> 03:41 AM	0.4	12	<b>6</b> 04:24 AM	0.5	<b>21</b> 05:55 AM	0.3	9
09:01 AM	0.9	10:31 AM	0.9	27	07:14 AM	0.9	08:45 AM	0.8	24	10:55 AM	2.9	12:22 PM	2.7	82
W 02:50 PM	0.2	Th 04:45 PM	0.2	6	W 01:45 PM	0.1	Th 03:04 PM	0.0	0	W 05:25 PM	0.5	Th 06:58 PM	0.4	12
09:59 PM	1.7	11:29 PM	1.3	40	08:52 PM	1.4	10:06 PM	1.2	37	11:20 PM	2.2			
<b>7</b> 05:46 AM	0.5	<b>22</b> 06:33 AM	0.3	9	<b>7</b> 03:33 AM	0.5	<b>22</b> 04:31 AM	0.3	9	<b>7</b> 05:16 AM	0.5	<b>22</b> 12:57 AM	2.2	67
09:56 AM	0.9	07:19 AM	0.9	27	08:07 AM	0.8	09:52 AM	0.8	24	11:46 AM	2.8	06:59 AM	0.5	15
Th 03:41 PM	0.3	F 05:50 PM	0.2	6	Th 02:36 PM	0.1	F 04:04 PM	0.1	3	Th 06:19 PM	0.5	F 01:20 PM	2.5	76
10:56 PM	1.6	09:43 PM	1.4	43	09:43 PM	1.4	10:55 PM	1.1	34	07:54 PM	0.4	07:54 PM	0.4	12
<b>8</b> 06:34 AM	0.5	<b>23</b> 07:21 AM	1.2	37	<b>8</b> 04:27 AM	0.5	<b>23</b> 05:20 AM	0.3	9	<b>8</b> 12:17 AM	2.2	<b>23</b> 02:01 AM	2.2	67
11:09 AM	0.9	07:19 AM	0.3	9	09:15 AM	0.8	11:04 AM	0.8	24	06:17 AM	0.6	08:06 AM	0.6	18
F 04:49 PM	0.3	Sa 12:45 PM	0.9	27	F 03:37 PM	0.2	Sa 05:07 PM	0.2	6	F 12:43 PM	2.7	Sa 02:18 PM	2.3	70
11:54 PM	1.6	06:55 PM	0.3	9	10:36 PM	1.4	11:42 PM	1.0	30	07:18 PM	0.5	08:46 PM	0.4	12
<b>9</b> 07:21 AM	0.4	<b>24</b> 01:08 AM	1.2	37	<b>9</b> 05:19 AM	0.4	<b>24</b> 06:04 AM	0.2	6	<b>9</b> 01:21 AM	2.3	<b>24</b> 03:03 AM	2.2	67
12:19 PM	1.0	08:03 AM	0.2	6	10:33 AM	0.9	12:13 PM	0.9	27	07:25 AM	0.5	09:11 AM	0.6	18
Sa 06:08 PM	0.3	Su 01:47 PM	1.0	30	Sa 04:46 PM	0.2	Su 06:10 PM	0.2	6	Sa 01:45 PM	2.7	Su 03:14 PM	2.2	67
●		08:04 PM	0.4	12	● 11:30 PM	1.3	●			● 08:18 PM	0.4	09:32 PM	0.4	12
<b>10</b> 12:48 AM	1.5	<b>25</b> 01:54 AM	1.1	34	<b>10</b> 06:08 AM	0.3	<b>25</b> 12:25 AM	1.0	30	<b>10</b> 02:29 AM	2.4	<b>25</b> 03:57 AM	2.4	73
08:08 AM	0.4	08:44 AM	0.2	6	06:47 AM	0.1	06:47 AM	0.1	3	08:36 AM	0.5	10:08 AM	0.5	15
Su 01:23 PM	1.1	M 02:45 PM	1.1	34	M 01:16 PM	0.9	M 07:12 PM	0.3	9	Su 02:50 PM	2.7	M 04:05 PM	2.2	67
07:34 PM	0.4	09:13 PM	0.4	12	Su 05:58 PM	0.2	07:12 PM	0.3	9	10:13 PM	0.2	10:13 PM	0.3	9
<b>11</b> 12:23 AM	1.3	<b>26</b> 02:41 AM	1.0	30	<b>11</b> 12:23 AM	1.3	<b>26</b> 01:07 AM	0.9	27	<b>11</b> 03:35 AM	2.7	<b>26</b> 04:44 AM	2.5	76
06:55 AM	0.2	09:19 AM	0.1	3	Tu 02:10 PM	1.0	Tu 07:27 AM	0.0	0	09:45 AM	0.3	10:59 AM	0.5	15
M 01:01 PM	1.1	Tu 03:35 PM	1.2	37	M 01:01 PM	1.1	08:10 PM	0.3	9	M 03:53 PM	2.7	Tu 04:52 PM	2.1	64
07:09 PM	0.3	10:10 PM	0.3	9	07:09 PM	0.3	08:10 PM	0.3	9	10:10 PM	0.0	10:51 PM	0.3	9
<b>12</b> 01:14 AM	1.2	<b>27</b> 03:25 AM	0.9	27	<b>12</b> 01:14 AM	1.2	<b>27</b> 01:46 AM	0.8	24	<b>12</b> 04:36 AM	3.0	<b>27</b> 05:26 AM	2.6	79
07:40 AM	0.1	09:50 AM	0.1	3	08:07 AM	0.0	08:07 AM	0.0	0	10:49 AM	0.1	11:43 AM	0.4	12
Tu 02:05 PM	1.3	W 04:17 PM	1.3	40	W 02:58 PM	1.1	W 02:58 PM	1.1	34	Tu 04:53 PM	2.8	W 05:35 PM	2.1	64
08:16 PM	0.3	11:01 PM	0.3	9	09:03 PM	0.3	09:03 PM	0.3	9	11:02 PM	-0.2	11:28 PM	0.2	6
<b>13</b> 02:04 AM	1.1	<b>28</b> 04:06 AM	0.8	24	<b>13</b> 02:04 AM	1.1	<b>28</b> 02:25 AM	0.8	24	<b>13</b> 05:31 AM	3.3	<b>28</b> 06:04 AM	2.8	85
08:25 AM	0.0	10:18 AM	0.0	0	Th 03:41 PM	1.2	Th 03:41 PM	1.2	37	11:48 AM	-0.1	12:23 PM	0.3	9
W 03:03 PM	1.4	Th 04:56 PM	1.4	43	W 03:03 PM	1.4	09:51 PM	0.3	9	W 05:49 PM	2.8	Th 06:15 PM	2.1	64
09:20 PM	0.3	11:51 PM	0.3	9	09:20 PM	0.3				11:51 PM	-0.3			
<b>14</b> 02:53 AM	1.0	<b>29</b> 04:45 AM	0.8	24	<b>14</b> 02:53 AM	1.0	<b>29</b> 03:04 AM	0.8	24	<b>14</b> 06:24 AM	3.5	<b>29</b> 12:05 AM	0.1	3
09:10 AM	-0.1	10:45 AM	0.0	0	Th 03:58 PM	1.5	09:25 AM	-0.1	-3	12:43 PM	-0.2	06:41 AM	2.9	88
Th 10:20 PM	0.3	F 05:34 PM	1.4	43	10:20 PM	0.3	F 04:22 PM	1.2	37	Th 06:42 PM	2.8	F 01:01 PM	0.2	6
							03:37 PM	0.3	9			F 06:55 PM	2.2	67
<b>15</b> 12:40 AM	-0.4	<b>30</b> 12:41 AM	0.2	6	<b>15</b> 03:40 AM	1.0	<b>30</b> 03:42 AM	0.7	21	<b>15</b> 12:40 AM	-0.4	<b>30</b> 12:42 AM	0.1	3
07:14 AM	1.1	05:24 AM	0.7	21	09:56 AM	-0.2	10:04 AM	-0.2	-6	07:14 AM	3.6	07:18 AM	2.9	88
F 11:24 AM	-0.1	Sa 11:13 AM	-0.1	-3	F 04:51 PM	1.6	Sa 05:01 PM	1.2	37	F 01:36 PM	-0.3	Sa 01:38 PM	0.2	6
06:02 PM	1.9	06:13 PM	1.5	46	06:02 PM	1.9	11:20 PM	0.3	9	07:34 PM	2.7	07:34 PM	2.2	67

**DIFFERENCES**

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

**DIFFERENCES**

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

**DIFFERENCES**

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

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





**SD25**  
9-29 MHP



**3YM30AE**  
29.1 MHP



**4JH57**  
57 MHP

**SERVICE/REPAIRS - WARRANTY SERVICE - RE-POWERS**

**Baltimore Harbor Approach**  
(Off Sandy Point)

Slack		Maximum		Slack		Maximum		Slack		Maximum	
h	m	h	m	h	m	h	m	h	m	h	m
<b>1</b>			12:06AM								
F	03:42AM	06:06AM	0.5F								
	08:42AM	11:36AM	-0.6E								
	02:18PM	06:00PM	1.1F								
	09:30PM										
<b>2</b>			12:42AM								
Sa	04:30AM	06:48AM	0.4F								
	09:24AM	12:12PM	-0.5E								
	02:48PM	06:36PM	1.1F								
	10:06PM										
<b>3</b>			01:00AM								
Su	04:18AM	06:36AM	0.4F								
	09:00AM	11:48AM	-0.5E								
	02:18PM	06:12PM	1.1F								
	09:48PM										
<b>4</b>			01:12AM								
M	05:12AM	07:18AM	0.3F								
	10:30AM	12:30PM	-0.4E								
	02:54PM	06:54PM	1.0F								
	10:30PM										
<b>5</b>			01:54AM								
Tu	06:00AM	08:06AM	0.3F								
	10:30AM	01:12PM	-0.4E								
	03:36PM	07:36PM	1.0F								
	11:12PM										
<b>6</b>			02:36AM								
W	06:48AM	08:54AM	0.3F								
	11:24AM	02:00PM	-0.3E								
	04:24PM	08:24PM	0.9F								
<b>7</b>			12:00AM								
Th	07:30AM	09:48AM	0.3F								
	12:24PM	02:54PM	-0.3E								
	05:24PM	09:18PM	0.8F								
<b>8</b>			12:48AM								
F	08:12AM	10:42AM	0.4F								
	01:30PM	04:06PM	-0.3E								
	06:36PM	10:18PM	0.7F								
<b>9</b>			01:42AM								
Sa	08:48AM	11:30AM	0.5F								
	02:36PM	05:18PM	-0.4E								
	08:00PM	11:18PM	0.7F								
<b>10</b>			02:30AM								
Su	09:18AM	12:18PM	0.7F								
	03:36PM	06:30PM	-0.5E								
	09:24PM										
<b>11</b>											
M	03:24AM	06:36AM	-0.7E								
	09:54AM	01:06PM	0.8F								
	04:30PM	07:30PM	-0.7E								
	10:42PM										
<b>12</b>											
Tu	04:12AM	07:30AM	-0.7E								
	10:24AM	01:54PM	1.0F								
	05:24PM	08:30PM	-0.9E								
	11:54PM										
<b>13</b>											
W	05:06AM	08:12AM	-0.7E								
	11:06AM	02:42PM	1.2F								
	06:12PM	09:24PM	-1.0E								
<b>14</b>											
Th	01:00AM	03:24AM	0.5F								
	05:54AM	09:00AM	-0.7E								
	11:42AM	03:30PM	1.3F								
	07:00PM	10:18PM	-1.1E								
<b>15</b>											
F	02:00AM	04:18AM	0.5F								
	06:42AM	09:42AM	-0.7E								
	12:24PM	04:12PM	1.4F								
	07:48PM	11:06PM	-1.2E								
<b>16</b>											
Sa	02:54AM	05:06AM	0.5F								
	08:24AM	10:30AM	-0.7E								
	01:12PM	05:00PM	1.4F								
	08:36PM	11:54PM	-1.2E								
<b>17</b>											
Su	03:42AM	06:00AM	0.5F								
	08:24AM	11:18AM	-0.7E								
	02:00PM	05:48PM	1.3F								
	09:24PM										
<b>18</b>											
M	04:36AM	12:42AM	-1.2E								
	09:24AM	06:48AM	0.5F								
	12:24PM	12:12PM	-0.6E								
	02:48PM	06:36PM	1.3F								
	10:12PM										
<b>19</b>											
Tu	05:24AM	07:42AM	0.5F								
	10:24AM	01:06PM	-0.6E								
	03:42PM	07:30PM	1.1F								
	11:00PM										
<b>20</b>											
W	06:12AM	08:36AM	0.5F								
	11:30AM	02:06PM	-0.5E								
	04:42PM	08:24PM	1.0F								
	11:48PM										
<b>21</b>											
Th	06:54AM	09:36AM	0.6F								
	12:36PM	03:12PM	-0.5E								
	05:48PM	09:18PM	0.8F								
<b>22</b>											
F	12:36AM	04:06AM	-0.9E								
	02:54PM	05:30PM	-0.5E								
	07:00PM	10:18PM	0.7F								
<b>23</b>											
Sa	01:24AM	04:54AM	-0.9E								
	08:24AM	11:30AM	0.7F								
	08:18PM	11:18PM	0.6F								
<b>24</b>											
Su	02:18AM	05:42AM	-0.8E								
	03:48PM	06:36PM	-0.5E								
	09:36PM										
<b>25</b>											
M	03:06AM	06:30AM	-0.7E								
	09:42AM	01:06PM	0.9F								
	04:36PM	07:30PM	-0.6E								
	10:48PM										
<b>26</b>											
Tu	04:00AM	07:18AM	-0.7E								
	10:18AM	01:54PM	0.9F								
	05:24PM	08:24PM	-0.7E								
	11:54PM										
<b>27</b>											
W	04:48AM	08:00AM	-0.7E								
	10:54AM	02:30PM	1.0F								
	06:06PM	09:18PM	-0.8E								
<b>28</b>											
Th	12:54AM	03:12AM	0.4F								
	05:36AM	08:42AM	-0.6E								
	11:30AM	03:12PM	1.1F								
	06:48PM	10:00PM	-0.9E								
<b>29</b>											
F	01:48AM	04:00AM	0.4F								
	06:24AM	09:18AM	-0.6E								
	12:00PM	03:48PM	1.1F								
	07:24PM	10:48PM	-1.0E								
<b>30</b>											
Sa	02:36AM	04:42AM	0.4F								
	07:06AM	10:00AM	-0.5E								
	12:30PM	04:30PM	1.1F								



# start Sailing now



## From Van Life to the Cruising Life Meet Bret and Marisa

▲ As told to Beth Crabtree

**T**he nomadic cruising lifestyle came naturally to Bret and Marisa, who met while living in their vans. Their road took a turn when the young couple became intrigued by sailing while working on the brightwork of a large sailboat in the Pacific Northwest. Eventually the two made their way to Colorado and learned to sail aboard an Erickson 27 on Lake Dillon. In 2023 they traded van life for full-time cruising life. In September, they shared some of their adventures with SpinSheet. Find more on their YouTube channel, @Bretandmarisa.

### The leap to boat ownership

**Bret:** After boat shopping for six months, in November of 2023 we found *Shelly*, a 1978 Valiant 32. We knew that we didn't want a fixer-upper, even if it meant getting a slightly smaller boat, and *Shelly* had a newer engine. The only big project that I did was to put in new electric.

**Marisa:** When I purchased my van, I spent a lot of time fixing it up. With sailing, we just wanted to get

our journey started. At first, we took day sails to get comfortable with the boat and gain confidence, but by mid-June, we had started up the ICW. The goal was New England. I had dreams of going to Maine and maybe even Newfoundland.

### Hello, Chesapeake!

**Bret:** As we approached Norfolk, we debated whether to come up the Bay or go outside in the Atlantic. We needed to refill our cruising kitty, so we asked more experienced cruisers about finding local work. It seemed everyone that we met knew about the Annapolis Boat Shows, and many were headed there. We applied for temporary jobs and have been working for the shows since mid-August.

**Marisa:** After the shows, we will head south with the other cruisers. We are planning to try the Bahamas because we hear it's wonderful, and that's where many cruisers are headed. Next spring, as the cruising community moves north, we will try again to make it to New England.

**Bret:** The sailors we've met have been extremely generous. In Annapolis we've been lent a slip and a car. While anchored on Back Creek we met SpinSheet staffer Eric Richardson, who took us aboard his boat *Blinding Fury* as crew for the Hospice Cup.

### What are the similarities and differences between van life and cruising life?

**Marisa:** Both are communities of nomads. As cruisers move south in the winter and north in the summer, so does van life move with the weather, and you see the same people in different locations. With both, you live in a small place, your home travels with you, and solar power is a great option.

**Bret:** A big difference I see is that boats and boaters seem more accepted by the rest of society. If you show up on a sailboat, you're probably rich. If you show up in

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





■ Liveaboard cruisers Bret and Marisa at the Annapolis Market House.

a van, you might be homeless. Another big difference is that in a van you have to worry about where you'll park and sleep at night; there are laws about where you can leave a vehicle. With a boat you can just drop the anchor. That's really freeing.

**Advice to someone who wants to learn to sail**

**Bret:** Go simple and just start learning. Be flexible and open to opportunities no matter where you go. Be willing to change your plans. Immerse yourself in the sailing community. We have learned so much watching YouTube and reading sailing forums on websites, especially ones specific to Valiant sailboats.

**Marisa:** Show up to a yacht club or marina for weeknight racing. There are usually boats looking for crew. That might seem intimidating, but after one race, you'll see that sailors are passionate about sharing sailing, especially with young people, and experienced sailors are excited to teach new sailors.

There have been times when I've been scared, but there have also been beautiful sunsets, rainbows, dolphins, and amazing new friends. We love cruising and the friends we have made.

## Find a Sailing School

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

### Chesapeake Bay Sailing Schools

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



■ Photo courtesy of SailTime





# Baby, It's Cold Down There, but Oysters Are Lovin' It!

◆ *By Tom Guay*

Heading into Thanksgiving is tough for fair-weather sailing experts like me. Heavy dew covers the deck, the cockpit refuses to dry, it's a wet ride when I shove off and worst of all, the water's getting colder day by day.

The cold water has already chased away the rockfish, bluefish, and perch,

and the Jimmy Blues are digging down into the muddy bottom to hibernate. All we have left is frozen fish and crab, better than nothing I suppose. This signals that my sailing days are numbered. Man, it's tough going with winter just ahead.

It turns out there is some good news for those who can stop rushing around and take a break to look deep into the river. If you'll just grab a mask and dive to the bottom of the Severn River in about 12 feet of water, you'll see some great sights: healthy oysters on the oyster reefs the Severn River Association (SRA) has been restoring since 2018.

Why is this happening? The magic is the cold water. Thanks to SRA's water-quality monitoring program,

we have the data to document that visibility jumps from abysmal summertime lows of one to two feet to nearly 10 feet of visibility in winter. This jump in visibility occurs because the cold water reduces the algae activity that gives our estuary system its greenness. When the water's cold, algae activity slows to a crawl as these microscopic plants cluster on river and creek bottoms to wait out the winter.

To explain this phenomenon from an observational scientist's POV, I employ the 'Halden Homogeneous Hypothesis' to help explain what's happening down below. It's a teaching tool we use to train students and volunteers who help SRA track water-quality conditions, especially algae blooms and dead zones during warm seasons. The hypothesis simply posits that when water temperature falls below x



■ Emi, Grace, Kathryn see amazing clarity. Photos by Tom Guay



■ Lots of Severn River oysters clearly seen.



(something less than 15 degrees Celsius or 59° Fahrenheit), visibility increases dramatically because the algae are inactive when the water's that cold.

What's so great about this visibility? It gives us a special opportunity to finally see and study how our oyster restoration reefs are faring. We were able to do this thanks to a new GoPro camera array created by the Smithsonian Environmental Research Center (SERC).

After camera array and data recording training from SERC's Anna Davis, SRA volunteers set out to capture these images of our bivalves on restoration reefs.

The images reveal healthy reefs. What's special is the sunshine that reaches down to depths of 5.6 meters to create green and orange atmospheric images. Once the camera array settles on the bottom, bang! The eerie watery world of an oyster reef comes into view.

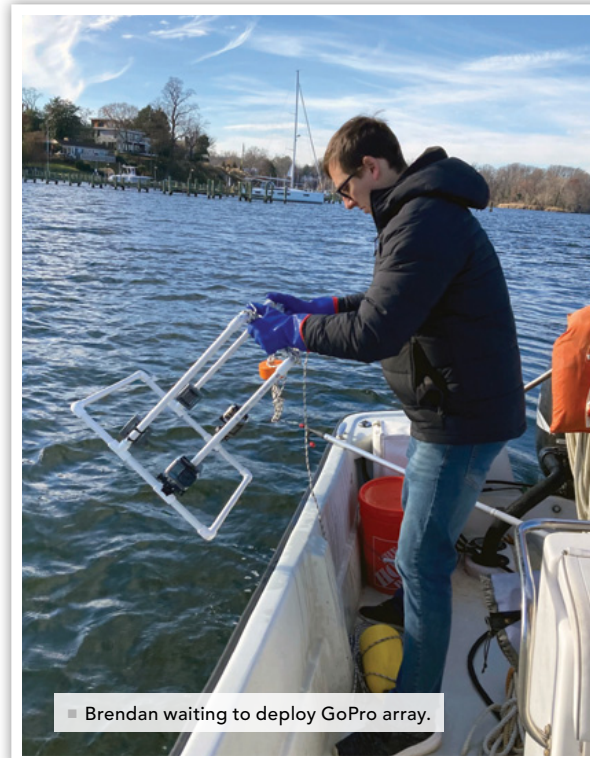
We took dramatic shots of oysters on our Traces Hollow, Wade, Weems Upper,

and Chinks Point Oyster reefs. Note the unusual image of oysters covered with sea squirts at the Chinks Point reef in the image at right. The sea squirts are like oysters, barnacles, and mussels which also show up on oyster reefs. They all help filter and clean the river water.

In one amazing shot, we even captured an image at 9.5 meters depth (31 feet)! In the image, you can clearly see leaves and a bit of underwater grass resting on the bottom near the fishing pier at Jonas and Catherine Green Park.

To get these amazing images, special thanks go to our GoPro array team: Grace, Brendan, Emi, Kathryn, Karen, Dan, and Steve. They all braved cold and windy November days to lower the GoPro camera array, take three-minute videos, and retrieve the array from the cold.

*Learn more about water-quality and oyster programs and how you can get involved at [severnriver.org](http://severnriver.org).*

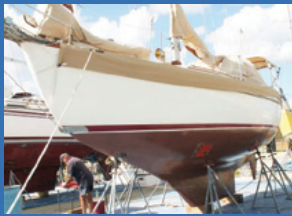


Brendan waiting to deploy GoPro array.



## COPPERCOAT

The 10+ Year Anti-Fouling® Bottom Paint



Successfully  
protecting boats  
for 35 years  
around the  
world

Increase Speed  
and  
Decrease Costs



[www.coppercoatusa.com](http://www.coppercoatusa.com)  
321-514-9197







# Stories of the Century

## As the Temperature Drops...

Sailors and other boaters working toward logging 100 on-water days in the calendar year have either logged their 100th day or are working hard to do so before it gets cold! See the SpinSheet Century Club leaderboard and details about joining our free, inclusive club at [spinsheet.com/century-club](https://spinsheet.com/century-club).



■ Hannah Dickmyer (86 days) and Jordan Hecht (89 days).

## Rock Stars!

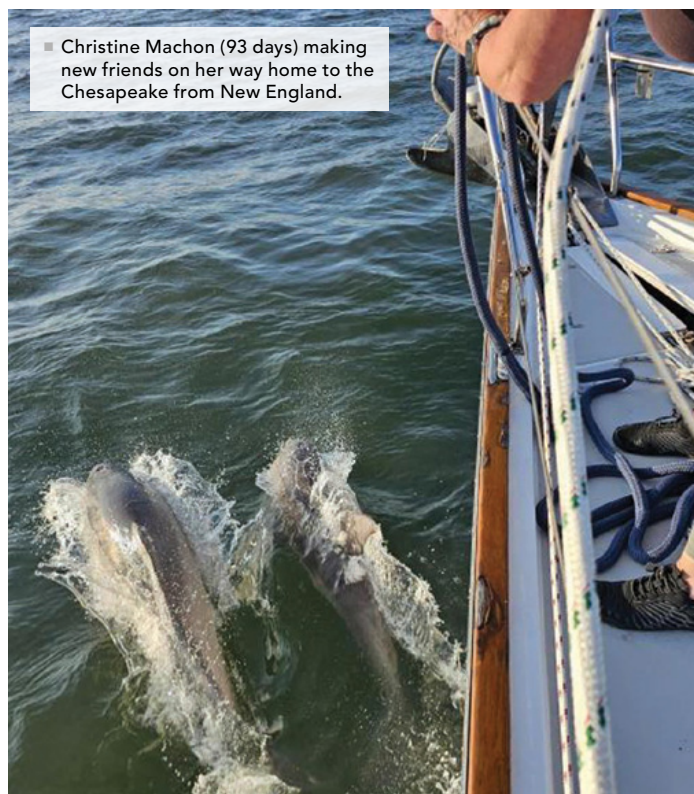
This month in its newsletter, the Downtown Sailing Center featured two enthusiastic SpinSheet Century Club members, Jordan Hecht (89 days) and Hannah Dickmyer (86 days), for their dedication to the Women on the Water (WoW) program.

The DSC writes: “A big thank you to Hannah and Jordan for another successful season of WoW. These two outstanding sailors secured third place at the IOD Women’s Regatta in Marblehead, MA; and under their leadership, WoW welcomed 267 participants to enjoy the water this year. We appreciate Hannah and Jordan for leading this fantastic program and fostering a welcoming environment for women and non-binary individuals to learn sailing and build community. Thank you for all your hard work—we can’t wait for next season!”

It’s worth adding that these two diehard sailors each have full-time jobs in addition to their sailing and volunteer activity. We’re not sure where they find all that positive energy, but we tend to think that more days on the water = better attitudes. Thanks for all you do, Jordan and Hannah!



■ Jayne Durden (96 days) and Mark Burrows volunteering for race committee.



■ Christine Machon (93 days) making new friends on her way home to the Chesapeake from New England.





■ The wind died on Matt Sheridan's 100th day on the water aboard Cheshire Cat in the Baltimore Harbor Cup.



■ Rebekah B (100 days).



■ Cynde Nordone (90 days) explores the Choptank for five days.

# Can You Log 100 Days On The Water?



presented by



Join the club by simply logging 100 days on the water throughout the year. Sailing, powerboating, or paddling on any body of water qualifies.

## 2024 Century Club Leaderboard\*

- |                              |                                |
|------------------------------|--------------------------------|
| 1. David Sites - 282 Days    | 6. Jeff Joy - 146 Days         |
| 2. Dave Nestel - 269 Days    | 7. Jere Glover - 140 Days      |
| 3. Drew Mutch - 241 Days     | 8. Carrie Will - 139 Days      |
| 4. Mike Pitchford - 155 Days | 9. Michael McCauley - 135 Days |
| 5. James Ronayne - 150 Days  | 10. Ashley Love - 135 Days     |

\*As of 10/21/2024



Jere Glover got a good look at the Pride of Baltimore II with friends



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





# Great Chesapeake Bay Schooner Race 2024

Photos by Eric Moseson

After educational programming, a Parade of Sail, and kickoff festivities in Baltimore, The Great Chesapeake Bay Schooner Race (GCBSR) started just south of the Chesapeake Bay Bridge mid-day on October 3. The 120-mile race concluded with more educational opportunities and a celebration in Norfolk, VA.

Among awards given after the race was a fun one: the “Look Like Lane” Mutton Chop Competition, won by Ken Haney. Keith Jones, GCBSR’s longtime treasurer, won the prestigious Black Dog Trophy. Named and modeled after race founder Captain Briggs’s faithful companion, Rebel, its bronze statue of a black dog signifies loyalty to the race mission and faithful and honorable support for the event without personal recognition, in the spirit of Lane A. Briggs.

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



## GCBSR Class Winners

- Class AA** *Pride of Baltimore II*
- Class A** *Woodwind*
- Class B** *North Wind*
- Class C** *Sea Hawk*
- Class N** *Lilith*









# A Sunny, Spectacular Annapolis Sailboat Show

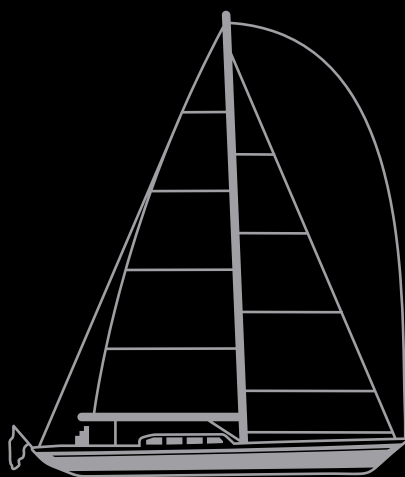
**W**ow! Who remembers a sunnier boat show, or sunnier back-to-back boat shows, in Annapolis? The 54th Annapolis Sailboat Show, October 10-14, proved to be truly memorable not only for five days of sunshine and comfortable temperatures but also for an impressive number of premiering boats from foiling dinghies to 70-foot expedition yachts and a treasure trove of monohulls and multihulls in the 40- to 55-foot range. >>



Photo by Larry French



# THE RIGGING COMPANY



443.847.1004 | 340.774.6833  
Annapolis, MD | St. Thomas, USVI  
[www.theriggingco.com](http://www.theriggingco.com)



## Annapolis Sailboat Show



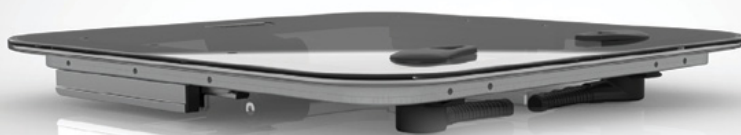
The tents were abuzz with people searching for sailing apparel, gear, hardware, and electronics, and the docks remained crowded with lines to board new boats for most of the five-day festival of sail. Sailors from around the country greeted one another, raved about the weather, and walked to find “one last Painkiller,” as Pusser’s Caribbean Grill will close its Annapolis doors at the month’s end (and open a new location in the Canton neighborhood in Baltimore next spring).

On Friday evening aboard the *Pride of Baltimore II*, SpinSheet hosted a happy hour and book signing for our founding editor and local author David Gendell’s latest book, “The Last Days of the Schooner *America*.” The event featured beer from Forward Brewing and snacks by the Boatyard Bar & Grill. Dave and *Pride* Captain Jan Miles talked about the history of their vessels and how their designs were connected over time. Watching the sunset and the many anchor lights in the harbor twinkle reminded us how much we love

this town, this show, and having the *Pride* be a part of it.

Thank you to our readers and longtime sailing friends who stopped by the SpinSheet booth to suggest story ideas, sign up for our “Dinner on Us” raffle, and make donations to the EWE Spirit Foundation. We take your suggestions and story ideas seriously and are ever appreciative of your stopping by to remind us how much SpinSheet means to you. Find more photos at [spinsheet.com](http://spinsheet.com).

## LEWMAR® ULTRA-LOW PROFILE HATCH



### Elevate your view... minimize the profile.

The Ultra-Low Profile Hatch is on its way, combining practicality, aesthetics, and ease of installation – it’s an excellent choice for marine enthusiasts. Don’t miss out – place your order now to secure your stock from the first production batch of this highly anticipated product.

919 BAY RIDGE RD | ANNAPOLIS, MD 21403  
410-267-8681 | 800-456-9151

FAWCETTBOAT.COM | INFO@FAWCETTBOAT.COM

## Follow us!



FACEBOOK.COM/  
SPINSHEET



TWITTER.COM/  
SPINSHEET



INSTAGRAM.COM/  
SPINSHEETMAGAZINE



YOUTUBE.COM/  
SPINSHEETMAGAZINE

Scan QR code using  
your phone’s camera.



**SpinSheet**  
SPINSHEET.COM





# Explore the Bay with Argo

Download the FREE Argo Boating app for your next trip!

AUTOROUTING • DEPTH CHARTS • TRACKS • CAPTAIN'S LOG  
REPORT PINS • REVIEWS • MESSAGING • SOCIAL FEED



## NEW GROUPS FEATURE FOR CLUBS!

Plan trips, message and connect with your club members on the water.



# URBANNA!

*Cruise, Dine, Shop, and See the Map That Helped Define America*

◆ *By Lou Frank*

Following the well-marked channel into Urbanna Harbor we made a hard left around Rosegill Beach. Suddenly, one of the best natural harbors in the southern Chesapeake Bay unfolded. Gliding along at idle, we slid through centuries of waterfront stories waiting to be discovered. This deep and protected harbor defined Urbanna's once vibrant tobacco trade that blossomed less than a century after English settlers arrived in Jamestown. Today it boasts a population of just 500, yet this larger-than-life community is still characterized by resilient, tightly connected residents.

Many of us have heard of—or perhaps even attended—its famed Oyster Festival, now in its 67th year. Imagine this tiny town nestled on the southwest shore of the Rappahannock River outsized with 50,000 visitors over just two days in early November. Everyone pitches in to

cook, shuck, and sauce-up delicacies on the half-shell. Thousands stroll through blocked-off streets—though it somehow never seems overly crowded—finding a variety of other food, craft beer and wine, shopping, parades, and music throughout. Being there feels like you've stepped right into a Norman Rockwell painting.

Yet even for the rest of the year, Urbanna begs for a visit as an ultimately charming destination. By land and water many times, I've shared this unique Chesapeake town with visitors from as far away as California. Sliding a dinghy onto Rosegill Beach while sipping tropical punch delivers a lazy, sundrenched afternoon of simply enjoying life. This perfect little peninsula begs for another version of enjoying Urbanna: by boat. It's just one of so many reasons this town never disappoints.

In the village Urbanna has everything a sailor needs within just a few blocks. Charming gift and re-sale shops, a half-

dozen restaurants, a well-stocked grocery, and a convenient VABC liquor store.

Not to be missed is the classic country drugstore where you can sit at the counter and enjoy your favorite ice cream or sweet beverage. Time has not walked away here, conjuring childhood memories worth sharing with your kids.

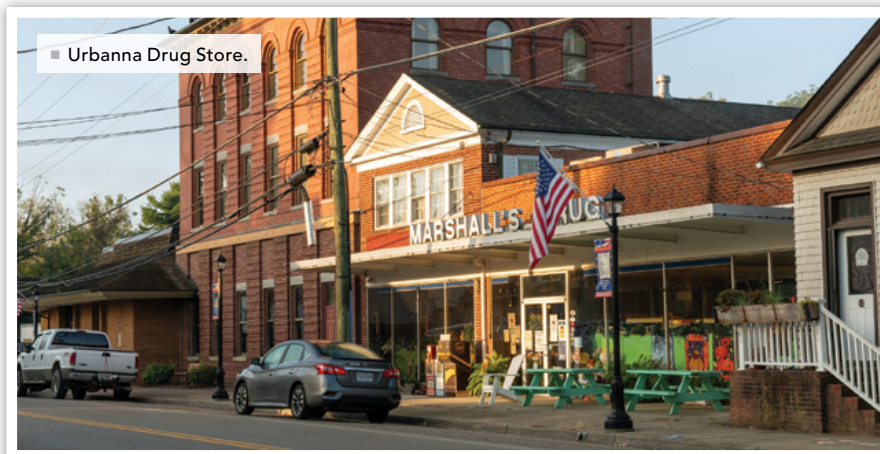
In 1680, Virginia's fledgling government called the House of Burgesses passed an act to create port towns. Urbanna was one of 20, this one dreamed as an up-and-coming urban center named for England's Queen Anne. Not long after, the James Mills Scottish Factor Store became the region's hub for exchanging tobacco for cash and goods. That building survives today as the Urbanna Museum and Visitors Center. It's a worthwhile stop, if for no other reason, to see the Mitchell Map.

Like most sailors, accurate maps and charts have always been part of my travels, and perhaps finding the original Mitchell

■ Urbanna Harbor. Photos by Lou Frank







Map in the museum will give you shivers as it did me. Drawn by Dr. John Mitchell over years of research before being published in 1755, it is considered one of the most defining maps in North America. Revered for its accuracy, it was used in 1783 by British and American diplomats to define borders in the Treaty of Paris. Since then, it has been the final definition in settling disputes between Maine and New Brunswick; Canada and Labrador; Wisconsin and Michigan; and even the New Jersey-Delaware border. At nearly 270 years old, you can stare with your own imagination at this cornerstone of American history.

As you stroll on a self-guided walk through town, the museum is but one of many historic buildings, five of which are federally noted as historic. Add in architectural styles such as Queen Anne, Carpenter Gothic, Romanesque Revival, Colonial Revival, and well, it's an ultimately charming mash-up.

In exploring several of the restaurants, I have yet to be disappointed. Dig into smoked meats or locally harvested salad and seafood at Something Different. Or slide into Little Jimmy's or maybe the Virginia Street Café that's a converted five and dime. There's outdoor seating for dozens of sailors at Small Town Burger, and there's even an authentic Mexican restaurant. Everything I've had is delicious. All are within walking distance from the harbor.

And there's the music scene that's so alive and vibrant. If you're lucky enough to be in town on the second Saturday

every temperate month, from 4 to 8 p.m. dance your way to Taber Park. The music is not only local but fabulous and free. Add in Farmers Markets, artists with works found throughout town delighting most any fancy, and a litany of regular events, and this place just keeps rocking.

If you're arriving by water, there is a large area for anchoring dozens of boats. Want to tie up? Choose either of the marinas. Both are in excellent condition, though Urbby (Urbanna Boat Yard and Marina) is relatively new because of a tragic December 2016 fire that destroyed an old covered-slip marina. It is not the first time fire has brought change to Urbanna's human-scape. Over the centuries, change abounds here as history is written and created anew.

Going by land or meeting friends in Urbanna? There are several delightful B&Bs to choose from. A few years ago, I met up with a Sailing Club of the Chesapeake cruise by land and stayed at the Chesapeake Inn. It was just what you'd want from a small-town hotel: one floor, squeaky clean, and your car stays put as you walk to everything.

There's a benefit if you happen to have a car, though. There are still several surviving plantations from the 18th century begging to be explored. They each have a history worth exploring on a shore-based tour. But that's another story for another day.

Even if you arrive by land, you can still get on the water! Along with guided fishing options and tours by pontoon boat, there is a 60-foot sailing cat (*Nauti Cat*)

that can give the reverse tour of what was "the liquor run" from decades ago. You'll head across the Rappahannock to Carters Creek for a waterside view of the famed Tides Inn. Back in the day and for several decades, those from dry Lancaster County would depart The Tides for Urbanna when in need of a special bottle or two available in Middlesex County but not at home.

Urbanna has always been a town of landowners, harbor masters, ship's captains, and merchants. Today, its residents awake each morning to walk a dog or grab a coffee, and they welcome you. It's a hidden jewel and a worthwhile destination when cruising the southern Bay. Small but ever-vibrant, I have always found Urbanna a charming delight.

**About the author:** Lou Frank grew up sailing and racing in the Annapolis area, lived aboard and raced in San Diego, and returned to the Virginia waters of the Bay. He is a member of the Sailing Club of the Chesapeake and vice commodore of Indian Creek Yacht Club. He writes and accepts still and drone photography assignments. Find him at [loufrankphotos@gmail.com](mailto:loufrankphotos@gmail.com).





# 10 TIPS FOR WINTERIZATION

✦ *By Captain Cheryl Duvall*

Shortly after the Annapolis Sailboat Show in October, many Chesapeake sailors close their boating season. While it can be tough to bid adieu to our vessels, autumn is a great time to ensure successful spring commissioning. Whether you contract your boat's winterization, DIY, or blend the two, here are 10 tips for your vessel's winter spa treatments.



Belle Bateau on the hard in Port Annapolis Marina.

**1. Inspecting the boat.** If you didn't keep a running list this season, take a hard look at your boat. Pretend you are once again a wary buyer, noting cracks, wear, and corrosion. A good DIY cleaning, above and below decks, may illuminate defects you might overlook if you contract the work to others. If your boat is on the hard, use a moisture meter to detect potential trouble areas that might be hidden by paint and gelcoat. Inspect the prop and rudder as well as steering cables, replace zincs, lubricate seacocks, clean battery terminals, tighten clamps, and clean the bilge. A thorough review of your boat at the beginning of winter will help you decide what repairs need to be prioritized before spring.

**2. Inspecting the rig.** Standing and running rigging should also be inspected for wear or chafing, including sheaves, blocks, and other moving parts. Memories are fresher after a season of raising sails and might identify needed repairs aloft, such as a broken winch. We don't often unstep our mast, but when we do, we use the opportunity to inspect items that are tough to service. Recently, while the mast was down due to professional re-rigging, we confirmed our air draft measurement. There's always an advantage to having components within easy reach.

**3. Removing sails and canvas.** There are only two days per year that sailors want a no-wind day, and removing sails in the fall is one of them. It can be helpful to anchor out for this task which assures the bow will be pointed into the wind if breezes shift. If your sails are large and heavy, it may be easier to flake them on the deck rather than wrestling them onto the dock and searching for a large clean area. As we remove each sail, we inspect conditions and decide if professional washing and storage is necessary, or if we can simply store them below decks. Additionally, we remove our dodger, full enclosure, and sun screens for winter cleaning and repairs.

**4. Eliminating all water.** To prevent winter's freeze from damaging vessels, all water must be removed. Draining the freshwater system and filling lines with proper non-toxic antifreeze rated for anticipated temperatures also requires remembering every possible pump that could contain water. A checklist prepared for your specific boat is essential and might include potentially overlooked areas such as the stern shower, shower sump, and anchor washdown. Our checklist reminds us to remove the Sea Gull filter before using antifreeze and to drain the hot water tank via its bypass so antifreeze doesn't leave an odor. We also remove all liquids from the boat, including soaps, cleansers, and sunscreens.

**5. Winterizing engine(s).** Whether you contract with a mechanic or winterize your engine yourself, there are three essential steps for cold storage: change the oil and oil filter; change the fuel filter and stabilize the fuel; and drain water from the engine or replace with antifreeze. We typically DIY our engine winterization. For step three, a five-gallon bucket of antifreeze is sufficient for our inboard diesel, though extra bottles are nearby if needed. Our raw water intake valve is clearly labeled, and we installed a bypass valve to make the process easier. Using our headsets (see [pinsheet.com/headsets](https://pinsheet.com/headsets)),



■ Sliding sliced swim noodles up the mast to quiet clanking halyard over winter.

## A GREAT GUIDE

We have found "The Boaters Guide to Winterizing" from Boat US ([boat.us/expert-advice/how-to-diy/winterization](https://boat.us/expert-advice/how-to-diy/winterization)) to be a great guide for any boater.



the person above decks can communicate below decks when enough anti-freeze has been circulated. We repeat the process for our generator.

**6. Haul out or leave in?** With electric bubblers and relatively mild winters of late, leaving boats in the water is not as risky if sailors frequently visit and monitor their boats, especially during winter weather events. For a few years, we alternated hauling out and leaving



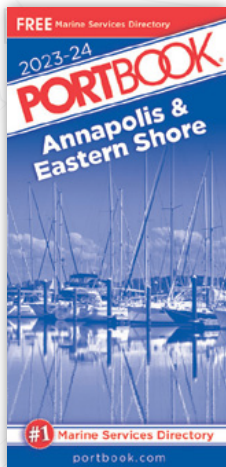
in. During the spring of 2020, we were especially delighted that we had left our boat in the water since the pandemic shuttered marinas which delayed splashings. We got lucky that year. But we also have reaped the benefits of “being on the hard” where it’s easier to work on components that need more than a short spring haul to be attended. If you decide to haul out, be sure to contract with a marina early. And last out is often first in!

**7. To cover or not?** There are as many opinions about covering boats for the winter as there are about whether to haul out. We cover our boat each winter but have many friends who never even consider it. We have found that winter enclosures keep water and snow off the boat and extend the life of our gel-coat and brightwork. Vented covers are essential to preventing mildew, and we have been pleased that our boats have never had a moisture problem.



**8. Leveraging technology.** Monitoring boats over the winter has improved due to recent technological advancements. In addition to well-placed cameras, several apps can keep you in touch with your vessel. We monitor batteries year-round with an app, which is especially helpful during the winter when our boat is on jack stands and not connected to power. Remarkably, our solar panels keep the starter and house banks charged, even with a winter cover.

# Got a New Boat?



Find the **BEST** people to take care of her at **PortBook.com**

PortBook is the resource boaters use to find service providers they can trust.

**PORTBOOK**  
Boaters' Marine Directory  
FOR ANNAPOLIS & EASTERN SHORE





**9. Added touches.** As you complete your checklist, consider a few added touches that could make you a welcome neighbor in your marina. Often there are liveaboards and marina staff who live or work near stored vessels. Clanging halyards can be a nuisance, as are empty in-mast furling systems. We innovated a solution by pushing vertically sliced swim noodles up our mast, surrounding the mechanism, and silencing the annoying noise.

**10. Review and understand.** “Boat winterization” does not enjoy a universal definition. Asking a marina to winterize the engine and freshwater system doesn’t mean that sea-cocks will be closed and heads will be winterized. Boaters should delineate or request a written contract that details all necessary tasks within a timeframe that occurs before the first hard freeze. If leaving your boat in the water, also understand if the marina will inspect lines and bilges over the winter. Review owner’s manuals of additional equipment that may be installed to assure appropriate winter protection to your electronics and other systems.



■ Using a five-gallon bucket of anti-freeze to winterize our inboard diesel.

**About the author:** Captain Cheryl Duvall is a USCG Licensed Master, Inland 100 GRT, and is the program director for the Chesapeake Area Professional Captains Association (CAPCA). She sails her *Gozzard 44 Belle Bateau* out of Annapolis. Reach her at [cherylduvall@mac.com](mailto:cherylduvall@mac.com) or [sailingbelle.net](http://sailingbelle.net).

# READY, SET... WINTER

Created in C.A.D. cut with our Automated System



**"EXACT FIT"  
WINTER COVERS**

Marine Fabricators Association  
**"AWARD OF EXCELLENCE"**  
Category: Full Covers



- Most Covers starting at \$125/ft
- Fabricated with 1st quality Heavy Top Gun fabric
- Tenara Gore thread "Lifetime Warranty"
- 2 or 3 piece design, Clam shell venting
- Covers include a soft lining at the toe rail
- Easily installs in 1 hour
- Order early

**SEA CANVAS**

**609-601-2525**

[SeaCanvas.com](http://SeaCanvas.com)

[Carl@seacanvas.com](mailto:Carl@seacanvas.com)





# How To Mold-Proof Your Boat

By Laura Champagne

Where there are boats, there is water; where there is water, there is a high probability of mold! In rainy and humid climates, boats are the perfect breeding ground for mold, fungi, and bacteria. Mold infestations are one of the common hassles facing boat owners. Do not panic. There are ways to identify, remove, and prevent mold before it becomes a serious issue to a vessel's living spaces and overall health.

Mold is a family of fungus. Given "the perfect storm" of warm and wet conditions, those spores can settle onto wood, clothing, furniture fabrics, leather, paper or ceilings and quickly grow into a colony of biological contaminants, releasing allergens, irritants, mycotoxins, and microbial volatile organic compounds. Typically, you will see mold growing in showers and bathrooms where the humidity levels remain higher and longer than in other rooms. In boats, the biggest concerns are the dark, damp areas of the interior that cannot easily be seen.

Mold and mildew can pose a health risk to boaters, damaging their respiratory and nervous systems. More importantly, toxic mold can also exacerbate compromised health issues, such as headaches, difficulty breathing, wheezing, sneezing, coughing, nose bleeds, and fever. It is critical that boat owners get rid of any mold or mildew as soon as possible.

How can you tell if your boat has a mold problem? Obvious indicators are musty smells; visible black spots on walls, vinyl, and ceilings; and water stains on floors or warped materials. A thriving mold colony can also rot flooring, destroy fiberglass walls, generate cosmetic and structural damage, and ruin interior furnishings.

■ Mold on a petri dish.  
Photo by RimmaKhaz



Use a flashlight to inspect hard-to-reach areas, such as cupboards, drawers, and hanging lockers, behind appliances, and in corners and crevices. Check the air conditioning and heating vents for any signs of mold growth. These areas can be especially problematic, as they will circulate mold spores throughout your entire watercraft.

The most accurate way to determine the presence of mold is through an air-quality or surface strip test that is conducted by a professional mold remediation company and analyzed at a third-party lab.

If you detect a mold outbreak onboard, open all the windows in the affected area and avoid using harsh chemicals because they stop at the surface, don't penetrate to the root of the problem, and can cause other health risks. Since mold grows in nature, the best way to remove it is through the use of natural, organic enzymes. Enzy-Cleanse is one such solution that acts as a catalyst to break down mold roots and spores at the cellular level.

You apply the green formula using a fogger to penetrate contaminated surfaces, small and difficult-to-reach areas, and duct work to circulate puri-

fied air around the affected boat. It is safe for humans and pets, and because the enzymes are specific to the biological contaminants contained within the vessel, the treatment does not cause any damage to personal property. It continues working to prevent more mold production long after the treatment.

After mold is completely remediated from a boat, prevent a new influx by taking a few simple steps and implementing some best practices. These include:

- **Look for leaks:** Start the inspection by examining all hardware on the boat like the stanchions, hatches, vents, ports, bow rollers, and windlass. If there is any water getting through the seals, remove it and look to see if there are any signs that the water seeped into the deck's core. Remove any rot that you find and seal the area. Refit the hardware and add sealant. Remember to check the thru-hulls, bilge, and scuppers hull joins. The scuppers can back up, causing blockages, affecting drainage. The thru-hulls might need resealing, and you'll have to test the bilge pumps to see that they're moving water correctly.



- **Ensure proper ventilation:** Since all mold and fungi require stale, stagnant air, proper ventilation is key to preventing mold growth in your watercraft. All interior areas of the boat should have vents allowing for free-flowing fresh air into lockers, cupboards, bilge covers, heads, and the galley. Install passive and active vents like a solar fan, that will exchange the air inside the boat every hour.

- **Clean regularly:** Systematic cleaning is essential to prevent mold growth in your boat. Regularly wipe down surfaces and remove any standing water or moisture, and use anti-mold cleaning products, such as tea tree oil or grapefruit seed extract.

- **Maintain appropriate humidity levels:** Humidity, a major contributor to mold growth, is difficult to control in boats. High levels of moisture in the air can cause condensation to form, providing the perfect environment for mold spores to grow. Use a moisture meter to measure the humidity levels on your vessel. Any readings above 60 percent indicate a high risk of mold growth. Investigate fitted boat dryers, a dehumidifying system specifically for boats. These dryers are ideal for 24/7 use and have features that prevent the device from overheating and causing a fire. Avoid open windows and drying your clothes inside the cabin. Use moisture-absorbing materials such as calcium chloride packs, silica gel packets, charcoal, and desiccant bags throughout the vessel.

- **Use mold-resistant materials:** Consider using mold-resistant paint, flooring, and fabric in your boat to help avoid mold growth.

- **Proper coverage and storage:** When the vessel is put into storage for the winter, use a cover to protect mold or mildew spores from entering it. Keep in mind; however, that a cover also limits airflow inside the boat. Therefore, you'll need to ensure that the interior is completely dry before covering it. Store the boat in a dry, well-ventilated area, and consider using a dehumidifier to keep humidity levels low.



- **Conduct external inspections:** Routinely inspect the outside of the watercraft for foundation problems, poorly installed windows, roof concerns, broken seals, poor drainage, and storm damage that would cause an increase in water flow.

- **Call the professionals:** Regular professional mold testing can detect contamination early enough to prevent serious problems and avoid costly property repairs. If you suspect mold growth, consider hiring a professional mold company to perform a more thorough inspection that utilizes specialized equipment to

detect mold growth behind walls and other hidden areas.

Mold spores grow rapidly and uncontrollably when they have enough moisture, warmth, and porous surfaces. By the time a boat owner notices a problem, the mold contamination may already be causing serious harm to its inhabitants. Vessel owners need to do their due diligence by keeping up with regular cleaning and maintenance, watching for broken seals and cracks through which water can flow, and calling a professional mold company when necessary. After all, an ounce of prevention is worth a pound of cure!

**About the Author:** Laura Champagne is co-owner of Natural Home Solutions LLC, a mold removal company committed to keeping homes, businesses, RVs, and boats safe from mold contamination. For more information, visit [naturalhome.solutions](https://naturalhome.solutions).





# Offshore Rigging Specialists

410.280.2752 | Located in Bert Jabins Yacht Yard | [www.Myachtservices.net](http://www.Myachtservices.net)

## FAIR WINDS ... AND WHAT?!

By James Lane

When I was growing up in a south Texas boatyard in the late 1970s, scraping and sanding on my father's seven-year schooner project, I watched a lot of adventuring sailors come and go. Corpus Christi is a busy jump-off point for Gulf Intracoastal Waterway (GIWW) sailors and Caribbean adventurers. When a sailor departed on a true adventure from our marina, you'd hear one particular phrase echoed over and over, and that was: "Fair winds, my friends!"

Many years later, when my partner and I bought our first boat on the west coast of the United States, I started hearing what I thought was a bastardization of that once peaceful wish with a different second phrase that went... "And following seas!"

Somehow the friendship aspect of that salty old send-off had disappeared between Texas and Seattle and was replaced by, of all things, following seas. I went to the official U.S. Navy website to try to find an origin story behind the famous old adage, and even the Navy tells us there is no known origin to "Fair Winds and Following Seas." I wonder why would a person wish that on anybody?

Those words were uttered by the broker when we bought our first cruising sailboat. About a month later, we got a true taste of the intense power of a following sea.

The Saratoga Passage between Whidbey Island and Camano Island in Washington State is the very definition of troubled waters, driven by some truly awesome currents. On the Whidbey side, there

are some spectacular anchorages that shouldn't be missed on any adventure to the San Juan Islands from Seattle, so we put the hook down just south of Randall Point at 10-to-one in 10 feet of water on an eight-foot rising tide and whipped up some truly delectable trash hash (mac-n-cheese with canned tuna mixed in).

This was very early in the whole cellphone thing, so connectivity was iffy at best in the more remote places of the Puget Sound, and it was easy to get away from distractions. Regardless of our desire for privacy, we got a call from a friend in the middle of the night telling us to get to some protection quickly because the next day was going to be hell.

We tuned in to NOAA weather radio. Sure enough, Perfect Paul promised us 60 knots of westerly wind by noon. Our trusty barometer had already taken a serious dive. In our great big (new to us) wooden Seawolf ketch, we figured we could still get a good night's rest, get underway before the sun came up, and beat the storm to Oak Harbor at the protected north end of the Passage.

We left on glass at 6 a.m. By 9 a.m., we were double-reefed on a broad reach with the main only and still way over-powered. We fought a foul outgoing tide for most of the morning. The seas stacked up from behind like nothing either one of us had ever seen. I'm talking about sharp, pointy, monster growlers that were coming to get us from astern. How big? Who cares!

Those foretold following seas that the broker had wished upon us were so much meaner and bigger than we or our freaked-out cat could imagine prior to that day. After the turn around they only got bigger and angrier, but we made it into Oak Harbor without breaking anything.

The local TV news station came out to cover the storm and caught us on camera navigating the marina's frightening dog-leg







■ James Lane in fair winds en route to the Azores.



■ Dena Hankins on Cetacea sailing with a reef in the Atlantic.

channel. They stuck around filming bits and pieces of tattered flags and plastic patio furniture flying away. A short while later they found us on our way out of the marina gate with all our storm-wet, salty laundry slung over our shoulders. They turned the camera on us, and when the reporter asked if we'd ever do anything crazy like that again and held the mic out my way, I got to deliver my favorite line ever to a reporter. I said, "Are you kidding me? We live for this s#!!" I got bleeped by the locals.

Instead of making it to the San Juans that year, we lived through a historic storm and spent three days in Oak Harbor listening to the banshees in the rig, petting the cat, and doing laundry.

One of those personal heroes I never want to meet in person, Robert Perry, world-famous marine architect and the designer of the electric Baba 30 we live on now, has said to his fan club that following seas are his least favorite way to track through the water. I can't say the same, actually. My least favorite way to sail is beating into bashing seas and headwinds. I like a nice broad reach in 10-15 with all the laundry up and the windvane at the helm.

Don't get me wrong, our 24 years of living underway have given us many a

glorious following wave pattern, oceanic as well as in protected waters. Annapolis provided us with glorious downwind wing-on-wing runs under the Chesapeake Bay Bridge to the Swan Creek anchorage and sometimes a reciprocal downwind run home after the winds clocked around in the shoulder seasons.

Regardless, a giant, slurping, growling, angry following sea remains the most terrifying thing a sailor can endure. Once you get her settled on the waves at the best angle (of course it varies with the sea conditions and the vessel), it does no good at all to look behind you. So, why do it? Because you must. You're a sailing masochist. You just can't help it.

When we were coming down the west coast of the U.S. from Blaine, WA, to the San Francisco Bay, we "broke some stuff" (as you do) and ended up wintering in Eureka, CA, for four dreary months of the grim winter of 2001/02. We both landed pretty good jobs in the Bay Area prior to moving the boat south to San Francisco, so we briefly bunked in a student boarding house in Berkeley.

We got another one of those awful nighttime calls from a friend in Eureka to let us know that our boat had been hit at the dock by a very large brand-new power yacht. She hadn't sunk, but her mizzen boom and rig had been badly damaged,

and the solid teak aft rail and solid bronze dinghy davits were destroyed.

The owner of the offending boat left his insurance information and continued on his merry way to Oregon because he was pushing the deadline to skip out on paying California sales tax. We never met the dude. His insurance company wrote a check, and we missed a year and a half of great Bay Area sailing doing repairs. But before we could do that, we got to sail our broken 28,000-pound wooden sailboat to San Francisco from the Humboldt Bay.

Now, we'd been reading Latitude 38 (the west coast's nearest kin to SpinSheet) for a few years at that point and had heard all about the "waves the size of Walmarts" in many a harrowing tale. It was early spring, so we were primed for hijinks... at least that's what we thought at the time.

We used the wind and the current for the first four hours to get us resplendently out of Humboldt Bay and gybed to a starboard haul all the way out to the red/white safe-water buoy. We then gybed again, paid her main out as broad as we could get her, and went sailing in the Pacific Ocean with a fair wind and a fine following sea. We double-reefed the main and went to only a 100-percent jib less than an hour after sunset.





The growlers stacked up behind us with screamers in the rig right around midnight. By sunrise, we were in seas in excess of 40 feet that were three miles long. Because our deck was littered with tied down broken-boat detritus and our dinghy davits were destroyed, we were obliged to tow our 1924 Herreshoff lapstrake dory and watch her get utterly obliterated, and I mean turned to splinters, by one of those waves-of-doom. It was a highly charged emotional moment... and the next wave hit.

Every eight seconds of the 10 hours between Cape Mendocino and Point Arena was consumed by another one of those, um, following seas. After Point Arena, the winds calmed to near perfection, but the seas remained scary until we got around Point Reyes and well into Drakes Bay. We made landfall in Emeryville 55 hours after leaving Eureka.

We were profoundly changed by that experience.

To this day, that was the most humbling natural event of both of our lives. It wasn't some kind of super-storm off the California coast or anything like that; it was just us not going far enough offshore to get out from under the infamous Northern California Cape Chaos! From Cape Mendocino south to the San Francisco Bay, there are three mighty capes and a profound offshore ridge that turn the direction of the swell for almost 100 miles out to the east. Those, along with the dramatic depth decrease from offshore, create a massive swell daily within 15 nautical miles of shore. Most of the time, if you get about 50 nautical miles west of Mendocino, you never have to see what we did. But we didn't. I will never make that mistake again. Nowadays, when we are planning a serious offshore passage along a land mass,

we instinctively count the capes and err on the side of farther offshore every time.

And I can't help but bring those experiences into the way we sailors wish each other well. I get it. For every terrible and terrifying run, there's a counterargument in experiences when fair winds and following seas provide the perfect sublimation of sailing. In 2016, we sailed our 1961 Rhodes Chesapeake 32 from Long Island, ME, to Winter Harbor on one seven-and-a-half-hour-long wing-on-wing dream. We sailed off the anchor from Eastern Cove after brekkie and rounded up in Schoodic Harbor just before suppah. We had nothing but fair winds and following seas for the entire adventure, and of course, the rarity of that experience is why I can remember it so well to this day.

So... "Fair winds, my friends and, please at the very least, be dubious of those following seas!"

**About the Author:** James Lane and Dena Hankins are circumnavigating the planet Earth on a 30-foot electric sailboat. Find them at [sovereignnations.net](http://sovereignnations.net) and [patreon.com/user?u=92510289](https://patreon.com/user?u=92510289).

**BLUE WATER SAILING SCHOOL**  
*Serious training for cruising sailors, and those who want to be!*

**ASA Training and Certifications**

- Basic Sailing
- Bareboat Charter
- Cruising Catamaran
- Coastal Navigation
- Advanced Coastal Cruising
- Offshore Passagemaking

FORT LAUDERDALE, FL • ST THOMAS, USVI • MARSH HARBOUR, BAHAMAS • NEWPORT, RI

[www.bwss.com](http://www.bwss.com) • 888-784-8504

954-763-8464 • 954-768-0695 fax

**'EZ Sextant' App**  
*A sextant in your phone*

**NO GPS - No Problem!**

Download on the App Store

GET IT ON Google Play

Download Now!



# BAREBOAT CHARTERING WITH FAMILY

## IN THE *British Virgin Islands*

**S**pinSheet Century Club member Brian Disque enjoyed a bareboat charter vacation through BVI Yacht Charters with his wife, Andrea, and two teenaged daughters, Cara and Lily, out of Road Town, Tortola, British Virgin Islands (BVI). Here's what he had to say about this special Christmas-week charter:



■ Having fun at Peter Island on day one.

### HOW DID YOU CHOOSE THIS PARTICULAR CHARTER BOAT AND LOCATION?

We had chartered previously in the Abacos, Bahamas, and Newport, RI. By reputation, the BVI seemed like a great “next” place. We found the charter company via a Google search and visited their booth at the Annapolis Sailboat Show. The Jeanneau 440 seemed like a good boat to charter. It proved to be an easy boat to sail and was very comfortable.

### COULD YOU SUMMARIZE WHERE YOU WENT AND/OR FAVORITE ANCHORAGES?

We got a nice chart brief from the charter company on day one and planned to sail in a counterclockwise manner around Tortola to maximize reaching in the prevailing trade winds. We found a different anchorage each night except for Virgin Gorda, where we stayed for two nights since it was Christmas Eve. We hit all the highlights in the BVI, with my favorites being the islands of Virgin Gorda and Jost Van Dyke and anchoring in Sopers Hole (Tortola).

### WHAT WERE THE SAILING CONDITIONS LIKE?

The sailing was unbelievable. The trade winds provided a consistent 15-20 knots of south-southeasterly winds which made for excellent reaching in the Drake Channel.

We only had one day of stronger winds. We were leaving Virgin Gorda for Jost Van Dyke. We were very sheltered inside Leverick Bay, but we knew it was going to be windy. I unfurled a double reef's worth of sail, and we blasted across the Drake Channel at seven knots with about 30 knots on the beam. We even put lifejackets on at some point. Overall, I loved sailing there, the deep blue water, blue skies, and mountains... sigh.

### TELL US ABOUT YOUR EXCURSIONS... DIVING, EXPLORING, OTHER?

We had a lot of fun on land. We did a dive while we were moored up in Virgin Gorda, which was better than I expected considering the winds. Visibility was good. We dove on a pinnacle which is always fun. We also went to the Baths. As much as we enjoyed the Baths, I think the taxi ride over the mountain was just as memorable! We ate at many great spots and enjoyed a cold drink or two.



■ Entering Virgin Gorda... what a view!







# Decades Pass, Our Sailing Changes

*A sailing couple returns to the racecourse, not for winning, but for welcoming.*

▲ *By Betty Caffo*

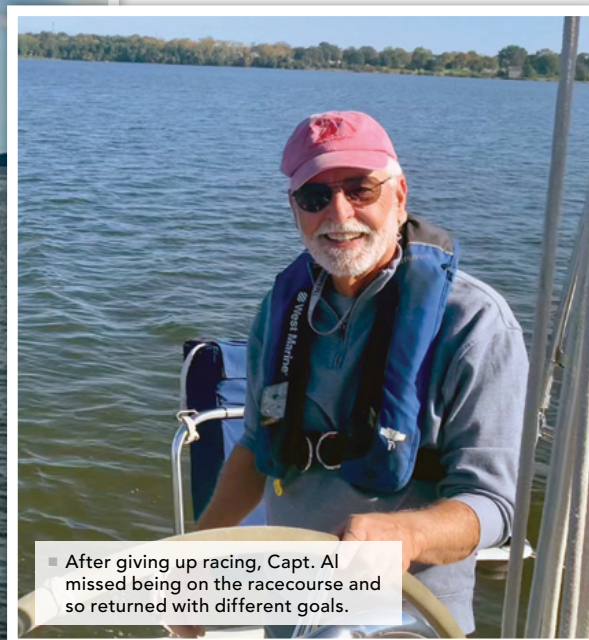
At 78 years old, my husband Captain Al and I reentered the local racing scene after several years, during which we felt we were too old to be on the racecourse. We had turned our sights more towards cruising even though we stayed members of the Havre de Grace Yacht

Club (HDGYC), and we did our time as race committee.

But this past winter, as we were doing boat “things” up on the hard, the captain mentioned that maybe he’d like to race a bit. I was all in but curious about the change of heart. Fleeting time perhaps? A passion for the thrill that wasn’t being

satisfied by cruising? FOMO—at least I can attest to the fact that I did suffer from the fear of missing out. This year, we actually showed up for the first Thursday night race ready to go. More about our season later. Reflecting on our story that goes way back, I am struck by the evolution in our sailing history.

I knew, or at least I should have known, that Al was keen on sailing when we took a Sunfish out on our honeymoon in the Adirondacks in 1967. I knew nothing, and he knew almost nothing—including how to get back to where we had launched the boat. Years went by, kids were born, jobs evolved, and we moved to the East Coast from Ohio in 1980. Being near water, Al found Other People’s Boats (OPB) he could sail on, and he did so as often as he could. He honed his skills until acquiring his 50-ton captain’s license and ASA teaching certificates. We started taking cruises to the British Virgin Islands



in 1987, with our sons and me at first only knowing how to do a proper cleat hitch. The rest was on-the-job-training every couple of years.

Long story short, Al one day heard me utter the sentence all sailing spouses wish they could hear: “Honey, let’s buy a boat.”

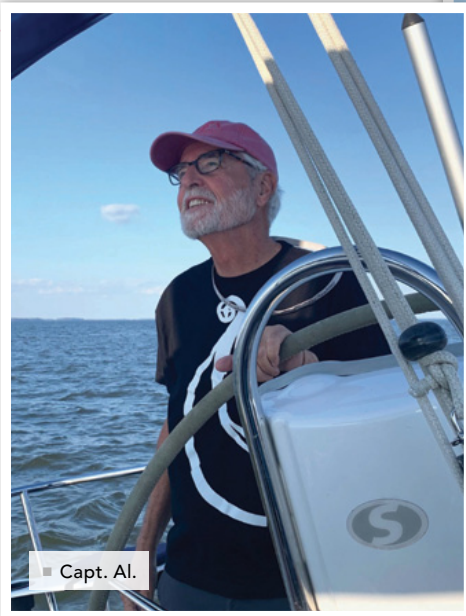
Actually, what the spouse (I) had in mind was any old boat that could serve as a floating beach house. What the captain quickly latched onto was a new Dehler, a 36-foot performance cruiser that would serve both of our interests. That was in 2001. We joined the HDGYC and kept the boat at Tidewater Marina where the club was located.

Al had to urge me to “try just one race” on our boat, *Summer Semester*, which I tried to resist because I thought it would be stressful and I wasn’t a skilled sailor. Al prevailed. Before the first upwind mark of my first race, I asked him why that other boat was ahead of us. Bingo! My competitive nature was the impetus I needed to actually learn how to sail. And I had a husband as my instructor.

We combined racing and cruising for the next 17 years or so, racing every week with an occasional Bay race and even several Governor’s Cup Races where we proudly earned silver a few times. Our cruising was focused on the Chesapeake of course, but in 2010, we grabbed some extra crew members and headed north to New England—my

“The secret of change is to focus all of your energy not on fighting the old, but on building the new.” ~Socrates

first time sailing on the ocean, whereas Al had done three Bermuda races. We returned to New England four times, each time extending our trip until our longest one to Maine lasted six weeks. We have bareboat chartered in Turkey and Croatia with family and friends.



■ Capt. Al.



■ The author ready to grind.

We went from non-spinnaker (NS) to spin racing after winning NS High Point honors for the Upper Bay in 2006; we never came close to that in the spin class. In 2008, we moved to Havre de Grace from Delaware, feeling the city was really our community and excited to have our boat two blocks away. Sailing has done much for our relationship. We tackle most of the necessary fix-it projects together.

For racing, we had a steady crew who became our friends. One of them, David, stuck with us through all the years of racing and distance cruising. Finally, in 2014 we took our dream trip down to Florida and over to the Exumas, Eleuthora, and Abacos,

Bahamas, a six-month cruise that we dubbed our Bucket List Sail.

We backed off from Bay races first, and about five years ago, we quietly gave up racing. We recently analyzed the “why” of that decision. We both worried that our judgment on the

racecourse would deteriorate. The other factor was racing stress. When we had jobs, racing was a respite from work stress; racing stress was different. We thrived on it until we retired. We no longer experienced that lift from our work week because there was no work week. So, we quit.

We decided to give it a go this year with very different expectations and goals. We have enough trophies. We don’t especially want to race in stormy weather. And our past crew bought their own boats, so our crew looks different as well. We are encouraging people new to sailing to come race with us—different crew nearly every week. The racing and even our race committee assignment have focused more on teaching than competing—although a good race is still a good race.

So far this season, we have invited half a dozen new sailors to join us. We even took out two boys from the local youth sailing program to teach them how to do race committee. It is really fulfilling to watch the new crew members gain skills in sail trimming, the lingo of sailing, anchoring, tactics and strategy, right-of-way, all while enjoying the camaraderie that being together on a boat brings.

Decades pass by swiftly. Our interests evolve, but we remain passionate about this part of our lives and equally grateful that we are still having fun on *Summer Semester*. ■





# YAZU

YACHTING

17218 General Puller Hwy | Deltaville, VA

**Anne Hutchings: 804.567.0092**  
anne@yazuyachting.com

**Jon Hutchings: 804.567.0093**  
jon@yazuyachting.com

[www.yazuyachting.com](http://www.yazuyachting.com)

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](mailto: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](http://yazuyachting.com) and on Facebook.

## Ladies Night at Sea!

By Milli Legrain

As we sailed across the Chesapeake Bay it was my turn to cook lunch. "Ready to gybe?" cried captain Jayne. Down below, I thrust my hips into a very large plate of raw spinach to prevent it from falling on the galley floor. Carol, my experienced sous-chef, whispered that gybing would make my vegetable prepping less of a juggling act. She had practically sailed around the world, among other feats, and her instinct was right. As the boat gently tilted the other way, so did the plate of chopped vegetables. And fixing lunch for five hungry sailors suddenly felt like a task I could master.

Many other pearls of wisdom were shared among the women with varying levels of experience who, that morning, had boarded *Callisto*, a 38-foot Jeanneau keelboat, generously loaned to us for the annual [Herrington Harbor Sailing Association's Women's Cruise](#).

Blessed at the onset of fall by an unusually warm day, a gentle breeze and clear blue sky, we arrived at Shaw Bay just before sunset. After rafting up with *Chanceuse*, with captain Amanda at the helm, captain Jayne, Carol, Heather, Rose, and I were ecstatic as we jumped into the cool water, bopping up and down like sea turtles. We swam towards a sister sailboat, *Vasa*, and were greeted by warm smiles, a lesson on how to estimate when the sun will set, and an impressive selection of deviled eggs!

After a delicious night's sleep at anchor, we awoke beaming in nature's arms to a windy, cloudy and rainy day. Uncoiffed and a little stiff, we gulped down a hearty breakfast prepared with love by Rose, who, like me, was there to hone her sailing skills.



After Heather and others wrestled with a stubborn anchor, off we sailed again, the wind blowing in our hair and immensely satisfied souls. Topics of discussion included the telltale signs that your propeller is covered in barnacles, how to deal with a dead body at sea, and what to do with naughty ex-husbands.

Find out how to join next year's Women Underway Women's Cruise at [hhsa.org](http://hhsa.org); click on Women's Sailing.

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



## PSC Sailing the Ionian Sea

By Julie Day and Jennifer Champion

Thirty sailors, nearly all members of the **Pentagon Sailing Club (PSC)**, gathered in Corfu (Kerkira), Greece for ASA certifications, training, and a week-long sailing adventure on the Ionian Sea. We were hosted by Fair Winds Sailing School, Greece, owned by Dimitris Bampakos, a former captain in the Greek Navy and American Sailing Association senior master instructor. Eight PSC instructors came a week earlier to attend an Instructor Qualification Clinic to earn their 204/218 certifications. Many of our sailors also earned their 104 and 118 certifications during the trip. Our flotilla consisted of five monohulls 45 to 46 feet in length with the lead vessel, *Starlight*, owned by Dimitris and the other four chartered through Fair Winds.

On Saturday, September 28, we met for a gala dinner at Mandraki Marina situated just below the Old Fortress in

Corfu (Kerkira), Greece which is a UNESCO World Heritage site. We had planned to depart Sunday, but high winds postponed our trip to the following day. Monday, Dimitris led us out of the harbor south to an anchorage off Petriti where we had our first swim in the Ionian Sea! We then headed east to Platerias on the Greek mainland for our first “Med Mooring,” not an easy task in a heavy wind, but we all managed and gained valuable experience in the process. At all our stops, Dimitris arranged delightful meals which we shared with our fellow sailors and an assortment of well cared for “free range” cats that added to the local charm.

For the next three days we crisscrossed the Ionian Sea visiting the towns of Parga and Gaios, the latter located on Paxos,

a small Island south of Corfu. Heading north we stopped for a day at Benitses just south of the Mandraki Marina. At each stop we had a chance to explore the local features, go shopping, visit bakeries and coffee shops, and enjoy the local populace. We are already talking about our next trip!

For further information about the Pentagon Sailing Club and sailing in Greece, contact us at [pentagonsailing.org](http://pentagonsailing.org) or [fairwindssailinggreece.com](http://fairwindssailinggreece.com).



■ Group photo in Greece.

## SCC Cruise Between the Races

By Sue Mikulski

**Sailing Club of the Chesapeake's (SCC)** September Cruise brought excellent cruising and some racing as well, as every September SCC hosts the Hospice Cup Regatta and team races against the Gibson Island Yacht Squadron. Cruise Leaders Jim and Karen Taneyhill kept us super busy all week.

The September cruise started with Hospice Cup, September 14, with many members racing, serving on race committee, and with spectators aboard two of our boats. A Poker Run, where every boat received a card every day, was a new addition to the event. The real winners were Hospice recipients, as all the money was donated to Hospice, including winnings from the boat that had a full house.

In St. Michaels, members Bill Hough and Tom Dalrymple treated cruisers to a tour of the new Welcome Center at Chesapeake Bay Maritime Museum (CBMM), the Mitchell House, and the Oyster House. Members sailed three races for the club's prestigious Medway Trophy, which is kept at CBMM. Marshall and Susan Steele aboard *Moonlight Sail* were the winners with amazing sailing!

Selby Bay Yacht Club members welcomed our members for the first time into their beautiful clubhouse overlooking Selby Bay for a pizza party.

We stopped at Dividing Creek on the Magothy River for a potluck and went on up to Baltimore for two nights. During the lay day, 25 of us enjoyed an Orioles game that ended with a walk off—super exciting!

We ended the week at Eagle Cove and Gibson Island. While in Eagle Cove, 15 boats enjoyed wine tastings with everyone sharing their favorite bottle.

The week was topped off with winning the Race for the Broom. The Race for the Broom has been sailed for 73 years, likely the longest team racing event on the East Coast. SCC prevailed, and the camaraderie was celebrated by all after a very fun week of cruising! Here's to more fall cruising, the best of the year! Find our club at [scc1944@clubexpress.com](mailto:scc1944@clubexpress.com).



■ SCC was victorious in this year's Broom Race.



## Duck Decoy Trophies for HDGYC Invitational

By Betty Caffo

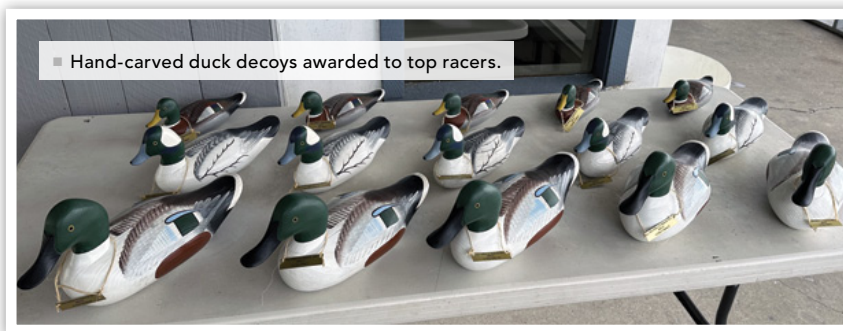
The **Havre de Grace Yacht Club** (HDGYC) took advantage of the duck decoy tradition in Havre de Grace at the head of the Bay, awarding hand-carved duck decoys to its top racers at the John Heffner Invitational Regatta held on September 28. The annual race, named for a beloved and skilled club sailor, started in the vicinity of Turkey Point.

Bruce and Barbi Taylor, who took third place in their Cruising I class, also have a tradition—never missing this race, with just the two of them as crew on their 40-foot *Wauquiez 'N Titled 2*. Members of HDGYC for over 25 years, the Taylors needed to add three crew members this year, because of major health challenges. They were thrilled to just be on the water, even though the wind filled in from behind and allowed slower boats to ruin the Taylor's chance for a win. The Taylors added this year's duck decoy to several others awarded them over the years.

Winds ranged from a whisper to 15 knots, out of the north-northeast. It was a gray day but with no serious rain. Winds were stronger in the morning and dropped out late in the race. There were some strategic options thanks to current, wind shifts, and different wind strengths across the course, helping one boat, *Mare Calmo*, move from fifth to second place in their Cruising I class. Two PHRF racers, David Thompson on *First Date* and Tim Winger on *Mouton Noir*, encountered an odd wind shift while heading to the finish. The wind was blowing from the north-northeast, split on either side of Turkey Point, (Elk and Northeast Rivers)

where it seemingly merged. Tacking upwind, they ran into an almost 90-degree header. The windex on top of the mast was spinning and sails luffed for about a minute. Never a fun way to finish.

First place finishers: PHRF A/B, Rick Hanson, *Thundercrack*; PHRF C, Paul Weinacht, *Flight Risk*; PHRF N, Mark Carlson, *Stargazer*; Cruising I, Gary Moler, *Windsprint*; Cruising II, Rick Wahl, *Moon Dog*; Multi-hulls, Josh Colwell.



## Maryland Yacht Club Hosts Wounded Warriors Day on the Bay

The **Maryland Yacht Club** (MYC) hosted the 12th annual Wounded Warriors Day on the Bay (WWDotB) event on Saturday, August 17. The goal is to create a stress-free day on the Bay for wounded veterans and their families.

WWDotB was conceived by Jim Diven of North Point Yacht Club. As a veteran, he wanted to give back to those who had given so much for their country. The event is funded by sponsors and individual donors. MYC offers slips at no cost over the weekend for participating boats.

The day started with a receiving line and ceremony in which 60 Wounded Warriors were honored for their service. After lunch, 60 captains took Wounded Warriors and their families on their boats for a two-

hour ride on the beautiful waters near the Patapsco River. Everyone returned for a crab feast and other festivities. Participants expressed their enjoyment of and appreciation for the event.

"It was an honor and a profound privilege to host two Vietnam veterans and their spouses on my boat during the

paved the way for future generations. The bond we share, forged through service and resilience, is a testament to the enduring brotherhood between veterans. I am humbled to have had the chance to stand with them and their loved ones, navigating not only the waters but our shared legacy."

"Our members were honored to host this event for the fourth year running," said Sean Nunes, commodore of MYC. "Our facilities allowed us to receive the largest number of volunteers in the event's history. As a result, Wounded Warrior Day on the Bay and our volunteers were able to extend invitations to more Wounded Warrior Project veterans, Vietnam Veterans, and expand our invitation to Platoon 22, a veteran-focused service organization committed to ending veteran suicide."

To learn more about MYC, visit [mdyc.org](http://mdyc.org).



Wounded Warrior Day on the Bay," said Jimmy Johnson, Wounded Warrior and participating captain. "As a Wounded Warrior from Operation Iraqi Freedom and the son of a Vietnam veteran, I am deeply grateful for the opportunity to give back to the veterans who came before me—whose courage and sacrifice

## You Never Know...

The forecast was not looking good. Thoughts of cancelling crossed our minds. However, we hung in there, and it's a good thing we did. **Chesapeake Bay Tartan Sailing Club** members had a lovely weekend in Oxford, MD, with a great crowd.



Rye not! A sample of rye whiskeys to go along with the event theme.

Thursday afternoon *Something Special* dropped the hook in Trippe Creek. *Alta-Bird* showed up and rafted up, since the weather looked calm. On Friday, *Wendolene*, *Braveheart*, *Phoenix*, *Rum Runner*, and *Pilgrim* showed up, and we had a fabulous happy hour onboard *Braveheart*.

After another calm night the raft broke up, and we headed to Safe Harbor Oxford marina where the party continued. We were joined by *Adventure* and by land, the Reynolds and Cascones. With the weather improving we decided to set up under the tents and put the party on autopilot. After much eating, drinking, and conversation, we wrapped up around 9:30 and went our separate ways. A great big 'Thank You' to Safe Harbor Oxford for their help and hospitality.

On Sunday, after a lazy morning, most departed for home, but

four boats (*Pilgrim*, *Wendolene*, *AltaBird*, and *Braveheart*) wanted to take advantage of the wind and weather. *Pilgrim* went east to Cambridge, and the rest sailed the Choptank and dropped their hooks in Baby (or Bobby) Owl Cove off Leadensham Creek, where we experienced another spectacular night with calm winds and no bugs!

On Monday, *AltaBird* headed for Hudson Creek in a delightful east-northeast breeze while *Braveheart* and *Wendolene* headed for Herring Bay. The next day we had a beautiful sail home and got in just as a light shower hit Mill Creek. Did we get lucky? You bet! But that's life on the water... you never know!

In October, our members gathered for a Boat Show Luncheon in Annapolis and held our Annual Meeting at Pirates Cove Restaurant. We will hold virtual visits throughout the winter. Check [cbtsc.org](http://cbtsc.org) for details and more information about our club.

## Sail Without Your Partner, and More Events

The **Hunter Sailing Association Station-1** (HSA-1) had our annual Crabfest hosted by *Enavigare* at their community marina on Saltworks Creek off the Severn River. More than 40 HSA-1 participants (who arrived by car and in five boats) enjoyed Maryland blue crabs and numerous shared dishes during our afternoon party in September.

The HSA-1 Annual Meeting and Chili Cookoff also took place in September. We voted in our 2025 board members, including returning commodore Celeste (*Blue Heron*), new vice-commodore Ed (*RuffinIt*), returning secretary Dan (*Zum Wohl*), returning treasurer Dave (*Tide Together*) and new fleet captain Tom (*Pinch Me*). Congratulations to all! The HSA-1 membership is happy to have each of you. We awarded Members of the Year to *Love and Luck* and Sailors of the Year to *Sea Whisper*. We had

seven chilies to share for lunch with all the fixings, and the top prize went to Mark (*Blue Heron*).

Next, we had a fun Sail Without Your Partner event. The women sailed to Tilghman Island and the men to the West River. We each enjoyed happy hour and a lovely dinner out before sailing back the next day.

Finally, we went to the Annapolis Sailboat Show, where we had a few

meet-ups, and a few weeks later we sailed to Oyster Fest in St. Michaels.

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](http://hsa1.org) or email [commodore@hsa1.org](mailto: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!





## Accomplishing Our Goals

This fall, members of **America's Boating Club Wilmington** (ABCW) thoroughly enjoyed some of the beautiful boating weather on the Upper Chesapeake Bay.

As we complete plans for winterizing our boats, we are somewhat envious of several of our members who are planning their November trips south to Florida and the Bahamas for the winter. We congratulate two of our members who recently completed the Radar Course offered by the America's Boating Club-Baltimore squadron, and three of our members who are involved in supporting the update of educational courses offered by the national America's Boating Club (ABC) organization.

On a gorgeous September day, ABCW members gathered at a club member's lovely home on the Elk River for a BYO Everything picnic. It was fabulous! October featured a supper social gathering in Wilmington, DE,



with guest speaker Glen Gauvry. He is the founder and director of the Ecological Research & Development Group (ERDG), a nonprofit wildlife conservation organization.

Additionally, the ABCW social committee has been hard at work proposing entertaining and educational activities that will highlight the social events for the

winter season. December will feature the ever-popular Holiday Social complete with an exchange game of nautical gifts.

The purpose of ABC is to improve boating skills through education, promote safe boating practices, and to enjoy being together as like-minded mariners. We are accomplishing all of that! To learn more, visit [abc-wilmington.com](http://abc-wilmington.com) or contact us at [wspsoaters@gmail.com](mailto:wspsoaters@gmail.com).

## CBCC Ends its First Sailing Season

*By Susan Theuns*

The **Compass Boating Club of the Chesapeake** has its first sailing season in the books!

Many thanks to all our members and prospective members for making CBCC a success. We are near our capacity for members but have room for some more who like to sail and socialize.

We have had at least one event per month and often two, which will continue to be our model into the 2025 season. We didn't have too many tropical storms and hurricanes this year but those we did have managed to interfere with our cruising itineraries. No worries as it is best to be safe on the water. We all know better than to look for trouble, and we can always reprise the missed ports next year.

Last month we closed out the season with the "Autumn Breeze Before the Freeze." This was our last chance to enjoy a member raftup before winterizing and hauling out.

Members should check under the Facebook page events tab for details and also keep an eye out for a flyer in your email inbox as we prepare for the holidays and plan events for 2025. Members may submit ideas and wish-list destinations to us via email. We look forward to your input.

Not a member yet? If you are interested in joining a boating club that is tailored to



you, please send a brief description of your experience, contact information, and expectations to [CompassBoatingClub@yahoo.com](mailto:CompassBoatingClub@yahoo.com). We look forward to hearing from you!





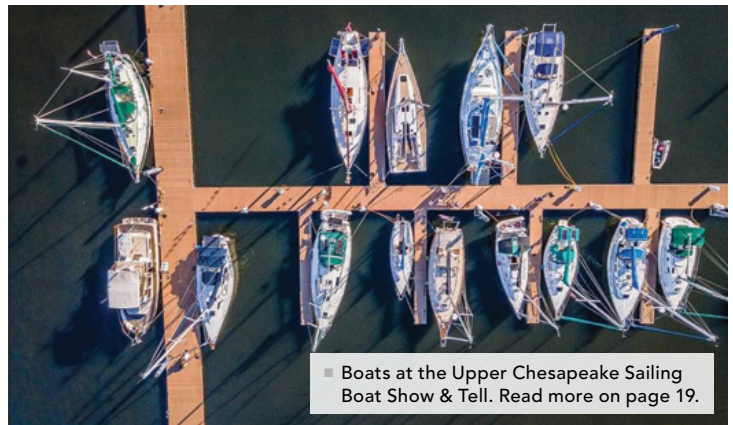
■ Bruce and Barbi Taylor and their 'N Titled 2 crew racing in the Havre de Grace YC Invitational.



■ Singles On Sailboats Weekend Raftup Wye River at Drum Point.



■ Jeanneau Sailboat Owners rendezvous at Bodkin Creek.



■ Boats at the Upper Chesapeake Sailing Boat Show & Tell. Read more on page 19.



■ Back Creek YC members tour Windon Rum Distillery in St. Michaels.



# MASSA Fall Team Championship

**S**evern Sailing Association (SSA) in Annapolis hosted 10 schools for the MASSA Fall Team Championship October 12 and 13. All of SSA's 18 CFJs were used for the regatta.

Saturday morning started off with a west-northwest breeze at about five to 10 knots with some oscillations to the north until the breeze stayed there. Sailors raced in that breeze for a majority of the day before a southerly had race organizers completely turn around the course, where we finished Round 1. It was a long day of racing with full on the

water rotations, but the sailors/coaches did a great job working through it.

The umpire crew, consisting of Thomas Walker, Tyler Mowry, Lydia McPherson, and Travis Carlisle did a great job keeping the rotations moving and rotating the course throughout the day, while Greg Cukor and Erik Wold did a phenomenal job with getting the races off in a timely manner. David Clinin and junior sailor Ella Chasse ran the finish boat and scoring on day one.

Overall, after Round 1, Severn School was in first place, Christchurch had second, and Norfolk Academy held third.

Sunday started out with a light breeze from the east-southeast and slowly built to the south until racers had a steady 12 to 16 knots of breeze. This made for some great team racing as we were able to get in the entire Top Six Bottom Four Round, and almost got through the Final Four. We had to run the Christchurch/Severn race to avoid a tie, which was a battle from start to finish.

Thank you to all of our Race Committee, umpires, and sailors for helping run this event.

*Reporting by Travis Carlisle*

## FINAL STANDINGS

1. Christchurch
2. Severn School
3. Norfolk Academy

Full results at  
[scores.hssailing.org](https://scores.hssailing.org)



## Youth Sailor Wins Open Class in Sunfish Challenge and Dinghy Distance Race

**Y**outh sailor Jacob Collins skippered the Front Runner *Roger Dodger* to win the Open Class of the Sunfish Challenge and Dinghy Distance Race September 14 in the waters off Hampton, VA. Jacob, who was the second-place overall finisher, sailed with his mom Amelia (main) and Grandpa Jason (jib/spinnaker).

Hampton Yacht Club (HYC) hosted the 17th running of this fun and jovial event, which was open to Sunfish and other dinghy sailboats.

Jacob, a HYC junior sailor, is nine years old and has been sailing for most of his life. He started with lessons from his grandfather, adding HYC Opti 1 last year and Opti 2 this year. The young sailor began driving the family's Catalina 25 at age five and got his own Opti at age seven.

Traditionally the Sunfish Challenge racecourse goes around Middle Ground Light, but due to strong winds, this year the course was shortened by half to a little over 5 NM to keep everyone closer to shore. Safety boats reported six knock-downs during the day, but everyone finished the race.

Jacob reports, "The most challenging part of the race was when we capsized!" His grandfather says, "Jacob knew exactly what to do and was able to stay calm and focused because of the training he received from HYC."



■ Youth sailor Jacob Collins skippered the Front Runner *Roger Dodger* to win the Open Class of the 2024 Sunfish Challenge and Dinghy Distance Race.

The family has been sailing *Roger Dodger* for three years. Jacob and his grandfather sailed in the Sunfish Challenge last year too.



# TASTE THE GOOD LIFE

mountgayrum.com



© 2023 Mount Gay Distilleries Ltd., Mount Gay® Rum, 40-43% Alc./Vol., Imported by Rémy Cointreau USA, Inc., New York, NY. Eclipse Design.™ Be Confident. Drink Responsibly.

## Fall Sailing Blitz and Frostbite Fun

Late October tends to be an exhilarating time for racing sailors on the Chesapeake Bay. As this issue was being laid out and printed, some of the most anticipated regattas of the year were unfolding such as annual events: the Old Point Comfort Yacht Club's 'Round the Lights Race (October 19), the Baltimore City Yacht Association's Harbor Cup (October 19) and Rock Creek Racing Association's Francis Scott Key Classic (October 20), and the Annapolis Yacht Club Halloween Howl (October 26-27).

The popular J/Boat weekends—J/22 and J/24 East Coast Championships (October 18-20) and the J/105 Chesapeake Championships (October 19-20)—will

have been followed by a big one: the J/22 World Championship Regatta (October 22-26). A lot of on-water action took place as this issue was warm on the presses, so the December issue of SpinSheet will be packed with post-regatta analysis from this end-of-season racing blitz.

It's not over yet. Frostbite season begins in earnest the first week of November. For some clubs, such as Hampton Yacht Club, the season is short and sweet, lasting until Thanksgiving. For Annapolis YC frostbiters, that's just the warm start of a long, long winter of racing (with a January break), and a cold second series starting in February and taking them until the ospreys fly home.

The diehard Annapolis ILCA fleet members out of Severn Sailing Association are checking the seals on their drysuits and the whistles on their PFDs; they don't let a little winter get in the way of racing.

What kind of frostbite racing does your club do? How many boats get out there each week? Do you welcome newcomers? Does someone take photos you can share with SpinSheet? Tell us about it. We aim to include any and all clubs on the Chesapeake and its tributaries in our future frostbite racing coverage. Send a note to [editor@spinsheet.com](mailto:editor@spinsheet.com). See you on the water!



■ Eric Richardson's Blinding Fury team enjoy November frostbite racing off Annapolis. Photo by Will Keyworth



## DC Sail's Cantina Cup Regatta

**O**n Saturday, September 14, DC Sail hosted its 17th annual Cantina Cup Regatta. Weather conditions provided sailors with steady, consistent breeze, bright blue skies, and fine competition on the water.

Sixty sailors spent the day on the water racing on the Anacostia River where DC Sail's Diamond Teague Park Piers docks are located. Both the Flying Scot fleet and the recently donated Georgetown Sailing's 18 Flying Junior fleet were included in the regatta. The Flying Scot competitors completed seven races; the FJ fleet successfully sailed 16 races.

In the evening, sailors gathered with friends, family, non-competing DC Sail members, staff, volunteers, race committee, and sponsors at Cantina Bambina for the exciting Cantina Cup After Party and Awards Ceremony. This event, sponsored by Cantina



■ Cantina Cup racing action. Photo by Tom Sliter

Bambina, Pearl Street Warehouse, and The Wharf was enthusiastically well-attended with a spectacular sunset as the backdrop, and jovial camaraderie all around!

This regatta was created 17 years ago as an annual event to bring together DC Sail's members and local sailing organizations to support the mission of promoting and sustaining affordable, educational, recreational, and competitive sailing programs for youth in a fun and safe environment.

The Cantina Cup Regatta is DC Sail's signature fundraising event that

supports DC Sail's Youth Scholarship Program which provides over \$20,000 annually in scholarship opportunities to children under the age of 18. These grateful scholarship recipients, who would otherwise not have the chance to learn to sail, are provided the ability to explore the beauty of the sport of sailing, along with water and boating safety curriculum, and build an appreciation of our fragile waterway and ecosystems. They attend DC Sail's Youth Programs at little to no cost to their families.

Learn more at [dcsail.org](https://dcsail.org).

## The Downtown Sailing Center's Ya Gotta Regatta

**T**he Downtown Sailing Center's (DSC) 22nd Annual Ya Gotta Regatta on September 28 was a great success thanks to the support from racers, volunteers, and donors.

This event celebrates the DSC's mission of "sailing for everyone." In 2024 alone, the DSC completed 12,466 hours of programming, awarded scholarships to 10 percent of its campers, and raised more than

\$115,000 thanks to generous donors and sponsors.

At the regatta, despite the light wind, spirits were high with 36 boats racing and more than 50 volunteers supporting the event. DSC organizers are incredibly grateful to everyone who participated. Learn more at [downtownsailing.org/ygr](https://downtownsailing.org/ygr).



■ Ya Gotta Regatta at the DSC. Photo by Sam Canner

### First Place Finishers

**Hansa 303W:** Zoltan Pagan  
**Sonar:** Jeremy and Kassie Freeze; Skipper Peter Hegel; Crew Ronnie Simpson  
**PHRF:** Impi, Antigua Steward  
**J/22: The Implication,** John O'Riordan

## Orion Wins the Hospice Turkey Shoot Regatta

Mother Nature had other plans for the racing fleet assembled on October 4 for the 29th running of the Hospice Turkey Shoot Regatta off Irvington, VA, on the Rappahannock to benefit Hospice—she allowed only one day of racing instead of our usual two.

According to race organizers Tom Chapman and Jerry Latell, Saturday's wind forecast predicted winds building from six knots from the north at the start to 13 knots as the race went on. When the signal boat was setting up the starting line, still a cloudy morning, the expected six-knot breeze was coming in. After the first eight divisions started, the wind lightened. After the Typhoon division started, they were frustrated as the wind went to nothing. With the flooding current running west the boats in the last division were being driven away from the starting line. After about 40 minutes a light wind came in from the south finally giving the last division a chance to get across the starting line.

It was a good regatta, with 87 boats registered and 71 making it to the starting line. This annual event's proceeds,



■ Typhoon winner, Mike Kennedy.

averaging \$40,000, go to Hospice Support Service of the Northern Neck and Riverside Hospice Agencies.

There were two courses for Saturday, the faster A Fleet raced a seven-leg triangle course of 12 nautical miles, while the B Fleet raced a four-leg 6.7-nautical-mile course.

As the clouds cleared and the sun came out brightly, the predicted north wind started coming in at the top of the course. The Flecks in *Orion* had made the strategic decision to head toward the west shore of the Corroto-man River which turned out to be the right move. Asked after the race why



■ Bob and Lisa Fleck of Orion, winner of the Virginia Spirit Award.

### Special Awards

**The overall winner of the Virginia Spirit Trophy** was *Orion*, a Thomas 35 owned and sailed by Bob and Lisa Fleck of the Fishing Bay Yacht Club (FBYC), four-time winners!

**Second Place Overall**, for the second year in a row, was *Roadrunner*, a San Juan 21, sailed by Hans Lassen and Mike Chesser, of the Blackbeard Sailing Club from New Bern, NC, and FBYC.

**Third Place Overall**, was won by *L'eaudanse*, a Santana 35, skippered by Tim Scheid, a previous overall winner.

**The Corinthian Award** for the best performing cruising boat was won by Rick Pethoud in his Beneteau 45F5 *Valkyrie*.

**The Most Beautiful Boat Award**, voted by observers on the race committee, was Shaun Thaxter's *Etchells, Clementine*.

**The John and Carol-Jean McConnico Trophy** awarded to the yacht club or marina with the best fleet finishes of their top three boats was won by FBYC, one point over the RRYC.



he headed so far to the west of the weather mark, Bob Fleck said, "That was where the new wind would come in." Boy, was he right, noted Tom.

From the signal boat we could see *Orion* accelerating toward the weather mark, leaving the rest of the fleet in the "dust." The new northern wind moved slowly down the course, coming in from the northwest, driving the rest of the competitors to the weather mark. Boats on the east, up-current from the first mark, in what seemed like a good position, were now watching helplessly as the boats on the northwest drove past them. The wind kept building up to 18 knots and coming down to 10-12 by the end of the race.

Although it started a little iffy, when the wind came in, it turned out to be a beautiful race day enjoyed by all competitors. At the social and dinner back onshore after the race, crews on boats that got the wind first were explaining how they knew where to go. Some skeptical competitors suspected many of them just got lucky!

Providing some historical perspective, *Luna*, the Colonial Seaport Foundation's 18th century replica Virginia sloop, 46 feet on deck with a

78-foot sparred length, is not a great light-air boat but fun to see on the course and was well-sailed by John Collamore and crew. The Tides Inn hosted *Luna* for the regatta.

Although many were anticipating a better day on Sunday, where all boats were to start based upon their PHRF ratings, due to a lack of wind on the course at the starting time, the traditional Pursuit Race was cancelled. After a long day on the water Saturday, the racers did not seem too disappointed.

The racers were treated with a cocktail party on Friday evening with music by DJ Ed Jennings, breakfast both mornings, and dinner on Saturday. At the awards ceremony co-PROs Chapman and Latell and the racers thanked the many race committee members who helped make this event work. This regatta and campaign would not be the success it was without the generous donation of time, talent, services, money, gifts and awards from all the volunteers, participants, sailors, and donors. John and Carole Jean McConnico, the regatta founders, wish to thank everyone on the 2024 HTSR Committee and the support team members who helped make this regatta and campaign such a success.

According to co-event Chairs John Tidwell and Chapman, the regatta is a joint organizing effort of the Rappahannock River Yacht Club ([ryc.org](http://ryc.org)), the Yankee Point Yacht Club ([yprcc.org](http://yprcc.org)), Russ Harper, the Town of Irvington and Lancaster County, VA, community, and Riverside and Northern Neck, VA, Hospice Services. This regatta is the high point of this annual fundraising campaign to benefit Hospice services and a big success.

Called a Turkey Shoot at its inception as it was held the day after Thanksgiving, it was moved to early October to attract more racers due to warmer weather and separation from a major holiday ([turkeyshoot.org](http://turkeyshoot.org)). Find full results at [yachtscoring.com](http://yachtscoring.com).

~Reporting by Tom Chapman and Jerry Latell

## Top Three Results

### Division 1

1. *Valkyrie*, Rick Pethoud
2. *Rhapsody*, Jim Raper
3. *Skyelark*, Tom Richardson and Glenn Oxford

### Division 2

1. *Acadia*, Larry Davis
2. *Irrational Exuberance*, Jesse Swartz
3. *Elizabeth Jane*, Jerry Guthrie

### Division 3

1. *Catitude*, Lew Thatcher
2. *Femme De La Mer*, Lee Fisher
3. *Trilogy*, Randy Alley.

### Division 4

1. *Orion*, Bob and Lisa Fleck
2. *L'eaudanse*, Tim Scheid
3. *Goin'*, Dennis Hannick.

### Division 5

1. *Roadrunner*, Larson and Chesser
2. *Nauti Buoy*, Dunbrack and Donofrio
3. *Freedom*, Glenn Solt.

### Division 6

1. *First, Resolute*, Jake Pende
2. *Encore*, Hal Starke Jr.
3. *Elixir*, Joran Gendell

### Division 7

1. *White Hawk*, Robert Brodsky
2. *John Bee*, Marco Monti
3. *Aerial*, Warren Hottle

### Division 8

1. *Pacem*, Robin Meigel
2. *Cbrese*, Dawn Calabrese
3. *Life of Riley*, Eddy Whichard

### Division 9: Typhoons

1. *Radio Flyer*, Mike Kennedy
2. *Ad Astra*, Arabella Denver
3. *Friday's Child*, John Friday

### Division 10: Wooden Boats

1. *Bayadere*, Jack Geier
2. *Talelayo*, Krister Allen
3. *Rights of Man*, Burke Johnson



■ Valkyrie owner Rick Pethoud accepting the Corinthian Award for the best cruising boat.



Photos by Will Keyworth



## AYC Fall Series

Annapolis Yacht Club (AYC) hosted its Fall Series and Lippincott Memorial over the weekends of September 28-29 and October 5-6. Find photos by Will Keyworth at [spinsheet.com/photos](https://spinsheet.com/photos).

### Top Three Results

#### Star (7 Boats)

1. 8170, Aaron Serinis
2. Danegerous, Robert Lippincott
3. Moldavanka, Benjamin Sternberg

#### J/30 (5 Boats)

1. Avenger, David Johnson
2. Avita, Dan Watson
3. One Love, Jamie Gregory

#### J/70 (6 Boats)

1. Progress, Paul Green
2. Hillman Capital Management, Mark Hillman
3. Celerity, Jason and Donna Aulds

#### J/80 (5 Boats)

1. Vayu, Richard Born
2. Turbo Sloth, Dan Wittig
3. Valhalla 2.0, Valhalla Sailing Project/J Dublon

#### Viper 640 (5 Boats)

1. Deep State 4 Sale, Walt Pletcher
2. Plymouth Satellite, Mary Ewenson
3. Brass Monkey, J Sterne/Fontanella

#### J/22 (5 Boats)

1. Hot Toddy, Jeffrey Todd
2. Bird Hunter, Benjamin Fransen
3. Yard Sail, Brad Julian

#### J/105 (19 Boats)

1. Patriot, Ray Wulff
2. Mirage, Cedric Lewis/Fredrik Salvesen
3. Velvet Hammer, Kristen and Brian Robinson

#### ORC 1 (7 Boats)

1. Tenacious, David Bond
2. Ma'm'selle, Ed and Cindy Hartman
3. Moxie, Patrick Hylant

#### ORC 2 (9 Boats)

1. Country Squire, John and Kevin White
2. Aunt Jean, James Sagerholm/AJ Syndicate
3. Wild Thing, Ben and Briana Jatlow

#### ORC Performance-Cruiser (4 Boats)

1. Ippon, Sean Gallagher
2. Lucky Eights, Keith Cole
3. Patriot VII, US Patriot Sailing

#### Harbor 20 (13 Boats)

1. Inconceivable, Bob Rutsch and Mike Costello
2. Yellow Jacket, Scholz Sullivan Syndicate
3. Skimmer, Trogdon/Podlich

Find the full results at [annapolisyc.com/racing/results](https://annapolisyc.com/racing/results)





■ The Hot Pepper team.

## PSA Race to Rock Hall, a Spectacular Saturday on the Bay

▲ By Capt. Steve Toole

It was truly a spectacular Saturday on the Bay for this year's PSA Race to Rock Hall hosted by Potapskut Sailing Association (PSA). The dense fog that had blanketed the entire region in the early morning hours of October 5 dissipated into blue sky, wispy clouds, and north-northeasterly wind at 11 to 15 knots by the first warning signal at 10:55 a.m. at Baltimore Light.

Boats registered under Chesapeake Racer Cruiser Association (CRCA) dominated the monohull participants, with 13 entries divided between the Racer and Cruiser classes. A handful of boats entered under PHRF, along with a trio of Alberg 30 one-design boats and a half dozen Chesapeake Multihull Association entries.

"Papa – Delta – X-Ray – Whiskey" was the 14.5-nautical-mile course posted by the race committee at the start, indicating CBYRA Region 2 mark roundings, finishing at the green C "1" can marking the passage into Rock Hall. Commercial traffic surprisingly spared racers the added concern of dodging ships and barges,

particularly with the chosen racecourse tacking upwind through Craighill Channel and rounding G "3" along Brewerton Channel as the windward mark.

Kites lined the horizon along the downwind leg south-southeast to mark 1UC at the mouth of the Chester River, leading to a reaching leg to R "2." Several boats wrestled to carry their chutes at the hot angle for this 2.1-nm leg. Our initial regret dousing early at R "2" was offset seeing competitors behind us appear to regret not dousing earlier.

The final 1.8-nm leg upwind was easily achieved on the same port tack to finish the race in as little as two hours and 37 minutes for the first finisher (*Triple Threat*) and four hours and 31 minutes for the last finisher.

PSA hosted the onshore celebration at Haven Harbour Marina, featuring the requisite Dark 'n Stormies, crab cakes, oysters, and live music. The race was the epitome of fall racing on the Bay and well worth the 2.5-hour journey for us from the J/120 *Hot Pepper's* home port on the West River.

### Top Three Results

#### Alberg 30 (3 boats)

1. *Laughing Gull*, Patrick Seidel
2. *Windswept*, Lanny Helms
3. *Carnival Lady*, Barbara Vosbury

#### PHRF TOD/PSA AR (5 boats)

1. *Lucky 13*, Samuel Parsons
2. *White Lightning*, Bob Aaron
3. *Flow*, William Trainor

#### CRCA - ORR Ez - Racer (8 boats)

1. *Incommunicado*, Ed Tracey Tim Polk
2. *Blue*, Andrew Guhl, Sheeder, Heldrich
3. *Hot Pepper*, Steven Toole

#### CRCA - ORR Ez - Cruiser (5 boats)

1. *Kaimana*, Lee Budar-Danoff
2. *Heyday*, Shepherd Drain
3. *Jahazi*, David Dodson

#### Chesapeake Multihull Assoc (6 boats)

1. *Triple Threat*, Tim Lyons
2. *OrgaZmatron*, Josh Colwell
3. *Patriot*, Jeffrey Thompson



## ILCA Masters Chesapeake Championship on Fishing Bay

▲ *By Jon Deutsch*

ILCA Masters took over Fishing Bay Yacht Club (FBYC) for the 43rd Chesapeake Bay ILCA Masters Championship October 5-6. Of the 39 boats, Dave Chapin from Lake Eustis Sailing Club was the top Great Grand Master and took the overall title while Dorian Haldeman from Severn Sailing Association was the Second Master and top female for her sixth time.

The fleet launched on Saturday to light winds out of the north and a long downwind sail to Godfrey Bay on the Piankatank River. The first race started shortly after 11 a.m. in light wind and was shortened for the second leg when the wind shifted to the east. Top finishers in race 1 were Gavin O'Hare (Severn Sailing Association (SSA)), Scott Adam, and Dave Chapin (Lake Eustis Sailing Club).

The wind continued to build for the second race, sometimes hitting double digits, and continuing to be shifty. Chapin won the race followed by David Waiting (SSA) and O'Hare. By the third race of the day the wind had built into the upper teens with gusts reaching to 21 and some waves. This race really tested the sailors—some of whom wished they had swapped to a smaller rig. Several sailors retired early.

Chapin once again showed his prowess in the chop winning the race with Luke Shingledecker (SSA) and George Slook (SSA) just behind.

The 39-boat fleet was down to 27 for the fourth and final race of the day, and the wind did ease to the more comfortable mid-teens. Like the prior three races, this one also started under the P-flag, but this time three boats needed to be called back; one boat restarted. Scott Adam was the race winner followed by Shingledecker and Chapin.

With four races complete, a dwindling fleet, and less wind for a long sail home meant the fleet was sent in for the day. Saturday night featured Jon's not-yet-famous BBQ ribs. There was a gorgeous sunset as the fleet and volunteers ate in the screened porch.

Sunday's forecast wasn't calling for much wind and it delivered. After a little hoping that the forecast would give way to enough wind to sail, racing was called off around 11 a.m., and the results from Saturday would stand.

The 44th Chesapeake Bay Masters is tentatively scheduled for October 4-5, 2025.

## Results

### Overall Winner:

Dave Chapin, LESC

### 1st Woman:

Dorian Haldeman, SSA

### 1st Legend:

Rich Parolski, Ocean City Sailing Club

### 2nd Legend:

James Graham, Potomac River Sailing Association

### 1st Great Grand Master:

Dave Chapin, LESC

### 2nd Great Grand Master:

Robert Koci, St. James Town Sailing Club

### 1st Grand Master:

Scott Adam

### 2nd Grand Master:

Gavin O'Hare, SSA

### 1st Master:

Luke Shingledecker, SSA

### 2nd Master:

Dorian Haldeman, SSA

### 1st Apprentice Master:

David Waiting, SSA

### 2nd Apprentice Master:

Jon Deutsch, FBYC





Photo by Will Keyworth

## AYC Fall Race to Solomons

Annapolis Yacht Club held its annual Fall Race to Solomons September 21. Find full results at [annapolisyc.com/racing](http://annapolisyc.com/racing) and photos at [spinsheet.com/photos](http://spinsheet.com/photos). Here are first place finishers:

**ORC 1:** *Katsu*, Jamie Wright

**ORC 2:** *Tenacious*, David Bond

**ORC 3:** *Wild Thing*, Ben and Briana Jatlow

**ORC Performance Cruiser:** *Leopolis*, Askold (Oskar) Sandursky

**PHRF A:** *Crocodile*, Scott Ward

**PHRF B/C:** *Orion*, Jon Opert

**CHESSS:** *Graybeard*, Bill Walczak

# Show your EWE Spirit!



## Order Your EWE Spirit Gear at [ewespirit.org/ewe-stuff](http://ewespirit.org/ewe-stuff)

Your donation supports the good work the **EWE Spirit Foundation** is doing in memory of Geoff Ewenson.

# EWE

## WWW.EWESPIRIT.ORG





# TASTE THE GOOD LIFE



mountgayrum.com



■ Aron Serinis sailed to victory.

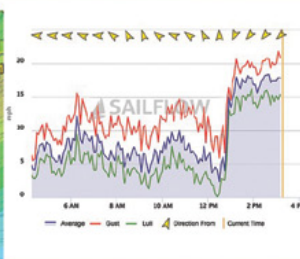
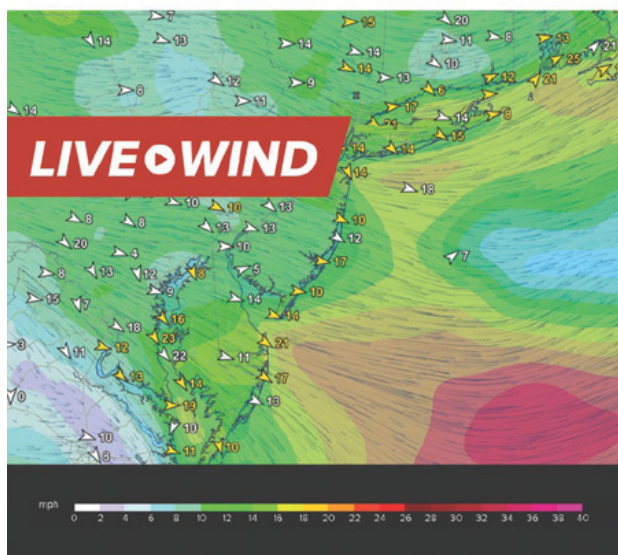
## TAYC Fall Star Windup

On October 5-6, the Tred Avon Yacht Club hosted the 73rd Annual Star Fall Windup with 12 competitors coming from as far north as New York City and as far south as Miami. Find full results at [tayc.com](http://tayc.com) and top three results below.

1. Aaron Serinis/Adam Dolezal
2. Benjamin Sternberg/Frank Rizzo
3. Robert Lippincott/Daniel O'Farrill



<p><b>FREE /</b></p> <p>Live Weather Stations &amp; Flow Map Worldwide</p>	<p><b>PLUS /</b></p> <p>Exclusive Plus Forecasts &amp; Sea Surface Currents</p>	<p><b>PRO /</b></p> <p>Exclusive Pro Forecasts &amp; Pro Weather Stations</p>
--	---	---



First-Time PRO Members, Save \$20 at [SAILFLOW.com/SPIN](http://SAILFLOW.com/SPIN)

Available on the App Store | GET IT ON Google play

## BBSA Championship for the Bold Mariner Cup

Broad Bay Sailing Association (BBSA) hosted its Championship for the Bold Mariner Cup October 12. This is a team competition between BBSA's Little Creek racers and Willoughby racers. Find top three results below and more at [broadbaysailing.org](http://broadbaysailing.org).

### Spinnaker

1. Jammin, Dan Berger
2. Shock, Chris Whately
3. Luna Blu, Keith Midgett

### NS 1

1. Black Widow, Copeland, Gade, Girardin
2. Baserunner, Larry Baun
3. Special K, Al Brazzi

### NS II

1. Coeur d'Alene, Hank Giffin
2. Oh Sheet, Robert Duncan
3. Skymark, Tim Dull



■ Photo by Donna DeSteph



# Sailfaster Podcast: Picking the Right Gate Mark

On his Sailfaster podcast, Pete Boland recently featured North Sails's Allan Terhune. Allan is a J/22, J/24, and 6-metre world champion, holder of 11 North American Championship wins in multiple classes, a Pan-Am Games gold medalist, and a multi-year finalist for Rolex Yachtsman of the Year. Here's an extract of the podcast:

## Tips By Allan Terhune

**Allan, you compared the gate rounding to a race start, in that you can make or break your race by your gate decision and how you execute the rounding.**

Yeah, the gate is a crucial part of the race; it's like a second start in a way. You're at the bottom of the course near the starting line again, but it's almost harder than a start because boats are in line bow-to-stern versus bow-to-bow as at the gun. Fundamentally, you really have to execute the turn through the gate and hold a lane. That's the number one part of gate roundings, regardless of which gate mark is favored. Executing the turn, getting the boat around the mark, and going close-hauled at speed and having your lane open; that's the story. I think a lot of times this gets lost in translation when everyone's thinking about which gate mark to go to, and they're not ready for the turn. Nine times out of 10, if you can just execute the actual maneuver, you gain!

**When do you start planning for the gate rounding?**

Halfway down the run because otherwise it's too late. If you do it a third of the way out, you're probably already locked into one side or another.

**Okay, so we're halfway down the downward leg... what goes through your mind about which way to go?**

I think the most important thing is which mark lets you execute the turn and get out of there as quickly as possible. Where do I think there's more



■ Allan Terhune's winning team at the Pan Am Games 2023.  
Photo by Matias Capizzano/ Santiago 2023 via Photosport

congestion, and how do I avoid that? Because when you get caught in the pile-up or the melee at your preferred mark, there's always someone who goes to the other mark, rounds clean, and gains, even if it's the unfavored side of the course!


I generally try and turn left if I can because if I have to tack, at least I'm tacking onto starboard and will have right of way. Whereas if you round the righthand mark, go off on starboard, and another boat is ahead upwind and you need to tack out, now you're on port, ducking the train of boats. And it just gets worse!

**What happens when you are forced to make a late decision about which gate to round?**

If you're the tactician and know you could be in trouble, you communicate that to the team. You might say, "I'm thinking left right now, but just be prepared for either way; we're going to be deciding last minute." Then, everyone knows; at least it's on the table. I think that's where clear communication of what the expectations are going in helps the whole procedure. While that may leave people uneasy, they're more comfortable knowing this could change. So, they can at least start thinking about it and preparing.

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





■ Mike Snelgrove at the helm. Despite the unexpected plot twists, the experience was fantastic.

## Invited To Sail? Seize the Opportunity

### Thanks for the ride, Team Himmel!

▲ By Beth Crabtree

#### Taking a leap.

I was excited and a bit nervous for my second overnight race. I had been invited by Don Snelgrove aboard his Dehler 39 *Himmel* for one of the most anticipated races of the Chesapeake Bay racing season, the 2024 Governor's Cup, an overnight race from Annapolis to St. Mary's City, MD.

I recognized immediately that the race would be a terrific way to stretch my sailing horizons and experience a whole new level of seamanship. While the 70-mile overnight race would be a stretch for me, Team *Himmel* had completed the race many times and in 2015 was awarded the Waldschmidt Trophy for Best in Fleet. Beyond that, Don and his crew have logged thousands of offshore miles both racing and cruising.

Unfortunately, a late-notice medical issue meant Don would miss the race. He appointed his son, Mike, and longtime *Himmel* crew Dave Malfroy as co-captains. That *Himmel* would race without Don, and my invitation still stood, was a testament to Don's faith in

his crew and boat. Mike called me to ask if I had any questions, inquire about my expectations for the trip, and see if there was anything that I needed from him. It was a kind gesture that made me feel welcome and even more excited.

#### The real deal, kind of.

Race day, the forecast called for high heat with moderate winds from the south and a chance of thunderstorms overnight. We met at the boat in the mid-afternoon. Arriving one-by-one, the crewmembers greeted one another affably. Through the light-hearted ribbing, you could tell that they knew one another well, didn't take themselves too seriously, respected each other, and could be counted on to do their jobs when the time came. Importantly, they made me feel welcome.

Mike gave me a tour belowdecks. I was excited to see my name posted on the watch schedule—midnight to 4 a.m. Like everyone else, I was assigned a letter that coordinated with a locker labelled with the same letter. Wow, I felt like

the real deal! I stowed my gear, and we slipped the lines.

As we motored down the Severn River, Mike gave a thorough safety briefing, covering everything from the man overboard procedures to clipping in at night. Our navigator took time to explain to me exactly how we'd run the jack lines and use our tethers come nightfall. This would be my first time clipping in, and I was looking forward to the experience.

#### Racing!

The starting sequences began, and I took my place up on the rail. The crew threw in a reef to avoid being overpowered as the breeze built to over 15 knots. While chatting with the others on the rail, I also tried to listen to the afterguard's conversations, noting the flow of information and decision-making processes, especially between the helmsman and navigator/tactician. When the wind laid down a bit, they shook out the reef. We settled into a groove.



Soon the sun was low in the sky. It was time for dinner, beef stew served in dishes with flatware spoons, no paper bowls or plastic silverware. It was a small thing but in its own way offered a taste of sailing offshore, where square meals are important to keep up energy and morale—a little different than the quick sandwich or protein bar that I was accustomed to eating during a one-day regatta.

As these things tend to happen, as soon as we all began to eat the delicious stew, the wind picked up again, and the captain called for a reef. We quickly finished eating and prepared to reef the main. Before that afternoon, my experiences with reefing had been limited to ASA classes. Reefing was one of the things that I had hoped to experience in 'real life' during this race. Although we'd thrown in one just before the start, it all happened so quickly that I hadn't had time to absorb it. This time I paid more attention, trying to memorize not only the mechanics but also the communication exchange between the mast, pit, and helmsman.

### Things can change in an instant.

As the maneuver was completed, we all heard it—a strange popping noise. The boat didn't feel right, and the boat didn't sound right. "What's that noise?" the crew were asking one another. The bowman exclaimed, "Look at the mast!" Some of the slides in the mainsail track on the mast had come out, or maybe broken; we weren't quite sure immediately, but obviously the main was no longer being held tight to the mast. The crew was puzzled because the sail was practically brand new.



■ Governor's Cup was to be my second overnight race. Photo by Ted Morgan

Following a quick discussion about what was happening and assessing the risk of more damage, it was only a matter of moments before the command came to lower the main. Mike radioed the RC and let them know we were retiring from the race. I made myself useful by helping to clean up the dinner dishes while I listened to the crew debrief about the mainsail. As we turned and motored back to *Himmel's* slip, calls and texts went out to loved ones tracking our boat. Our navigator tried to cheer us up, telling us about the nasty weather down the Bay that we'd no longer have to sail through.

### Take someone sailing.

As night fell, we eased into quiet conversation. Lights twinkled gently onshore and from the enormous cargo ships. Big bolts

of lightning lit up the sky to the north of us. I asked several of the crew about their sailing and boating experiences. It was inspiring to hear how each one had expanded their own sailing horizons. None had done it alone. Someone had invited them on a boat, given them a chance, or encouraged them to take the next step.

About 10 days after the race, I checked in with Don. His health is fine, and his mainsail, which was a new sail and design, had been repaired by his sailmaker, who replaced the slides with new ones made of thicker, sturdier plastic.

Although our Gov Cup ending wasn't what any of us had hoped for, it was still an opportunity to expand my sailing. I was able to experience, albeit briefly, the methodology and crew chemistry of a successful racing and offshore team. All the crew were welcoming, happy to answer questions, and fun to be with. Watching them when things, both big and small, went well—and when they didn't—was a learning experience that I really appreciated.

If you are fortunate enough to be in a situation where you can invite a less experienced sailor onto your boat, I encourage you to do so. It doesn't need to be a perfect sail or a winning race. Heck, you don't even have to finish the race! Your guest crew will take something away from the experience no matter what. You never know; stepping onto your boat might be the next step in a long series of steps that take them to places they've only dreamed of going.



■ We took a group photo before slipping the lines.



# Small Boat Scene

## Making Your Mark

By Kim Couranz

If you don't know where you are, it's hard to figure out where you're going. Certainly this is true in the big picture of dinghy racing: you need to be aware of where you are on the racecourse as you make strategic and tactical decisions.

But it's also true on a much smaller scale, often just within arms' reach. Knowing where your control lines are set can make adjusting them to where they need to be happen a lot faster (and use a lot less brain power).

Knowing where to pull the jib halyard to as you round the leeward mark, or where your standard upwind outhaul setting is, or where your medium-air spinnaker-pole height is so you can have it pre-set can be game-changers. A simple Sharpie marker can go a long way toward making your adjustments easier. And easy is fast!

We're near or at the end of the traditional dinghy racing season here on the Bay. If you're not already onboard with marking your lines, now's the time to digest everything you've been learning this summer and get it down, literally, in pen. Here are some tips to help you make your settings more of a known quantity.

### All the options.

Small boats just don't have that many lines. Think through *all* of them and consider whether there's a way you could make a quick mark or to help you get things "in range" in the midst of mark rounding chaos. Why not?!? Mark where full hoist on your halyards is with a simple mark on your mast where something (possibly another mark, or the top of a block or other hardware) goes. Control lines often need a mark on the line itself and a mark on the deck to line up.

### It's YOUR system.

Different people have different wants and needs. I've seen boats with no marks (*not ideal*) and boats with seven different halyard hoist settings, each in a different color (likely excessive). But it's up to



you—use as many marks (and colors!) as you want. I would strongly encourage you to include at least one mark as a reference point for each halyard and control line. In general, I go with three: One to mark the "this is usually where it goes" base and two boundary marks indicating where the tightest and loosest settings are.

### Technicalities.

Dark Sharpie marks stick around longer. I was hummed to learn that the super fun purple and pink Sharpie inks fade much faster in sunlight than the classic black (oh well). Acetone is your friend. If you make a mistake or want to change your mark location, a little acetone (or fingernail polish remover) works in a jiff. If you're super shy about writing on your boat, you can always first put down electrical tape and make your mark on the tape.

### Other options.

Sometimes you might want more than just a mark. For example, on my ILCA6, I generally want to blow my cunningham all the way off at every weather mark rounding. But I definitely don't want the cunningham control line to be able to work its way out of the cleat and/or blocks. Easy solution: I tie a slip knot so that it will stop at the maximum ease I'd ever want it to have during a race. Same thing for my outhaul control line. Then, if I'm in a pinch, rather than easing it off to a specific spot, I can just "blow it" and it will be in range. I can adjust it once I'm a few boat lengths from the mark.

So, get out your permanent markers and enjoy an "arts and crafts" work session. After all, using reference points is *way* better than guessing!

**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.



# BROKERAGE & CLASSIFIED SECTIONS

To advertise in the Brokerage and Classified sections,  
contact [beatrice@spinsheet.com](mailto:beatrice@spinsheet.com)

## DONATIONS

**DONATE YOUR BOAT**  
Help a Wounded Veteran  
**240-750-9899**



**BOATS4HEROES.ORG**

## BROKER SERVICES



**Mike Coe, North Point Yacht Sales**  
Whether you are looking for a new J/45 or a pre-owned Tiara 38LS, Mike Coe at North Point Yacht Sales is an experienced, friendly and knowledgeable yacht broker who brings outstanding service and dedication to each client. Having worked in the marine industry for over 15 years as a yacht broker, sailmaker and boatbuilder's factory rep, he brings technical expertise, market insight and brand knowledge to each search for the perfect boat for your family. Contact Mike today at 410.387.8859 or [Mike@NorthPointYachtSales.com](mailto:Mike@NorthPointYachtSales.com) [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)



**S&J Yachts, Brokers for Fine Yachts** With 10 locations from Maine to Florida, S&J Yachts is one of the largest full-service yacht brokerages on the East Coast. Our extensive reach & marketing helps find top buyers quickly. S&J Yachts has established an outstanding reputation for integrity and service! Our experienced team of brokers is committed to serving both buyers and sellers, ensuring fair practices and complete satisfaction with every deal. Whether sail or power, we'll help you find the perfect fit! 410.639.2777 [info@sjyachts.com](mailto:info@sjyachts.com) [www.sjyachts.com](http://www.sjyachts.com)

## BROKER SERVICES



**Yacht View Brokerage, LLC** announces our new 8% commission, which may include complimentary Annapolis dockage (for yachts above 100K and up to 80' in length) and 10% co-brokerage listing commission! We will successfully market your yacht from her current East Coast location or arrange delivery to our secure dockage for yachts from 30'-80' (Power/Sail). Located 20 minutes from BWI airport, our listings are easily inspected and demonstrated to prospective buyers. Targeted print advertising & Yachtworld.com MLS internet exposure with wide angle/high resolution photos and video. 30 yrs proven customer service! Call/text Capt. John Kaiser, Jr. @ 443.223.7864. Email your yacht's details for a full market appraisal to: [john@yachtview.com](mailto:john@yachtview.com) [www.yachtview.com](http://www.yachtview.com)



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

## BOAT SHARING

**Join MASA for Unforgettable Sailing Adventures!** Affordable access, small community, unforgettable experiences. Mid-Atlantic Sailing Association (MASA) shares an '87 O'Day 322 (Chesapeake Bay) and '87 Catalina 27 (Potomac River). Only a few slots available! Karl Kosok, MASA President, 301.467.9987 [www.masasailing.org](http://www.masasailing.org)

**For Sale: Membership Share in the Spa Creek Club** The club is a member-owned sailing club of 20 members operating 3 boats (Catalina 34, Catalina 320, Beneteau 311). For more info, please visit [www.spacreekclub.com](http://www.spacreekclub.com) or call Ted @ 301.830.3990

**33' Reynolds 1D '05** Ready to race catamaran. This boat is typically one of the first to finish in any race. Fastest Elapsed Time Race Record Governors Cup. **\$20,000** Financing available. No slip fees. Call 443.691.9587 or [hypershops@yahoo.com](mailto:hypershops@yahoo.com) [www.sailingworld.com/sailboats/the-reynolds-33-ripping-it-up-at-22-knots](http://www.sailingworld.com/sailboats/the-reynolds-33-ripping-it-up-at-22-knots)

## POWER



**(August Rose) 36' 1999 Hinckley Picnic Boat Classic** Turnkey ready! Spent her life on the brackish upper Chesapeake Bay. Second owner has lovingly cared for her to include a recent hull paint job and a complete 1000-hour Yanmar 440 service from Hinckley in Easton, MD. New coats of varnish, engine oil new, bottom paint and jet service complete. Price reduction **\$235,000** Annapolis, MD. Call/text John Kaiser 443.223.7864 or [john@yachtview.com](mailto:john@yachtview.com). For more information/specs, visit: [www.yachtworld.com/yacht/1999-hinckley-picnic-boat-classic-9572881/](http://www.yachtworld.com/yacht/1999-hinckley-picnic-boat-classic-9572881/)

## POWER



**(Yacht View) 2021 Tiara Yachts 38 LS** Turnkey ready, completely maintained and like new! Triple 400Hp Mercury 4-stroke Verado outboards w/180 hours (extended warranty until 2026). Includes: joystick, bow thruster, Sea-Keeper gyro stabilizer (serviced 9/2024), Kohler diesel generator, A/C, heat, head w/ shower, aft lounge seating area, captain's chair, Garmin electronics package, Bluetooth, sunshade, refrigerator, icemaker, and much more - no expense spared on this beauty! **\$629,000** Annapolis, MD. Call/text John Kaiser 443.223.7864 or [john@yachtview.com](mailto:john@yachtview.com). For more information/specs, visit: [www.yachtworld.com/yacht/2021-tiara-yachts-38-ls-9568321/](http://www.yachtworld.com/yacht/2021-tiara-yachts-38-ls-9568321/)

## SAIL



**1982 Marshall Catboat, 18' Sanderling, One Owner** Lifetime Chesapeake Bay boat! Sold AS IS w/ 2017 Tohatsu 6Hp outboard/low hours, no trailer. Features: self-contained toilet; Awl-Grip painted spars; teak trim throughout; recent foam berth mattresses; Dacron sail/Sunbrella sail cover; full lazy jacks; 4" compass in bulkhead; bronze cleats for bow/stern/spring lines; flag halyard; bronze transom step, folding bronze step on rudder. **\$14,500** Lying Galesville. Contact 202.246.3878 or [roy.henwood@gmail.com](mailto:roy.henwood@gmail.com)

To find more sailboat listings and boat reviews,  
visit [spinsheet.com](http://spinsheet.com)



# Brokerage & Classified



**Lovely 1992 Rhodes-19 Centerboard Sloop** Lovingly kept, fully equipped, ready to sail! Two mainsails, jib, spinnaker, Lazy Jacks, Mercury 3.5 & 7 hp engines, boat trailer, garage-kept half the year, two cockpit tents, mainsail cover, two pairs full cockpit cushions, built-in pump, dock lines, life preservers, flotation cushions, two anchors, chain & line, boat hook, two paddles & gobs of fun! **\$12,500** (possible delivery). Contact 540.729.2283 or [jdenegre1@gmail.com](mailto:jdenegre1@gmail.com) – for more info, visit [www.bit.ly/35MP66W](http://www.bit.ly/35MP66W).

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



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

**1996 Com-Pac 23** In great shape, well-maintained and loved. Trailer kept, covered in winter. Quantum sails: Main, genoa, working jib, and rehabilitated small jib (2013). Tohatsu 2-stroke 8Hp outboard, Torqeedo-2.0 outboard, and Torqeedo Power-24 lithium battery. New hull paint and standing rigging (2022). Mast raising system. Many spares, replacement parts, all accessories included to start sailing immediately! Contact 540.368.2116 or [thankers@yahoo.com](mailto:thankers@yahoo.com)



**23' Tremolino Trimaran 1986** Fast trimaran designed by Dick Newick. Refurbished in 2017 and re-rigged in 2020. In the water and ready to sail. Clean titles for boat and aluminum trailer. **\$6,500** Contact 240.205.3382 or [danieldementon@mac.com](mailto:danieldementon@mac.com)

**C&C 24 Sailboat** Everything NEW – sails, Yamaha, interior, custom teak, more! May be best sailboat in America! Contact Jack 703.727.8941 **\$9,500** OBO

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



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



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

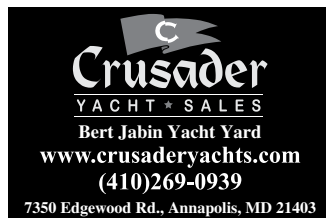


**(Chardonney) 42' Beneteau First Cruiser/Racer '81** Frers design. Well-maintained, autopilot, refrigeration, hydraulic vang & backstay. Engine has 365 hours. Cruising & racing sails. 1st in class in Governor's Cup. 3rd in class at Block Island. Price Reduced **\$59,900** Call Dave van den Arend 443.850.4197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



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

**1976 Morgan Out Island 49'** It's an Out Island 41 on steroids! Super roomy, perfect live aboard. In the water, ready to go south. Fresh bottom, re-rig, new hard bottom inflatable w/ new 9.9Hp, 4-stroke engine. Simrad auto helm, Bow thruster, diesel generator. **\$58,000** 410.693.7500 or [rtmuth57@gmail.com](mailto:rtmuth57@gmail.com)



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

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

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

**2022 Excess 11 37'** Wonderfully equipped and maintained Excess 11 - SIA has been sailed exclusively on the Chesapeake for weekending and occasional overnights. Very Lightly Used! Genset, Air, Dinghy, Code Zero and More - READY TO CRUISE!! Asking **\$515,000** Call Mike Titgemeyer 410.703.7986 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

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

**2005 Pacific Seacraft 40 40'** Crealock design offshore cruiser - Pacific Seacraft quality build! One of the fetch last 5 built - Air Conditioning, Webasto Diesel heat, Newer standing and Running Rigging, Solar & Wind Generator. Extensive equipment - Ready to coastal or offshore cruise! Asking **\$285,000** Call Rod Rowan 703.813.0460 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

**2015 Tartan 4000 40'** Leisure Furl boom, Reversing electric winches w/ push button controls, under 175 hours! Immaculate - step aboard and go! This won't last long! **\$425,000** Call Dave van den Arend 443.850.4197 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

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

**2023 Excess 14 45'** One-year-old Excess 14, 3 Cabin Owner's version available today on the Chesapeake Bay! Still under warranty and ready for new owners. Asking **\$795,000** Call Bill O'Malley 410.703.9058 or [www.CrusaderYachts.com](http://www.CrusaderYachts.com)

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

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

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

To find more used boats, visit [spinsheet.com](http://spinsheet.com)





**EXCESS 14**  
ALSO AVAILABLE: EXCESS 11/13/15



**TARTAN 365**  
ALSO AVAILABLE: FANTAIL | 335 | 395 | 455 | 535



**JEANNEAU SUN ODYSSEY 440**  
ALSO AVAILABLE: JEANNEAU SUN ODYSSEY 350 | 380 | 410 | 490  
JEANNEAU YACHTS 55 | 60 | 65

**RIGHT NOW is a great time to make an appointment to find your next boat!**

**FEATURED BROKERAGE**

66 2021 CNB 66 HULL # 18 .....	\$2,220,000
59 2016 Sea Ray L590 Fly .....	\$999,800
54 1997 Feeling 546.....	\$249,000
53 2019 Royal Cape Catamaran 530.....	\$925,000
51 1951 Kyntell Custom Classic.....	\$140,000
49 2023 Jeanneau 490 #206 In Stock.....	\$690,000
49 2007 Beneteau 49 .....	\$279,900
48 2023 Excess 15 #14 In Stock.....	\$1,095,000
47 2019 Jeanneau Sun Odyssey 479 .....	\$399,000
45 2023 Excess 14.....	\$795,000
45 1983 Bristol 45.5 .....	\$109,900
44 2024 Jeanneau 440 #484 In Stock .....	\$610,000
44 2023 Jeanneau 440 #442 In Stock .....	\$590,000
44 2023 Jeanneau 440 #390 In Stock .....	\$585,000
44 2017 Jeanneau 44 DS .....	\$349,000
44 1983 Little Harbor 44 .....	\$165,000
42 2019 Catalina 425 .....	\$495,000
42 2018 Legacy Yachts 42 .....	\$549,000
42 1981 Beneteau First 42.....	\$59,900
41 2024 Jeanneau 410 #383 In Stock.....	\$485,000
41 2024 Jeanneau 410 #345 In Stock.....	\$485,000
41 2015 Back Cove 41 Express .....	\$579,900
40 2024 Nimbus T11 # 283 .....	\$630,000
40 2024 Nimbus C11 # 83 In Stock.....	\$700,000



**2018 Tartan 4300**

“Bella” offers traditional styling coupled with a hull and rig designed to deliver optimal cruising performance.

All in a very easy to sail yacht. Asking \$485,000

Call Bill O'Malley ..... 410.703.9058

40 2024 Nordic Tug 40 #12 .....	\$995,000
40 2023 Nimbus T11 #186 (Trade).....	\$399,000
40 2015 Tartan 4000 - Tangaroa .....	\$425,000
40 2012 Tartan 4000 - Sapphire.....	\$449,000
40 2005 Pacific Seacraft 40 .....	\$285,000
39 2024 Tartan 395 #14 .....	\$570,000
38 2025 Jeanneau 380 #152 In Stock .....	\$423,260
38 2004 Catalina 387 .....	\$135,000
38 1999 Tartan 3800 .....	\$150,000
37 2023 Excess 11 .....	\$529,000

37 2022 Excess 11 .....	\$515,000
37 2015 Jeanneau Sun Odyssey 379.....	\$175,000
37 2000 Pacific Seacraft 37 - Rejoice.....	\$195,000
37 1995 Pacific Seacraft 37 - Remedy .....	\$135,000
37 1990 Pacific Seacraft - Earendil.....	\$100,000
37 1985 Bristol Channel Cutter .....	\$129,500
37 1983 Pacific Seacraft Crealock 37 - Maia	\$85,000
36 2024 Tartan 365 #8 In Stock.....	\$475,000
36 2011 Hunter e36 .....	\$109,900
35 2024 Jeanneau 350 #26 In Stock .....	\$342,070
35 1998 Island Packet 350 .....	\$122,000
34 1994 Pacific Seacraft 34 .....	\$110,000
33 2024 Nimbus 305C In Stock .....	\$450,000
33 2015 Tartan 101 .....	\$134,500
31 1993 Tartan 31 Piper.....	\$45,000
31 1988 Pacific Seacraft 31 .....	\$59,000
30 2022 Ocean Sport 30 # 123 In Stock.....	\$450,000
30 2005 Mainship Rum Runner II.....	\$115,000
29 2024 Nimbus C9 #137 In Stock .....	\$290,000
29 2023 Nimbus T9 #121 In Stock .....	\$290,000
29 2023 Nimbus T9 #95 In Stock .....	\$280,000
27 2024 Nimbus T8 #311 In Stock .....	\$218,383
26 2020 Crownline 264R .....	\$99,900
25 2021 Everglades 253CC .....	\$124,000



JEANNEAU





# Brokerage & Classified

## CURTIS STOKES & ASSOCIATES

409 Chester Avenue, Suite A  
Annapolis, MD 21403  
1.855.266.5676 | info@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Just Chillin)** 30' Catalina '89  
\$23,900 Fletcher C. Bauman  
4 1 0 . 2 6 3 . 2 0 0 0  
fletcher@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Talisman)** 34' Catalina '88 \$28,000  
Curtis Stokes 410.919.4900  
curtis@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Confidante)** 36' Vancouver '82  
\$60,000 Jim Edwards 252.474.5000  
jedwards@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Belle)** 37' Dickerson '86 \$17,500  
Lars Bergstrom 910.899.7941  
lars@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Le Creole)** 37' Hunter '82 \$16,000  
Dennis Mancinelli 404.395.6688  
dennism@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Native)** 38' Herreshoff '70 \$29,900  
Lin Earley 757.672.2778  
lin@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Pride)** 40' Tartan '85 \$75,000  
Lars Bergstrom 910.899.7941  
lars@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Siddhartha)** 41' Hunter H41 Deck  
Salon '08 \$142,000 Curtis Stokes  
410.919.4900 curtis@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Messmee)** 42' Beneteau Oceanis 423  
'04 \$115,000 Curtis Stokes  
410.919.4900 curtis@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Courage III)** 43' Hans Christian '79  
\$85,000 Jim Davis 386.871.4959  
jim@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**(Resilience)** 48' Beneteau Oceanis '14  
\$239,000 Curtis Stokes  
410.919.4500 curtis@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



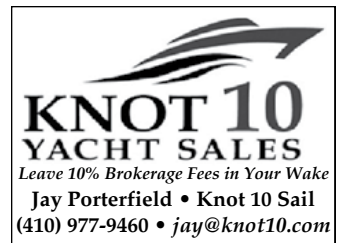
**(Roamin Holiday)** 57' Wellington '89  
\$174,500 Curtis Stokes  
410.919.4900 curtis@curtisstokes.net  
[www.curtisstokes.net](http://www.curtisstokes.net)



**844-532-7447**  
sales@jfayacht.com  
[www.jfayacht.com](http://www.jfayacht.com)



**2004 Hunter 44** Located in Norfolk, VA and ready to GO! She is in GREAT condition. MUST SEE! The seller was meticulous about maintenance and this boat is VERY well-maintained. Ready to live aboard now. 2 heads, 2 staterooms, fully equipped galley. **\$145,000** Contact Listing Broker Paul Minihan, JFA Yacht & Ship - 850.774.3211 or paul@jfayacht.com  
[www.jfayacht.com](http://www.jfayacht.com)



Leave 10% Brokerage Fees in Your Wake  
Jay Porterfield • Knot 10 Sail  
(410) 977-9460 • jay@knot10.com

**2013 Salona 38** Amazing racer/cruisers. Call Jay 410.977.9460 or Jay@Knot10.com [www.Knot10.com](http://www.Knot10.com)

**2016 Beneteau Oceanis 38.1** A must see! Call Jay 410.977.9460 or Jay@Knot10.com [www.Knot10.com](http://www.Knot10.com)

**North Point**  
yacht sales  
38°58'16" N 76°28'64" W

7330 Edgewood Road, Suite 1  
Annapolis, MD 21403  
**410-280-2038**  
[www.northpointyachtsales.com](http://www.northpointyachtsales.com)

**2022 J Boats J/9** The perfect daysailer w/ deep cockpit and four great corner seats to enjoy the day w/ family and friends. Fresh bottom paint, outfitted w/ North Main & Jib, B&G Triton speed/depth/wireless wind sensor, and more. Contact Jack McGuire at 401.290.7066 or Jack@NorthPointYachtSales.com [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

**2023 Hanse 348** Nice upgrades including oak and leather interior, A/C, B&G Electronics, Quantum AC5 laminate sails and custom and locally designed and built canvas package. Contact David Malkin at 443.790.2786 or David@NorthPointYachtSales.com [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

**2019 Hanse 388** Ordered new by her current owner w/ a deep draft keel (6'9"), B&G Electronics package, self-tacking jib and German mainsheeting. Contact Jack McGuire at 401.290.7066 or Jack@NorthPointYachtSales.com [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

**2016 Hanse 415** All boat systems have been serviced, recently details and ready to sail. New bottom pain, engine service, sail cleaning and many mechanical upgrades. Contact Chris Beardsley at 804.885.4090 or Chris@NorthPointYachtSales.com [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

**2019 Hanse 418** Cutting edge sail handling allows for effortless maneuvering. Custom Canvas, bow thruster, performance sail pkg, reverse cycle heat and a/c, and more. Contact Bob Oberg at 410.320.3385 or Bob@NorthPointYachtSales.com [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

To find more used boats, visit [spinsheet.com](http://spinsheet.com)



**SPECIALISTS**  
**CRUISING YACHTS**  
**ISLAND PACKET**

**S&J YACHTS**  
 BROKERS FOR FINE YACHTS

**LIST YOUR BOAT**  
**SJYACHTS.com**

**DEALERS FOR**



**BAVARIA YACHTS - 34'-57'**



**SOUTHERLY YACHTS - 42'-48'**

[www.SJYACHTS.com](http://www.SJYACHTS.com)

**VISIT OUR WEBSITE FOR ALL NEW AND USED INVENTORY**

**FEATURED LISTINGS**

**2000 ISLAND PACKET 420**



**\$299,000**

**2007 MANTA 42 MKIV**



**\$298,000**

**2023 BAVARIA C42**



**\$429,499**

167 Three-Masted Schooner 2007 .....	\$2,400,000
57 Southerly 57 RS 2010 .....	\$899,000
50 Lu Crestitalia Dick Carter '80/'23 .....	\$150,000
48 Cheoy Lee Clipper 48 1977 .....	\$115,000
48 Beneteau Oceanis 48 2014.....	\$310,000
47 Beneteau 473 2005.....	\$185,000
46 Bavaria C46 2025 NEW .....	On Order
46 Island Packet 465 2008 .....	\$384,500
45 Bavaria C45 2024 NEW .....	On Order
44 Island Packet 44 1995 .....	\$115,000
44 Mason 44 Aft CC 1991 .....	\$162,500
44 Alden 44 1979 .....	\$129,000
43 Shannon 43 1988.....	\$165,000
43 Beneteau 423 2004.....	\$119,900
42 Island Packet 420 2000 .....	\$299,000
42 Southerly 42 RS 2006 .....	\$282,000
42 Leopard 42 2022 .....	\$670,500
42 Manta 42 MKIV 2007.....	\$298,000
42 Endeavour 42 CC 1991 .....	\$99,000

42 Bavaria C42 2023 NEW IN STOCK .....	\$429,499
42 Catalina 42 MKII 2004 .....	\$165,000
42 Catalina 42 1992 .....	\$99,900
41 Island Packet SP Cruiser 2009 .....	\$249,000
40 Caliber 40 LRCSE 2008 .....	\$239,000
40 Hinckley Bermuda 40 1972 .....	\$125,000
40 Sabre 402 2001 .....	\$175,000
40 Island Packet 40 1995 .....	\$169,900
39 Pearson 39 1989 .....	\$79,900
38 Bavaria C38 2024 NEW .....	On Order
38 Island Packet 380 2003 .....	\$220,000
38 Island Packet 38 '88, '89 .....	2 from \$108,000
38 Fountaine Pajot Athena 38 1995 .....	\$145,000
38 Catalina 375 2009 .....	\$170,000
37 Island Packet 37 1995 .....	\$94,500
36 Catalina 355 2011 .....	\$148,000
36 Southerly 110 2004 .....	\$149,000
35 Caliber 35 LRC SE 2005 .....	\$138,000
30 Sparkman & Stephens 30 2017.....	\$135,000

**OUR EXTENSIVE REACH & MARKETING HELPS FIND TOP BUYERS**

MD: 410-639-2777 • VA: 804-776-0604 • NC: 252-656-0906 • SC: 843-872-8080 • FL: 941-212-6121  
 Annapolis, MD • Rock Hall, MD • Deltaville, VA • New Bern, NC • Charleston, SC • Palmetto, FL

## Brokerage & Classified

**2013 Catalina Morgan 440** Extremely well equipped offshore capable performance cruiser, comfortable for extended cruising. Contact Chris Beardsley at 804.885.4090 or [Chris@NorthPointYachtSales.com](mailto:Chris@NorthPointYachtSales.com) [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

**2019 Hanse 458** Very well cared for and owners spared no expense on her upkeep. Nice upgrades include Elvstrom TCL Sails, electric winches, Genset, bow thruster, and more. Contact David Malkin at 443.790.2786 or [David@NorthPointYachtSales.com](mailto:David@NorthPointYachtSales.com) [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

**2017 Jeanneau 54** Great opportunity for the perfect cruising yacht set w/ extra water tank, microwave, ice maker, fridge in cockpit table, autopilot, and more! Contact Jack McGuire at 401.290.7066 or [Jack@NorthPointYachtSales.com](mailto:Jack@NorthPointYachtSales.com) [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

**2017 Hanse 588** Extremely well optioned and customized for extended cruising. Maintenance is up to date, New Bottom Paint and Dodger. Contact Chris Beardsley at 804.885.4090 or [Chris@NorthPointYachtSales.com](mailto:Chris@NorthPointYachtSales.com) [www.NorthPointYachtSales.com](http://www.NorthPointYachtSales.com)

S&J YACHTS

BROKERS FOR FINE YACHTS

ANNAPOLIS, MD	410-571-3605
ROCK HALL, MD	410-639-2777
DELTAVILLE, VA	804-776-0604
CHARLESTON, SC	843-872-8080
PALMETTO, FL	941-212-6121

www.sjyachts.com



**Island Packet Yachts 27'-52'** List your Island Packet w/ the Experts! S&J Yachts is the World leader in selling IPs. No team knows these boats better! We have buyers looking now for these excellent cruising yachts. Call S&J Yachts now for a free market evaluation. 410.639.2777 [www.sjyachts.com](http://www.sjyachts.com)



**S&S 30 2017** Perfect day sailer, race-ready w/ a carbon fiber mast, Quantum Dacron main, 80% self-tacking jib, 100% jib, asymmetrical spinnaker w/ below-deck rigging, and Torqeedo electric sail drive w/ tiller steering. Includes a dodger for added comfort. **\$135,000** S&J Yachts 410.639.2777 [www.sjyachts.com](http://www.sjyachts.com)

**76** November 2024 [SpinSheet.com](http://SpinSheet.com)



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



**2006 Southerly 42RS** Blue-water cruiser w/ variable draft swing keel. Features in-boom furling, self-tacking jib, AC, heating, watermaker, generator, bow thruster, & twin rudders. Easy to sail & perfect for exploring shallow anchorages. **\$282,000** S&J Yachts 843.872.8080 [www.sjyachts.com](http://www.sjyachts.com)



**2023 Bavaria C42 INVENTORY CLEARANCE SPECIAL - \$429,499** - Fully commissioned and ready to go now! Award Winner! Modern hull shape provides increased stability, performance & space below deck. 3 cabin/2 head w/ attractive mahogany interior. ICW rig, furling mainsail, B&G electronics, Autopilot, Bow thruster, A/C & more... S&J Yachts 410.639.2777 [www.sjyachts.com](http://www.sjyachts.com)



**Catalina 42 MKII '04** New to the market, this meticulously maintained 3 cabin - 2 head layout is turn-key & ready for the fall sailing season. **\$165,000** S&J Yachts 410.639.2777 [www.sjyachts.com](http://www.sjyachts.com)



**Island Packet 420 2000** Immaculate cruiser professionally maintained w/ tremendous accommodations, storage and tankage. Features bow thruster, new paint, AC units, electric winches, dinghy, davits, & in-mast furling. Ready to sail & impress. **\$299,000** Contact S&J Yachts 410.639.2777 [www.sjyachts.com](http://www.sjyachts.com)



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



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



**Shannon 43 1988** Available now, this classic, beautifully built blue water passage maker has had many important upgrades over the last few years. **\$165,000** S&J Yachts 410.639.2777 [www.sjyachts.com](http://www.sjyachts.com)



**2008 Island Packet 465** Nicely equipped for extended cruising. Solidly built, center-cockpit cruising boat w/ 2 large cabins, spacious salon, nav station, functional galley, & 2 heads. **\$384,500** S&J Yachts 843.872.8080 [www.sjyachts.com](http://www.sjyachts.com)



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

YAZU

YACHTING

Anne & Jon Hutchings

17218 General Puller Hwy, Deltaville, VA  
Anne: 804-567-0092 | Jon: 804-567-0093

www.yazuyachting.com



**38' Alajuela 38 2016 "Narnia"** 1 Cabin, 1 head, Low engine hours, Monitor windvane steering, Wind generator, Dive tank compressor, Like new sails and rigging. Beautiful boat! **\$148,400** Topping, VA. Call Jon Hutchings 804.567.0093 or [jon@yazuyachting.com](mailto:jon@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)

Read boat reviews  
online at  
[spinsheet.com](http://spinsheet.com)





**38' Maine Cat 2018** OceanVolt 48V Electric Motors w/ Lithium Batteries; Feathering Props; Sail Drives; Fisher Panda 6KW Generator; 790W solar; dagger boards; 2 bunk 1 head, galley, dinette. **\$389,000** Deltaville, VA. Call Jon Hutchings 804.567.0093 or [jon@yazuyachting.com](mailto:jon@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)



**41' Hunter 41 Aft Cabin 2005** 2 cabin, 2 head. Huge salon. (2) Air conditioning units. Refrigeration/Freezer. Deck shower. Anchor washdown. In-mast furling. Generator (129 hours), Full enclosure. 1380 engine hours. **\$139,000** Deltaville, VA. Contact Matt Lambert 804.432.9037 or [matt@yazuyachting.com](mailto:matt@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)



**42' Hunter 420 Center Cockpit 2001** 2 cabin, 2 head. LOTS of storage. New standing rigging 2023. Air cond. Refrigeration/Freezer. Centerline queen aft berth. Generator. Full enclosure. **\$130,000** Deltaville, VA. Contact Matt Lambert 804.432.9037 or [matt@yazuyachting.com](mailto:matt@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)

Find all the latest listings online at [spinsheet.com](http://spinsheet.com)



**40' Caliber 40 LRC 2003** Total re-furb 2023. Cruising ready. Engine rebuild, Atlantic Arch, Lithium Batteries, Solar, Wind Generator, ROCNA, Garmin CP (2023), Highfield Dinghy & Outboard (2024). See [www.yazuyachting.com](http://www.yazuyachting.com) for more info! **\$259,000** New Brunswick, GA. Call Anne Hutchings 804.567.0092 or [anne@yazuyachting.com](mailto:anne@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)



**41' Wauquiez Pilot Saloon 42 2007** True Pilot Saloon w/ raised saloon, Fold Down Transom, 2 cabin, 2 head, Solar, Dinghy & 2 Outboards, Aircon, Inmast furling w/ new mainsail 2021, KATO Davits. **\$162,000** Deltaville, VA. Call Anne Hutchings 804.567.0092 or [anne@yazuyachting.com](mailto:anne@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)

**JAY WILL SELL YOUR BOAT *Fast***

Leave 10% Brokerage Fees In Your Wake!

**KNOT 10 YACHT SALES™**

Call Jay Porterfield | 410.977.9460 | [Knot10.com](http://Knot10.com)

# Brokerage/Classified Order Form

Interested in an eye-catching Display or Marketplace Ad?



- BROKERAGE CATEGORIES:**  BOAT SHARING  BOAT WANTED  DINGHIES  DONATIONS  POWER  SAIL
- CLASSIFIED CATEGORIES:**  ACCESSORIES  ART  ATTORNEYS  BOOKS  BUSINESS OPPORTUNITIES  CAPTAINS  CHARTERS  CREW  DELIVERIES  ELECTRONICS  EQUIPMENT  FINANCE  HELP WANTED  INSURANCE  MARINE ENGINES  MARINE SERVICES  REAL ESTATE  RENTALS  RIGGING  SAILS  SCHOOLS  SLIPS & STORAGE  SURVEYORS  TRAILERS  VIDEOS  WANTED  WOODWORKING

Ad Copy: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

We accept payment by cash, check or:

Account #: \_\_\_\_\_

Exp: \_\_\_\_ / \_\_\_\_ Security Code (back of card): \_\_\_\_\_

Name on Card: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Billing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

**Rates for Classified/Broker Ads**  
**\$35 for 1-30 words**  
**\$70 for 31-60 words**  
 \*Add a 1" photo to your boat listing for \$25  
**Marketplace Ads Call For Pricing**

Mail this form to: **612 Third St., Ste 3C, Annapolis, MD 21403**, email: [beatrice@spinsheet.com](mailto:beatrice@spinsheet.com), call: **410.216.9309**, or list your boat online at: [spinsheet.com/spinsheet-buysell](http://spinsheet.com/spinsheet-buysell)

- Deadline is the 10th of the month.
- Payment must be received before placement in SpinSheet.
- Include an additional \$2 to receive a copy of the issue in which your ad appears.

List in SpinSheet and get a FREE online listing at [SpinSheet.com!](http://SpinSheet.com!)



# MARKETPLACE & CLASSIFIED SECTIONS

To advertise in the Brokerage and Classified sections,  
contact [beatrice@spinsheet.com](mailto:beatrice@spinsheet.com)

ACCESSORIES | ART | ATTORNEYS | BOOKS | BUSINESS OPPORTUNITIES | CAPTAINS | CHARTERS | CREW | DELIVERIES  
ELECTRONICS | EQUIPMENT | FINANCE | HELP WANTED | INSURANCE | MARINE ENGINES | MARINE SERVICES | PRODUCTS  
REAL ESTATE | RIGGING | SAILS | SCHOOLS | SLIPS & STORAGE | SURVEYORS | TRAILERS | VIDEOS | WANTED | WOODWORKING

## ART

**Seaside Treasures** Shop for nautical decor, beach decor, and more for your lake cottage or beach home! A family run business since 2001. Use coupon "SPINSHEET10" for 10% off! Contact Us @ [SeasideTreasures.com](mailto:SeasideTreasures.com) [www.SeasideTreasures.com](http://www.SeasideTreasures.com)

## CREW

**Offshore Passage Opportunities** Your Offshore Sailing Network. Celebrating twenty years helping sailors sail offshore for free. Learn by doing. Gain Quality Sea Time! Call 800.4.PASSAGE (800.472.7724). Keep the Dream Alive for the Price of a Good Winch Handle! Since 1993. [admin@sailopo.com](mailto:admin@sailopo.com) [www.sailopo.com](http://www.sailopo.com)

## DELIVERIES

**Endurance Yacht Delivery** Local and long distance. Twenty-five years of experience with clean insurance approved resume. Power and sail. Please call Captain Simon Edwards 410.212.9579 or email [stredwards@gmail.com](mailto:stredwards@gmail.com) [www.enduranceyachtdelivery.com](http://www.enduranceyachtdelivery.com)

## ELECTRONICS

#1 Selling LED Brand  
**Dr. LED**  
LED Lighting

The Navy specifies the use of Dr. LED's lights... Shouldn't you?

[www.DoctorLED.com](http://www.DoctorLED.com)

Find all the latest listings  
online at [spinsheet.com](http://spinsheet.com)

## EQUIPMENT

**Cruise RO Water**  
HIGH OUTPUT WATER MAKERS  
[www.CruiseROWater.com](http://www.CruiseROWater.com)

OUR WATER MAKERS AND  
COOLBLUE REFRIGERATION  
LET YOU GO CRUISING & NOT CAMPING!

Celebrating 56 Years of  
Keeping Beer Cold and Ice  
Cream Hard since 1968!  
[www.TechnauticsInc.com](http://www.TechnauticsInc.com)

**TECHNAUTICS**  
CoolBlue Marine Refrigeration

## EQUIPMENT

[www.hydrovane.com](http://www.hydrovane.com)

**FEEL THE FREEDOM**

- ★ Independent Self Steering Windvane
- ★ Emergency Rudder / Steering System
- ★ Cruising catamarans enjoy all features!

Lagoon 42

★ **HYDROVANE** ★  
STEERING THE DREAM

## HELP WANTED

**Head Coach, Varsity Offshore Sailing Team – USNA** The Naval Academy Athletic Association (NAAA) is hiring a full-time Head Coach for the Varsity Offshore Sailing Team (VOST). The Head Coach of VOST is responsible for the coaching, operations, and administration of all phases of the competitive offshore sailing program within the policies and procedures of the Naval Academy and the NAAA. For a detailed description, requirements/qualifications/certifications, and application process, please visit the official NAAA career website: [www.navysports.com](http://www.navysports.com) - go to About Us, Employment Opportunities.

**Marine Mechanics Wanted** Port Annapolis Marina is hiring experienced marine diesel mechanics. Must have a strong work ethic, require minimum supervision and be able to be part of a team. Knowledge of outboards and outdrives is a plus. Our benefit package includes paid holidays, vacation/PTO, health insurance, 401K, profit sharing and incentive bonuses. Send resume to [richard@portannapolis.com](mailto:richard@portannapolis.com) [www.portannapolis.com](http://www.portannapolis.com)

**Seeking P/T Magazine Delivery Drivers** for three-day-a-month magazine distribution routes in Maryland. Compensation based upon quantity of stops. Must have a valid driver's license in good standing, reliable vehicle, and be able to lift up to 25 lbs. For more info, please email [info@spinsheet.com](mailto:info@spinsheet.com).

**Yacht Sales - Curtis Stokes and Associates, Inc.** is hiring new salespeople for our Chesapeake area operation. Candidates must be honest, ethical and have boating experience. This is a commission only position. Contact Curtis Stokes at 410.919.4900 or [curtis@curtisstokes.net](mailto:curtis@curtisstokes.net) [www.curtisstokes.net](http://www.curtisstokes.net)

**EWOL** HI-EFFICIENCY  
BLADES PROFILE  
IMPROVES DOCKING  
IMPROVES  
SAILING SPEED

**SAILING EQUIPMENT  
YOU CAN TRUST**

**WALDER**  
FOR SAFE AND SMOOTH JIBING  
FOR PREVENTER EASY TO INSTALL  
NO MORE NEED

[www.ewol-propellers.com](http://www.ewol-propellers.com) · [www.boom-brake-walder.com](http://www.boom-brake-walder.com)

## HELP WANTED

### P/T Delivery Drivers

Three-day-a-month magazine distribution routes in Maryland. Compensation based upon quantity of stops. Must have a valid driver's license in good standing, reliable vehicle, and be able to lift up to 25 lbs.

For more info visit [spinsheet.com/join-our-crew](http://spinsheet.com/join-our-crew), call 410.216.9309 or email [info@spf-360.com](mailto:info@spf-360.com)



## MARINE FABRICATION



Scan the QR Code to visit our website and learn more!

**810.987.4837**  
whitewatermarineinc.com

## MARINE SERVICES

### Underwater Services



VETERAN-OWNED BUSINESS

• Hull Cleaning • Zinc Replacement

**410-251-6538**

www.annapolisdivingcontractors.com

### MAKING YOUR BOAT NEW AGAIN



• Fiberglass & Restorative Repairs  
• Gelcoat Matching • Painting  
• Wet Core Issues • Blister Repairs  
• Mobile Boat Services

**410.263.8980**

annapolisgelcoat.com

ST LEONARD



FULL SERVICE BOATYARD

FLAG HARBOR BOATYARD

410-586-1915

STORAGE AVAILABLE

SLIPS AVAILABLE

BOATYARD GRILL & ICE CREAM

WE OFFER MERCURY SALES AND SERVICE

**#1 Marine Reference Source!**

**PORTBOOK**

www.portbook.com

## MARINE SERVICES

### Maintenance Repair Restoration

• Racing Bottoms • Gel Coat Repair  
• Wet Core Replacement  
• Structural Fiberglass

Hodgkin Marine

410.693.2480 | hodgkinmarine@gmail.com

• RIGGING  
• SPARS  
• FABRICATION



• SYSTEMS  
• FIBERGLASS  
• GELCOAT

410.280.2752 | www.Myachtservices.net

### MALLARD MARINE SERVICES

Mobile Electronics and Electrical



kevin@mallardmarineservices.com

www.mallardmarineservices.com

Kevin Ladenheim

410-454-9877

### Mike's Sodablasting LLC



Professional Mobile Service  
Eco-Safe-Full Tenting  
Free Estimates  
Fully Insured

All Major Credit Cards Accepted!

443-758-3325 mikesblasting@gmail.com

YACHT MAINTENANCE COMPANY

MARINE SERVICES, STORAGE, REPAIRS AND REPLACEMENTS

410.228.8878 | YACHTMAINTENANCECO.COM

## RIGGING

### Custom Rigging, Rope & Hardware

**Harken Experts!**

305-758-1074

Furlers • Blocks • Winches • & More

www.SailingServices.com



## SAILS

Exceptional Quality | Competitively Priced



**ROLLY TASKER SAILS**  
INTERNATIONAL SAILMAKERS  
410.280.2935 | rollytaskermd.com

**WE MAKE BOATING BETTER**

BACON SAILS MARINE SUPPLIES ANNAPOIS, MD

NEW SAILS USED SAILS

WWW.BACONSAILS.COM 410.263.4880

**Expert Sail Care**

CHESAPEAKE SAILMAKERS

410.263.4840 | chessailmakers@gmail.com  
2240 Bay Ridge Ave | Annapolis, MD 21403

**Time to call...**

**NATIONAL SAIL SUPPLY**

800-611-3823

- ♦ New and Used
- ♦ Custom-built or off-the-shelf
- ♦ Furling packages
- ♦ Storm sails

newsails@aol.com  
Brooksville, Florida

www.nationalsail.com

Find all the latest listings online at [spinsheet.com](http://spinsheet.com)





**SAILS**

**CERTIFIED SERVICE & REPAIRS**




**ULLMAN SAILS CHESAPEAKE**  
ANNAPOLIS  
410.990.9030 | [chesapeake@ullmansails.com](mailto:chesapeake@ullmansails.com)  
**In By Monday, Out By Friday!**

**SCHOOLS**

Discover the **CAPTAIN** in You



Delmarva Sailing School  
Delmarva Charters - Chesapeake Bay  
Nockamixon Sailing School - Bucks County, PA

**Captain in You Sailing Schools, Inc.**  
215-499-0335  
[www.captaininyou.com](http://www.captaininyou.com)



**SLIPS AVAILABLE!**



**BROAD CREEK MARINA**

15' up to 60' deep water slips on well protected Broad Creek on the Magothy River. Just north of Annapolis, easy access to marina using Route 100.

410.437.0561

**Rates include:** Electric, Water, Restrooms, Picnic Area and Kayaking

**COLES POINT MARINA & RV RESORT**  
*Your Potomac River Retreat Awaits.*

Contact Us Today! • 804.472.4011  
[colespointmarina.com](http://colespointmarina.com) • [colespoint@oasismarinas.com](mailto:colespoint@oasismarinas.com)



Find all the latest listings online at [spinsheet.com](http://spinsheet.com)

**SLIPS & STORAGE**

**Lankford Bay Marina**  
Rock Hall, Maryland

*Transient, Long-Term, and Deep Water Slips Available!*

FULL-SERVICE MARINA AND MOBILE RIGGING SERVICE ON THE EASTERN SHORE.

410.778.1414  
[LANKFORDBAYMARINA.COM](http://LANKFORDBAYMARINA.COM)

**The Wharf at Handy's Point**



Protected deep water slips and moorings available, Wi-Fi at every slip, Newly renovated bathhouse, 35-ton travel lift services

410-778-4363  
[handyspoint.com](http://handyspoint.com)  
23153 Green Point Rd., Worton, MD 21678

**WHITEHALL MARINA**

410-757-4819  
[WhitehallAnnapolis.com](http://WhitehallAnnapolis.com)




**30'-50' Deepwater Slips for Sale & Rent** Flag Harbor Condo Marina on western shore of Chesapeake in St. Leonard, MD. Slip sales & rentals 410.586.0070/[fhca@flagharbor.com](mailto:fhca@flagharbor.com). Storage & Repairs 410.586.1915/[flagboatyard@gmail.com](mailto:flagboatyard@gmail.com)  
[www.flagharbor.com](http://www.flagharbor.com)

**Sailor's Wharf Marina on Mill Creek** off White Hall Bay, 20-to-45-foot slips with water & 30-amp electric. 1651 Orchard Beach Road, Annapolis, MD 21409. For more information, please call 443.336.3615 or email [sailorswharfmarina@gmail.com](mailto:sailorswharfmarina@gmail.com)

**SLIPS & STORAGE**

**YACHT HAVEN of ANNAPOLIS**



On the Annapolis Harbor, in Eastport's Restaurant Row  
Slips from 30' to 62'  
Office Suites from 300 - 1,200 sq. ft.

326 First St. Annapolis, MD 21403  
410-267-7654  
[yachthavenannapolis.com](http://yachthavenannapolis.com)  
[office@yachthavenannapolis.com](mailto:office@yachthavenannapolis.com)

**SURVEYORS**

**Marine Inspections & Thermal Imaging**

240.305.5047  
Dave Bradley  
"Steering You Towards Safety"  
SAMS®, AMS®, ABYC®

**Coast 2 Coast**  
Marine Surveying, Inc.

[dbradley@coast2coastmarinesurveying.com](mailto:dbradley@coast2coastmarinesurveying.com)  
[www.coast2coastmarinesurveying.com](http://www.coast2coastmarinesurveying.com)



**Got a New Boat?**

Find the **BEST** people to take care of her at **PortBook.com**



PortBook is the resource boaters use to find service providers they can trust.

**PORTBOOK**  
Boaters' Marine Directory  
FOR ANNAPOLIS & EASTERN SHORE

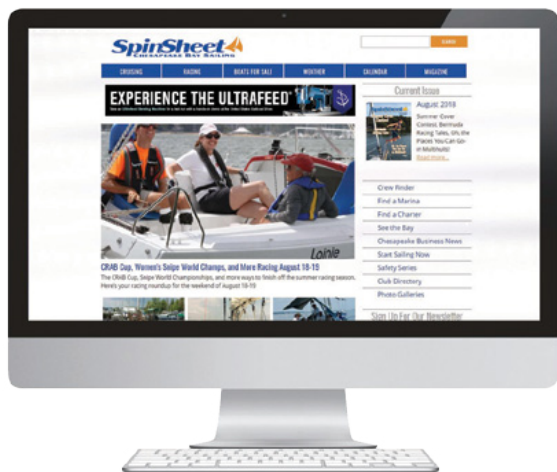




Thanks to the support of our readers and advertisers, SpinSheet Magazine is able to continually provide FREE coverage of Chesapeake Bay Sailing.

Allstate Insurance..... 8	Curtis Stokes & Associates, Inc..... 3	Rigging Company, LLC (The)..... 35
Annapolis Athletic Club..... 21	Fawcett Marine Supplies LLC..... 36	Ronstan International..... 15
Argo Navigation..... 37	Herrington Harbour..... 28	S&J Yachts..... 75
Bacon Sails & Marine Supplies..... 2	Knot 10 Yacht Sales Inc. - Jay Porterfield..... 77	SailFlow..... 66
Bacon Sails & Marine Supplies..... 31	KTI Systems Inc..... 8	Sailrite Enterprises, Inc..... 13
Bay Shore Marine..... 24	M Yacht Services..... 17,44	Sea Canvas LLC..... 41
Blue Water Sailing School..... 46	North Point Yacht Sales..... 4	The Moorings..... 11
Boatyard Bar & Grill..... 20	PortBook..... 40	Third Reef Software / EZ Sextant..... 46
Chesapeake Boating Club..... 7	Progressive Insurance..... 5,9	Yacht Maintenance Co..... 23
Coppercoat USA..... 29	Quantum Sail Design Group..... 84	Yankee Point Marina..... 19
Crusader Yacht Sales..... 73	Remy Cointreau USA/Mount Gay Rum..... 58	YaZu Yachting..... 51

# Sign Up To Receive Our Email Newsletters



- ▶ FREE Digital Magazine Subscription
  - ▶ LIVE Videos ▶ Breaking News
  - ▶ Racing Results ▶ Crew Finder
- ▶ Club News ▶ Cruising Destinations
- ▶ Marina Directory ▶ Events Calendar
  - ▶ Boats for Sale ▶ Century Club

**SpinSheet**

Scan QR code using your phone's camera or visit:  
**SPINSHEET.COM/EMAIL-SIGNUP**



## Prestigious Ranking

Inc. magazine announced that **SailTime Group LLC**, parent company to SailTime and PowerTime Fractional Boat Clubs, ranks in the **2024 Inc. 5000 List**, the most prestigious ranking of the fastest-growing private companies in America. The list represents a unique look at the most successful companies within the American economy's most dynamic segment—its independent, entrepreneurial businesses. In addition to its overall ranking, SailTime Group LLC has achieved impressive standings in specific categories, ranking 11th in the sports industry, 238th in the DMW (District of Maryland-Washington, DC area), and 86th in Maryland. This marks the second time SailTime Group LLC has been featured on the Inc. 5000 list. [sailtime.com/annapolis](https://sailtime.com/annapolis)

## Marina Way

The eight marinas of Colonial Beach, VA, have formed the **Marina Way Group**. The group represents the last deep water marine facilities prior to Washington, DC. This boating hub on the Potomac is situated between Boundary Street and Castlewood Drive along Monroe Bay Avenue in Colonial Beach, VA. The state of Virginia has supported and seen significant growth in water recreation, which is expected to continue. The Marina Way Group is following the state's lead and has come together to provide greater boating services and speak with a knowledgeable voice to local leadership on matters concerning safe boating, preservation of the shoreline, and tourism. Each marina offers its own services, and now together will also keep boaters informed through the new website to better enjoy the Town of Colonial Beach and the Potomac River. To learn more visit [marinawaycbva.com](https://marinawaycbva.com).

## Appointed

**Rightboat**, the online boat sales marketplace, has appointed **Josie Tucci** as vice president of marketing and general manager of its expanding North American operation. Josie brings a wealth of experience, having previously led international sales and marketing teams in the marine industry for over 20 years. She joins Rightboat as the company experiences double-digit growth, and her experience with digital marketing and business development will underpin Rightboat's expansion strategy. Tucci comments, "I am excited to join the Rightboat team of industry experts to provide the best online experience for both boat buyers and sellers. Having led the marketing and build of award-winning websites for some of the world's premier yacht charter and yacht sales brands, I look forward to contributing to the Rightboat leadership team's ambitious plans for the future." Started by brokers for brokers, the Rightboat team is now led by CEO Ian Atkins, a founder of [Yachtworld.com](https://yachtworld.com). Atkins said, "Having partnered with Josie in her prior roles, I know she will deliver business growth and a first-class experience for our site visitors, B2B clients, and industry partners alike." Drop her a line at [josie.tucci@rightboat.com](mailto:josie.tucci@rightboat.com). [rightboat.com](https://rightboat.com)

## Milestone

**Argo Navigation** announces a major milestone for the company, as the app has surpassed **500,000 downloads**. Since 2019, Argo's mission has been to become the leading marine navigation and social boating app on the market. With today's announcement, the company is well on the way to achieving this goal. "We have to thank all of our users for supporting Argo and spreading the word to their friends," said Jeff Foulk, founder of Argo. "Our users are loyal, and we can't thank them enough. I'm proud of the Argo team and the work we have done to reach this milestone. We will continue to innovate and improve as we work towards becoming the top marine navigation app on the market." Since its release in 2019, the app has become a trusted navigation source on waterways across the United States and Canada. Argo is free to download and includes a premium subscription option for \$4.99/month or \$19.99/year. With features such as fast and accurate autorouting, Captain's Log, real-time reporting, a desktop version, and social connectivity, Argo boaters have it all for their adventures on the water. Boaters love the app's user-friendly interface and easy-to-use navigation tools. [argonav.io](https://argonav.io)

## Partnership


**Rooster Sailing** announces a strategic partnership with the **US Optimist National Team**, uniting two organizations deeply committed to the development and success of young sailors in the United States. With the US Optimist National Team's renowned dedication to nurturing junior talent and Rooster's innovative, high-performance gear, this partnership aims to equip the next generation of sailors with the tools they need to succeed. "Rooster has always believed in the power of sailing to develop both athletes and individuals," said Luke Morrison, CEO at Rooster Sailing. "We're passionate about helping young sailors in the US Optimist class reach their full potential, and this partnership is a reflection of our commitment to that mission." The partnership will support the US Optimist National Team with cutting-edge gear from Rooster Sailing, designed to maximize performance, comfort, and durability. By making sure they are kitted out correctly, Rooster ensures that these young athletes can focus on improving their skills and excelling on the water. This collaboration will not only focus on competitive success but also foster a love for sailing among children of all ages and backgrounds. Both organizations are dedicated to making sailing an accessible and enjoyable experience for young sailors, regardless of their level or experience. [roosterusa.com](https://roosterusa.com)

## New Owner

Long-term CEO of the company, **Sven Cornelius** is the new owner of **Rolly Tasker Sails**. While ownership has changed, it remains an individually owned private company, retaining close personal ties with the founder's family. "We are completely independent and make all our own choices and business decisions and are only responsible to ourselves and our customers," said Sven. "We have all resources in-house and all these assets are the company's property." Sven is a passionate yachtsman from Germany who has served as CEO of the company since 2016, having before already been active in its management since 2010. Having been trained by Rolly, Sven is a very close personal friend of the family. He bought the company from Rolly's widow, Kerry Tasker, acting on a management buy-out option that the Tasker family had already installed for him many years ago. As for the company, Rolly Tasker Sails is going stronger than ever in its 75th year. Prospects are good, with Sven heading a strong group of international sail-making professionals. He added, "We will continue to run the company in Rolly's spirit, placing customers first and proving the best value for the money, while at the same time developing our sails to new levels." [rollytasker.com](https://rollytasker.com)

Send your Chesapeake Bay business news and high-resolution photos to [kaylie@spinsheet.com](mailto:kaylie@spinsheet.com)





■ A full Hunter's Moon  
at Thomas Point  
Shoal Lighthouse.  
Photo by David Sites

# SpinSheet Gives Thanks

In honor of Thanksgiving, we asked SpinSheet contributing writers and photographers what they are grateful for this season:

I am thankful to live within walking distance to the Bay and thankful for our county parks that provide public access to the water!

~ *Pamela Tenner Kellett*

Thankful for 15 great years sailing my catboat *Mystic Wind*, 10 years contributing to SpinSheet, four terrific grandkids in Annapolis and Australia, two great daughters and their equally great husbands, and 44 years of wedded bliss married to a woman who puts up with my sailing addiction.

~ *Craig Ligibel*

I'm grateful that I was able to introduce my Long Island Sound friend to our Bay, sailing for six glorious days in September. She was awestruck by the quaint towns we visited, and the picturesque anchorages we discovered along the way. The Chesapeake is a rare gem!

~ *Captain Cheryl Duvall*

I'm thankful for our magnificent Chesapeake Bay for providing us with an amazing playground to enjoy our passion for sailing and racing, with its numerous rivers and ports. And I'm incredibly grateful for the amazing crew of *Hot Pepper* who make it possible for me to maintain a safe, fun, and competitive racing program.

~ *Captain Steven Toole*

I'm grateful for finding an expert care team at the University of Pennsylvania Medical Center that has corrected a serious heart condition that prevented me from sailing and enjoying the things I want to do on the Bay. Feeling the energy of renewed health!

~ *Gwen Mayes*

In 1957 I was 10 years old when my mom and dad moved me, my two brothers, and infant sister to our new home on Harness Creek off the South River. That event set up a life which has revolved around sailing and all things nautical from that little creek to literally a world of adventures and lifelong friendships. I am not sure what would have been for me without that move, but I know what a gift growing up on the waters of the Chesapeake Bay has been. So, thanks Mom and Dad. I am forever grateful. Life is more than good in the land of pleasant living!

~ *Will Keyworth*

I am thankful for the fact that I can work from anywhere, which allows me to sail and travel with my family. I am thankful for the crew at SpinSheet and their unwavering support and dedication to all things sailing. I am thankful for my far-flung friends sailing all over the world, but who are always just a click away. And I am thankful for my little family crew. Together we work hard, weather life's storms with grace and humor, and create beautiful memories.

~ *Cindy Wallace*

I'm thankful for good wind and waves, osprey and herons, great light, and the ability to enjoy all the natural wonders that the Chesapeake provides.

~ *Ted Morgan*

I'm thankful for all friendships that are nurtured through water-based adventures!

~ *Kim Couranz*

I am thankful for SpinSheet... After nearly 30 years it is still connecting our community, supporting the marine industry, and showcasing opportunities for sailors. I am thankful for the wind. I think 2024 seemed especially breezy (except for Wednesday nights in Annapolis). Sailing is a lot more fun when it's windy. I am thankful for sailing friends, old and new. It is very special and meaningful to be part of a community, and as we get older and the world gets more complicated, sailing friends are the ones who make me smile and remember.

And I am also thankful for T2P.TV, Gary Jobson, Jimmy Buffett, the *Pride of Baltimore II*, the Annapolis Maritime Museum, the Annapolis Boat Shows, the Thomas Point Shoal Lighthouse (150 years old in 2025!), locally owned restaurants and maritime businesses, and all the places that distribute SpinSheet Magazine.

~ *Dave Gendell*





# SERVICE SEASON

YOUR SAILS DESERVE WORLD-CLASS SERVICE.

Connect with our team to ensure your sail plan is optimized and in peak shape for your 2025 adventures!

SCAN FOR NEW  
SAILS + SERVICE



Winter is right around the corner, which means it's time to get serious about sail care. A little TLC for your sails now means smoother sailing in the spring. Annual inspections help protect your investment and keep your sails ready for whatever adventures are on the horizon. Whether we made your sails or not, we're here to help—drop them by your local loft or contact us to learn about pick-up options.

ANNAPOLIS | HERRINGTON HARBOUR | MAINE | NEWPORT | NORFOLK | ORIENTAL | SOLOMONS ISLAND