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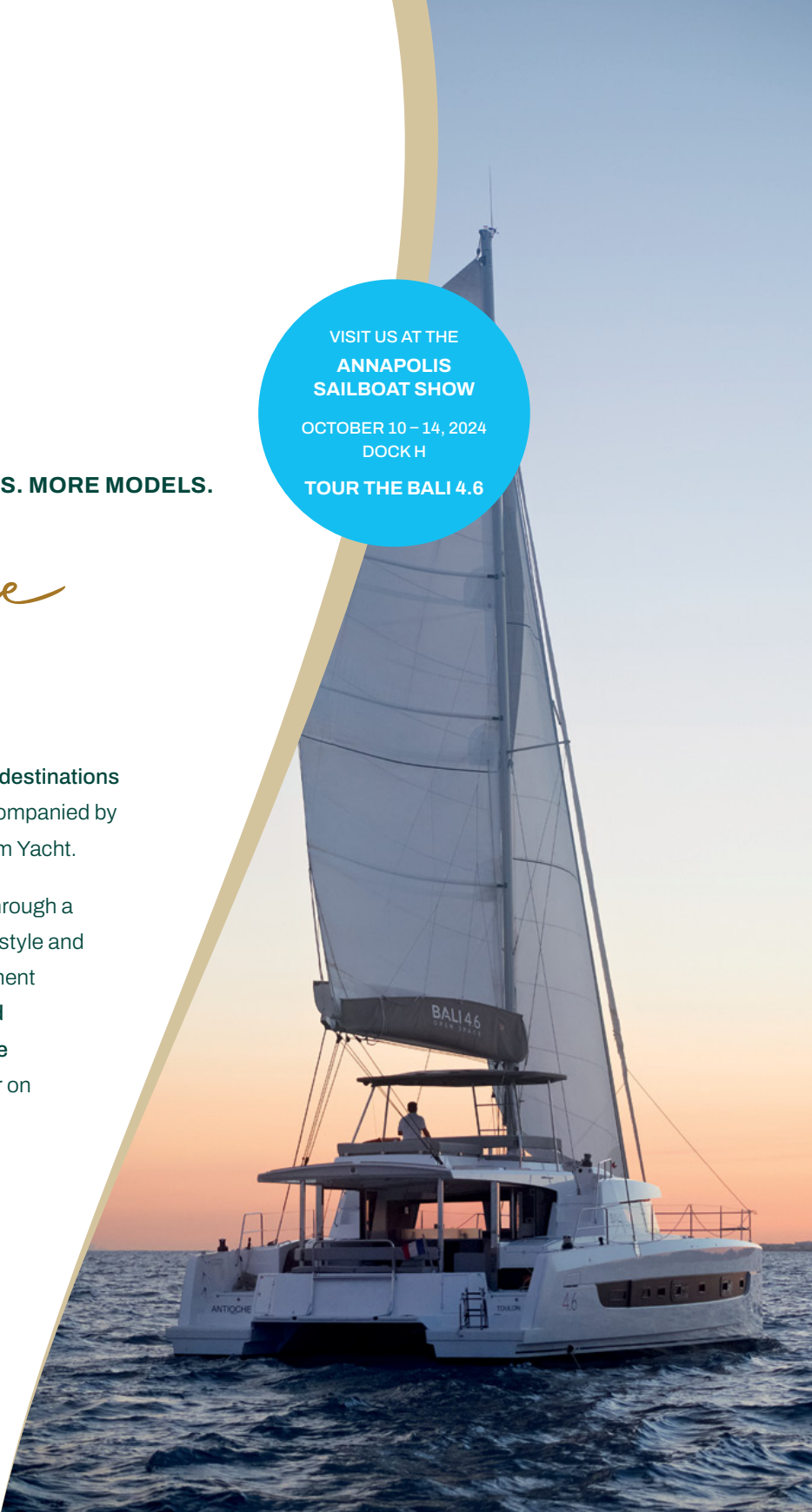
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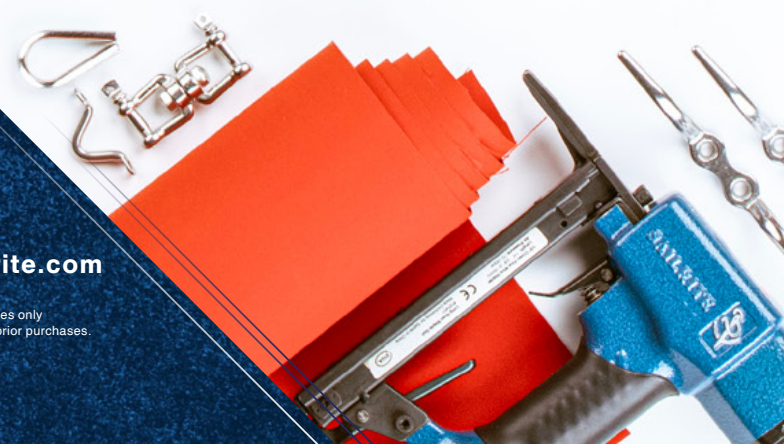


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PRESENTED BY **MOUNT GAY RUM**



on the cover

Following two weeks of online voting by readers, SpinSheet Century Club member David Sites won our 2024 Summer Cover Contest with his shot of Captain Delaney of the Schooner Woodwind. See other favorite contest entries on page 38.

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Photo by David Sites

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

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.

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

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.

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A Sailor's September

✦ By Molly Winans

■ From the editor's iPhone August 30, 2023 at 7:52 p.m. after watching the AYC Wednesday Night Series last race of the season.

Two minutes and 30 seconds does not seem like a long time unless you race sailboats or track September sunsets. On the first day of the month, which falls on the Sunday before Labor Day, the sun will set in Annapolis at 7:35 p.m.; on the 30th, it will set at 6:49 p.m.

Sunsets matter greatly to weeknight racers. Annapolis racing sailors will have competed in their final summer weeknight by the holiday weekend, but racers in Baltimore and Hampton will cram in several more Wednesday and Thursday night races throughout the month.

I like to paddle with a group of stand-up paddleboard enthusiasts for the East of Maui Tuesday Night Social SUP. For late August into September paddles, we strap 360-degree lights on our bows. There's nothing quite like watching a gorgeous sunset over the Annapolis skyline, flipping on our lights, and quietly paddling back to the dock across calm waters among a group of friendly SUP'ers, all sporting a single white light, all well aware of the precious, fleeting nature of the season. It chokes me up a little. You know what I mean?

Although after-work daylight wanes, weekend activity on and along the waterfront flourishes in this season. Along with Labor Day weekend raftups, races, and a Bay horizon teeming with white sails comes a favorite event: the Charity Boat Auction at the Chesapeake Bay Maritime Museum in St. Michaels (August 31). If you've never been there, even if you don't need another boat (*need* is relative), make your way to St. Michaels to wander around, peruse well-loved boats for sale—some will sell at shockingly low prices—and enjoy the live-auction spectacle. I don't know a sailor who would not find it an amusing way to spend a morning on the pretty museum campus.

Sailors will enjoy two opportunities to watch and celebrate skipjacks this month in Deal Island (September 1-2) and in Cambridge (September 23; see page 17). I had the good fortune to catch up with my old friend Captain Shawn Ridgely last weekend. With a big grin and a twinkle in his eye, he assured me that he's ready once again to sail to victory at the helm of *Ida May* (go Shawn!).

Speaking of Cambridge, due to a scheduling conflict this year, the long-standing distance race called the Navy Fall Race to Oxford will be replaced with the Navy Fall Race to Cambridge (September 7). Skippers, crews, and guests are invited by Cambridge Yacht Club for an à la carte dinner buffet, oyster bar, cash bar, and live music Saturday afternoon and evening. Sounds delightful!

Racing sailors have been honing their skills all season long in preparation for impressive lineup of regattas and championship competitions on the Chesapeake in September and October (see our calendar on page 25 and more racing on page 62). One charity regatta near and dear to my heart, the Hospice Cup, unfolds September 14. I hope your family and friends never need Hospice care, but if they do, you will be grateful for the comfort care for patients and families that this sailing event supports. If the mission resonates with you, sign up to race, get involved, or donate at hospicecup.org.

See you on the water...

Molly



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About Our Cover Model

I saw David Sites's entry for the photo contest with *Woodwind* and Captain Delaney. This is an extra special photo, as Delaney worked with us in 2020 and 2021 as crew. I saw a lot of talent in her and knew she was sailing on some big, beautiful schooners that did private charters around the Caribbean and Mediterranean. Last year, I reached out to see if she would be getting her captain's license soon. She said "yes." I told her I wanted to hire her for her first command as captain and do it on the *Woodwinds*. She thought about it for a little while and accepted late last year. We love having her as part of our leadership team. And how the young female guests look up to her... I wanted to share this with you in case the photo wins (which it did!), and you need a little story.

Captain Jennifer Kaye
Annapolis, MD

New Rule!

Never leave coiled sheets and halyards lying in the cockpit—a duck, with some imagination, turned mine into a nest and is now sitting there under the bimini, hidden from view from all predators.

Skipper Jim Ritter
Solomons, MD



Reader Photo Reminder

Although our cover contest has ended, remember that we accept reader photo submissions all year long. Some of our favorites show families and friends having fun onboard, kids at the helm, boat pets, crew selfies, and travel photos with readers holding SpinSheet in far-flung ports. Send photos anytime to editor@spinsheet.com.



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■ 2023 Choptank Heritage Skipjack Race. Photo courtesy of the Dorchester Skipjack Committee



September Skipjack Racing

One hundred years ago skipjacks competed in races up and down the Chesapeake Bay. Today only two skipjack races remain: the Labor Day Race and Festival at Deal Island, now in its 65th year, and the 28th Choptank Heritage Skipjack Race to be held September 23 in Cambridge, MD.

Skipjacks have been the oyster dredging boat of the Chesapeake since they succeeded the bugeye in the late 19th century. Builders designed skipjacks (made Maryland's state boat in 1985) to efficiently harvest oysters from the Bay's shallow waters. Early on skipjacks would do "shake down" sails in the fall to prepare for oyster season. Natural competition led to a series of skipjack races, and several ports around the Bay hosted them.

A hundred years on, the number of skipjacks has declined from more than 1000 boats in 1900 to the six to 10 skipjacks that still dredge oysters commercially. Another 20 or so are being preserved and sailed by maritime museums, nonprofit groups, and dedicated individuals, as the days of sail-powered

oyster dredging are quickly fading from memory.

Captain Shawn Ridgely, who grew up in Queen Anne's County, has captained skipjacks since 2001. For the past nine years he's sailed *Ida May*, built in 1906, which the Gladden family has owned for 70 years. He explained that a skipjack's hard chine allows them to sail fairly flat. A large sail and self-tacking jib make for a light boat that can tip over. Ridgely says the Labor Day race is typically a light-air weekend, but it's also hurricane season, "So who knows what we're gonna get."

Ida May shares her home port of Deal Island with several other historic skipjacks. She will compete in both fall races, and in between will travel to Sandy Point State Park, where she'll be on display during the Maryland Seafood Festival alongside *Sigsbee*, built in 1901. Following the regatta, she'll travel to the Chester River for Downrigging Weekend.

Capt. Ridgely believes the Chesapeake skipjacks may be the last sail-powered fishery in the US. "To harvest oysters, we either have to be under sail or we're allowed two days when we can actually use what we

call a push boat," a boat with an engine in the back, he says. State conservation laws are behind the limits on push boat use.

The oldest skipjack in the racing fleet this year will be *Rebecca T. Ruark*, built in 1885, recently refurbished, and still dredging commercially. Other key boats expected to compete include *Wilma Lee* of the Annapolis Maritime Museum and the *Nathan of Dorchester*.

Over the history of the Choptank Heritage Race, the Dorchester Skipjack Committee has raised and donated over \$100,000 to preserve the skipjack fleet. On September 23 in Cambridge from 8:45 a.m. to noon spectators can see the fleet as they sail in parade and race up and down the Choptank River. For more information, visit skipjack-nathan.org.

The Deal Island Festival will unfold Sunday, September 1 and Monday, September 2 (Labor Day). The skipjack race will begin at 9:30 a.m. on Monday. Stick around for the working waterman's docking contest that afternoon. Find details at loinsclub-dic.org.

~Reporting by Storrie Kulynych-Irvin and Lou Hyman

Creating the Magic Aboard *Darling*

When two competitive sailors fall in love while racing on a J/105, move to a sailing town, and get hitched, you don't necessarily expect a powerboat charter business to be the product of the union. That's the way it worked for Alexandra Clary, owner and skipper of Darling Charters

of Annapolis, and her husband, who works behind the scenes to keep the boat in tip-top shape.

The company's private, bespoke day charters take place aboard *Darling*, a 1973 Wasque 32 (pronounced "Wasquee", named after Wasque point on Martha's Vineyard), one of only 50

built by Martha's Vineyard Boatworks. A picnic-style boat based on the lobster boat hulls of Maine, she was originally designed to be a fishing boat for the challenging waters around the Vineyard and Buzzards Bay, making her a seaworthy vessel and smooth cruiser on her nearly full-length keel.



■ The Codds' engagement photo by Tommy Melendez



■ Mike Morris and family enjoy a day on Darling.

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In its first two years of business Darling Charters has attracted local customers as much as visitors. “We are starting to get repeat business from locals who live in waterfront communities or waterfront homes who love how we can pick them up at their dock for a cruise,” says Clary, who is a US Coast Guard licensed captain.

“We have also been doing charters for marriage proposals and love working with the client to create a magical experience, as well as wedding-related activities; we are the perfect way to arrive or exit a wedding. Naval Academy families as well as visitors, especially ones staying downtown where we can pick them up or from our docks in Eastport, have also been discovering us.”

The personal touches differentiate Darling Charters: “upscale charcuterie boards, elegant additions such as chilled towels in the summer and cashmere throws in the cooler seasons, and most importantly a truly custom charter. We take time prior to every charter to discuss the clients’ wishes and create a custom itinerary and bespoke experience.”

Joseph and Amanda Codd got engaged aboard *Darling*. Joseph says, “Alexandra



Photo courtesy of Darling Charters

was incredibly accommodating preparing for our cruise... As someone who has chartered some incredible boats, this crew was by far the best.”

Mike Morris, a local who lives in a community off Back Creek, did a charter day with family members who were visiting to tour the US Naval Academy.

“You gave my brother and nephews a most memorable cruise up Back, Spa, and Weems Creeks as well as the Severn to Round Bay,” says Morris. “*Darling* is a special boat, the kind that I suspect both sail and power enthusi-

asts admire and would consider chartering for a very social occasion.”

Even though she’s gone to the “dark side” in her business, Captain Clary still identifies as a sailor. She’s experienced in dinghy and one-design racing and also has a 2400-mile Vic-Maui offshore race under her belt. Today, she still races regularly on a J/105 with her husband and intends to compete as a skipper in the J/105 Women’s Regatta (Annapolis, September 1). She enjoys getting on the water on all kinds of vessels and aims to share it with others.

Learn more at darlingcharters.com.

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The Must-Do SUP Race

On July 13, the annual East of Maui – Eastport Yacht Club Chesapeake Standup Challenge took place on a picture-perfect, flat-calm summer morning. Eighty competing standup paddlers converged at 8:30 a.m. at the start line for five classes: the short three-mile course (men’s and women’s divisions), the long seven-mile course (men and women’s divisions), and the one-mile “just for fun” course.

The race was followed by an awards party including beverages, brunch, and live music. Proceeds for the Chesapeake Standup Challenge 2024 benefited the EWE Spirit Foundation in honor of Geoff Ewenson, who had been a podium finisher at the race.

This well-organized, fun SpinSheet-sponsored race, usually held the second Saturday in July,

Photo by SpinSheet



First-Place Finishers

Long Course Men: Jack Ballard

Long Course Women: Regan Littell

Short Course Men: Kevin Haigis

Short Course Women: Brittany Carey

Just for Fun Course: Laura Day

is a must-do for SUP enthusiasts of all levels. Learn how you can register next year by following the SpinSheet calendar, the Facebook page for East of Maui Boardshop Annapolis, or eastofmauionline.com. Find SpinSheet’s photos at spinsheet.com/photos.



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A new class of Wizards is recognized every other year. Nominations are collected from the boating public and industry peers, and recipients are selected by a Foundation appointed committee. EYCF Marine Wizards receive an honorary two-year membership to EYC, courtesy of the club.

“We heard so many great stories about so many exceptional folks, but the committee unanimously agreed these five are truly outstanding in both skill set and service,” said Marine Wizard committee chair, Deanna Sansbury.



■ Larry Gaetano (EYCF Board Member), Aaron Bradley, Tyler Ruth, Deanna Sansbury (Marine Wizard chair and board member), Ted Haaland, and Jerome Berger. Not pictured: Matt Marshall. Courtesy of EYCF

Meet the 2024 Marine Wizards and hear what their clients say about them:

Jerome Berger of True North Yachting is a “guru for crafting solutions to difficult problems;” “He is truly gifted, and more so, he cares.”

Aaron Bradley of Bradley Marine Services is a “fantastic troubleshooter” and “does what he says he is going to do.”

Ted Haaland of Haaland Marine “can tackle any boat problem” and is a “walking encyclopedia for boats with a wealth of knowledge he gladly shares with his clients.”

Matt Marshall of Annapolis Cruisair is “the BEST marine air conditioning tech in the industry,” he “takes the time to explain the issue to customers and talk through the solutions.”

Tyler Ruth of Annapolis Rigging is “very focused and dedicated to excellence;” he “takes his craft to the next level.”

Learn more about Marine Wizards and all the EYCF programs at eycfoundation.org.

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Is This What It's Like To Be a Man? A Review of the Go There Shorts From Gnara

By Jordan Hecht

In response to my article “Pee Equity” (September SpinSheet 2022) about having conversations with your racing crew about giving women privacy and/or systems for peeing while racing, many women have said that my article gave them the confidence to talk about where and when they were going to use the bathroom on the boat. Several boat owners have thanked me and told me that their crews are better after learning about how women can be more comfortable onboard.

Because of this response, SpinSheet provided me with a pair of the Go There shorts to review. The company website says, “Now going on the go is discrete and comfortable in all seasons.” These shorts have a fly that goes from the front all the way around to the seat, with the zipper hidden by fabric. A person wearing them can open the zipper to the back, use the bathroom, wipe, close the zipper, and never have to pull their shorts down, making these shorts

convenient for sailing or any athletic pursuit.

One slight drawback is that you can't (easily) wear underwear under them. The first time I wore them, I had underwear on and quickly realized that with the Go There fly, it doesn't really work. Once I realized I had to go commando, I thought, “Wow! Is this what it's like for a man? So quick and easy!” (Note: the website states that you should pull the underwear aside as with a one-piece bathing suit.)

The shorts' fabric is sturdy but stretchy and comes in four colors. It is thick but doesn't hold heat, making it perfect for wearing on hot days on boats. The shorts don't restrict movement and are comfortable even when running an asymmetric spinnaker back and forth. It also handles nonskid decks better than other fabrics I have used. I've now worn them for a regatta, a practice, and a day instructing. They have held up well. I'm looking forward to wearing them many more times.

To learn more, visit gnara.com.

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PHOTO BY STEVE ALLAN



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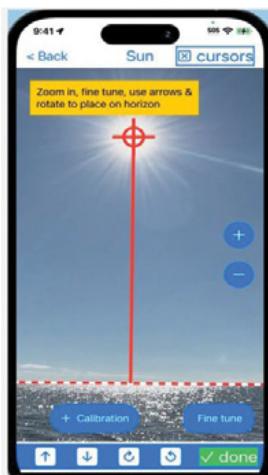
Visit dnr.maryland.gov/boating to find a pumpout station in Maryland and to learn about No Discharge Zones in the state. To report a broken pumpout send an email to pumpouts.dnr@maryland.gov or call 410-260-8772

A Sextant in Your Phone

Do you have a Plan B if your GPS and chartplotter fail? Paper charts? A sextant? How confident are you with them? Now there is an app that can add to your navigation toolbox.

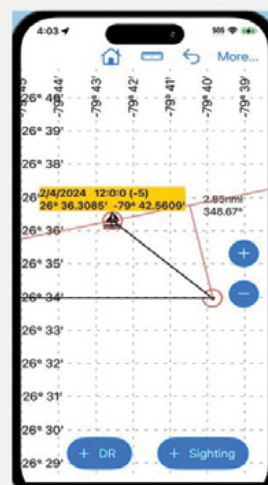
Longtime Chesapeake sailor and engineer Mike Novey has created EZ Sextant app, capable of open-water navigation without a GPS. No sextant skills are required. You take sightings with your phone's camera.

Novey, who began sailing before GPS says, "I realized that I had become complacent with GPS and the chartplotter when I was sailing 30 miles off the coast and my GPS died. Eventually it came back on, but it really made me think about having a backup system. I'm an engineer, so I thought, 'I think I can figure out how to solve this problem.' Three years ago, I started developing the app. I've tested it on my boat in all sea states using two android phones,



Take sightings* with the camera or use your sextant

Sighting results plotted as running fixes



*Built-in almanac for the sun, moon, Venus & Mars

with 100-plus sightings on each. Once I was confident in its accuracy, I felt good about putting it on the market. I see two groups that might especially be interested in it: bluewater sailors who want a backup to GPS and those who want to dabble with a sextant and want to be able to evaluate if they're making errors."

Novey will demonstrate the app and cover some celestial navigation and GPS basics during a free seminar at the Annapolis Sailboat Show on Thursday, October 10 at 11 a.m. You can also find an introduction and tutorial on YouTube. The app, which is priced at \$20, is available for both Android and Apple products.

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Live Music on the Water To Benefit ShoreRivers

“Let’s go out and play on the water,” Janie Meneely said to fellow musicians Kevin Brooks and Jeff Holland more than 30 years ago. Brooks, the co-founder of the popular band the Eastport Oyster Boys, said that the first year they played their music from a boat on the Wye River’s Shaw Bay, a few boaters came up to them and asked them to stop playing, as they were trying to enjoy some peace at anchor. The concert turned into a beloved tradition anyway. Always held the Saturday after Labor Day weekend, the three-hour concert now benefits ShoreRivers’ water-quality programs and pumpout boat.

“I’m a groupie,” says Courtney Leigh, ShoreRivers membership manager. “I love the Eastport Oyster Boys and this event. It’s a one-of-a-kind opportunity and gives boaters a reason to anchor in the most beautiful bay on the Eastern Shore to hear live

music. The way the trombone reverberates across the water is magical. To be in this secluded, iconic waterway listening to Chesapeake Bay folk music is a great way to celebrate our waterways and rivers.



This is why ShoreRivers aligned ourselves with this event. We want boaters to take a moment to recognize that their ability to enjoy the river is because there’s so much being done to restore it.”

The Shaw Bay Raftup Concert will take place September 7 from 3-6 p.m. and feature music by the Eastport Oyster Boys and the Wye River Band. Anywhere from 75 to 100 powerboats and sailboats of all sizes will attend. Leigh recommends arriving early as “real estate gets tight” in what she calls “the slosh pit,” where small craft (dinghies, kayaks, standup paddleboards) gather near the band boats. (Brooks notes that the amps for the music will run on solar power, helping to make this event green.)

Volunteers from ShoreRivers will paddle around in kayaks asking for donations during the concert, so bring some cash, be ready with your Venmo app, or donate in advance at shorerivers.org. Click to shorerivers.org/event/shawbayraftup2024 to sign up for the group text chat for details.

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For more details and links to event websites, visit spinsheet.com/calendar

September

through Sep 7

Free Concerts in the Park in Cape Charles

Cape Charles Central Park at 7 p.m.

7 4th Annual Portsmouth Paddle Battle

9 a.m. to 1 p.m. on the Elizabeth River in Olde Towne Portsmouth, VA, followed by the Portsmouth Junior Battle for youth ages 8-14 from 1 to 5 p.m. SUP and kayak categories. Also featuring music, good food, children's activities, and more. Proceeds will help The Friends support the Portsmouth Naval Shipyard Museum and the Lightship Portsmouth Museum.

7 Shaw Bay Raft-Up Concert

Raft up and relax with music by Eastport Oyster Boys and Wye River Band in lovely Shaw Bay along the Wye River. Bring your dinghy, paddleboard, kayak, or sailboat and enjoy the music and scenery. This free concert is held each year to raise funds and awareness for clean water efforts on Maryland's Eastern Shore. Consider making a donation to Shore Rivers to support their clean water initiatives.

14 Anne Arundel County River Days

11 a.m. to 4 p.m. at Fort Smallwood Park, Pasadena, Each festival will feature fun activities for all ages, including water activities, environmental educators, boat rides, live music, food trucks, games, crafts, face painting, county agencies, and more. Registration to the festivals is free and required for entry, as capacity is limited. Registration does not include boat ride tickets or kayak lessons, which are also free but must be reserved separately for a specific time slot. Registration opens Aug. 14 at 12 p.m.

15 Bay Bridge Paddle

East Beach at Sandy Point State Park in Annapolis, MD. Presented by ABC Events. Three course options: The Span (elite) 9-mile course, The Steamer (intermediate) 5K course, and The Soft Shell (Recreational) 1-mile course.

21 Boatyard Beach Bash

4 to 10 p.m. at the Annapolis Maritime Museum. Let yourself be whisked away to Key West as you immerse yourself in the incomparable talent or world-class musicians. Tickets: \$150 includes drinks and food. Benefits the Annapolis Maritime Museum.

24-28 TrawlerFest Baltimore

At Harbor East Marina in Baltimore's Inner Harbor. New and pre-owned cruising powerboats, education and demonstrations, and opportunities to network with fellow cruisers and industry experts.

26 The World is Your Oyster Fest

Get ready for an unforgettable shellebration at the Bay's biggest bivalve bash featuring Baltimore's premier shucking competition, immersive educational moments that will help you understand the significance of the Bay's keystone species, and a chance to sip and slurp to your heart's content. Presented by the Oyster Recovery Partnership at the B&O Railroad Museum.

27 Havre de Grace Lighted Boat Parade

Five categories to win prizes: Best Decorated Sailboat, Best Decorated Powerboat, Best Use of Lights, Most Original, and Judges' Choice. The parade will start at the Amtrak bridge and traverse the shoreline to Green Buoy #17. Prizes will be awarded that evening at the post-parade party. Location TBD but will plan for Market Street Brewery.

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



September (cont.)

27-29 SSCA Chesapeake Bay GAM

At Maryland Yacht Club in Pasadena, MD. (Formerly the Annapolis GAM.) Three days of practical information for cruisers at every level of experience, including a number of hands-on sessions. Presented by Seven Seas Cruising Association. Open to members and non-members. Register: ssca.org

September Racing

through Sep 26

Antique and Classic Sailboat Racing
Hosted by Cambridge YC every other Thursday.

through Sep 1

Stingray Point Regatta
Hosted by Fishing Bay YC, Deltaville, VA.

1 J/105 Women's Regatta
Hosted by Sailing Club of the Chesapeake, Annapolis, MD.

1-2 Deal Island Skipjack Race and Festival

The skipjack race will begin at 9:30 a.m. on Monday. Presented by the Deal Island-Chance Lions Club.

6-8 Harbor 20 East West Challenge

Hosted by Annapolis YC.

7 Navy Fall Race to Cambridge
Hosted by Navy Sailing.

7 Tri-Services Cup
Hosted by Old Point Comfort YC, Norfolk Yacht and Country Club, and Lynnhaven YC.

7-8 MRYC Log Canoe Labor Day Series

Hosted by Miles River YC, St. Michaels.

8 Hampton Middle Ground Light Race
Hosted by Hampton YC, Hampton, VA.

8 TAYC Hammond Regatta
Hosted by the Tred Avon YC, Oxford, MD.

11-15 J/30 North American Championships
Hosted by Eastport YC, Annapolis, MD.

14 Hospice Cup
Annapolis, MD.

14 MRYC Log Canoe Higgins/Commodore Cups
Hosted by Miles River YC.

14 Sunfish Challenge and Dinghy Distance Race
Hosted by Hampton YC, Hampton, VA.

14-15 Comet Vintage Cup Regatta
Hosted by Corsica River YC, Centreville, MD. For wooden Comets. RSVP to Art Silcox at (571)213-9536 or art.silcox@gmail.com.

15 CBMM Log Canoe Bartlett Cup
Hosted by Chesapeake Bay Maritime Museum, St. Michaels, MD.

15 CCVR Fall Series 1
Hosted by CCV Racing, Southern Chesapeake.

17-19 Shark Class National Championship
Hosted by Hampton YC, Hampton, VA.

20-22 505 Class East Coast Championship
Hosted by Hampton YC, Hampton, VA.

20-22 Annapolis YC 3-2-1 Invitational
Hosted by Annapolis YC.

21 Annapolis Fall Race to Solomons
Hosted by Annapolis YC.

21 Hampton Roads Sunfish Challenge and Dinghy Distance Race
Hosted by Hampton YC.

22 OPCYC Yankee Station Series 6
Hosted by Old Point Comfort YC, Hampton, VA.

23 Choptank Heritage Skipjack Race

Sponsored by the Dorchester Skipjack Committee in Cambridge, MD. A race festival begins with a parade of boats at 9 a.m. heading out of Cambridge Creek. The race itself begins around 10 a.m. The parade of skipjacks and race start and finish are best viewed from Long Wharf Park.

25 BBSA Oktoberfest Begins
Hosted by Broad Bay Sailing Association, Southern Chesapeake.

27-29 Cal 25 National Championships
Hosted by Annapolis YC.

28 BBSA Neptune's Atlantic Regatta
Hosted by Broad Bay Sailing Association, Southern Chesapeake.

28 HdGYC Fall Invitational
Hosted by Havre de Grace YC.

28 Ya Gotta Regatta
Hosted by the Downtown Sailing Center, Baltimore, MD, to benefit its community outreach and accessibility programs.

28-29 Corsica River Yacht Club Class Boat Regatta
Hosted by the Corsica River YC, Centreville, MD.

28-29 AYC Fall Series 1
Hosted by Annapolis YC.

October

3-6 Annapolis Powerboat Show
City Dock, Annapolis, MD.

10 Party in the Port
6 to 10 p.m. at Eastport Yacht Club in Annapolis, MD. \$20 in advance, \$25 at the door. EYC's boat show bash open to the public, featuring live music, food, libations, and more.

For more details and links to event websites, visit spinsheet.com/calendar



10-14 Annapolis Sailboat Show
City Dock, Annapolis, MD.

11 **Rockstars and Legends: a Conversation With Cole Brauer and Lin Pardey**
Moderated by SAIL editor-in-chief Wendy Mitman Clarke and managing editor Lydia Mullan. Held at the Jack C. Taylor Conference Center, U.S. Naval Academy, Annapolis, MD. 4 p.m.

12 **3rd Annual Annapolis Dragonfest**
At Pier 4 Marine in Eastport. Presented by the Annapolis Dragon Boat Club. Featuring oysters, beer, music, raffle and silent auction, fun activities for children, and more. The club promotes the development of healthy bodies and spirits to support recovery from breast cancer and all other cancers and grow friendships and teamwork.

October Racing

2 **CCVR Oktoberbest**
Hosted by CCV Racing, Southern Chesapeake.

4 **Hospice Turkey Shoot Regatta**
Hosted by Rappahannock River YC, Irvington, VA, and Yankee Point Yacht and Cruising Club, Lancaster, VA.

5 **BBSA Willoughby Memorial Race**
Hosted by Broad Bay Sailing Association, Southern Chesapeake.

5 **OPCYC Yankee Station Series 7**
Hosted by Old Point Comfort YC, Hampton, VA.

5 **PSA Race to Rock Hall**
Hosted by the Potapskut Sailing Association, Pasadena, MD.

5-6 **AYC Fall Series 2**
Hosted by Annapolis YC.

5-6 **AYC Fall Series 2**
Hosted by Annapolis YC.

5-6 **Chesapeake Bay ILCA Masters Championship**
Hosted by Fishing Bay YC, Deltaville, VA.

6 **CCVR Triple Tunnel Race**
Hosted by CCV Racing, Southern Chesapeake.

11-13 **International Comet Class International Championship Regatta**
Hosted by the Corsica River YC, Centreville, MD.

12 **Choptank Cup**
Hosted by the Eastern Shore Sailing Association.

13 **CCVR Fall Series 3**
Hosted by CCV Racing, Southern Chesapeake.



Party in the 'Port

Saturday, October 12, 2024, 6-10pm

\$20 in Advance or \$25 at Door

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Make sure to visit Eastport Yacht Club at the Annapolis Sailboat Show (Booth AB23)



Party in the 'Port is Eastport Yacht Club's premier boat show bash **open to the public**, featuring electrifying live music from **Dublin 5**, a vibrant atmosphere, and a chance to connect with fellow sailing enthusiasts. Get ready for a night filled with non-stop dancing and singing that you won't want to miss! **Burgers, Hotdogs, Loaded Tots, EYC's famous libations, and more** will be available for purchase.



October Racing (cont.)

18-20 J/22 and J/24
 East Coast
 Championships
 Hosted by Severn Sailing Association.

19 Baltimore Harbor Cup
 Hosted by the Baltimore City
 Yacht Association.

19 OPCYC Round the
 Lights Race
 Hosted by Old Point Comfort YC,
 Hampton, VA.

19-20 J/105
 Chesapeake Bay
 Championships
 Hosted by Annapolis YC.

20 Francis Scott Key Classic
 Hosted by the Rock Creek
 Racing Association.

20 SMSA Fall Invitational
 Hosted by the Southern
 Maryland Sailing Association,
 Solomons, MD.

22-26 J/22 World
 Championships
 Hosted by Eastport YC, Annapolis,
 MD.

26-27 AYC Halloween
 Howl
 Hosted by Annapolis YC.

27 - Nov 24
 HYC Frostbite Series
 Hosted by Hampton YC, Hampton, VA.



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THE FIVE SHARKS YOU MEET IN THE CHESAPEAKE

◀ By Maria Bellos Fisher



Have you seen a dorsal fin slice the surface of the Bay and wondered if you need a bigger boat? Just because you're not in the ocean doesn't mean you're not in shark territory—specifically the sandbar shark, bull shark, sand tiger shark, smooth dogfish, and spiny dogfish. Those are the most common sharks in the Bay, according to the Chesapeake Bay Foundation. Rare visitors include the basking shark, bonnethead, smooth hammerhead, Atlantic angel shark, the scalloped hammerhead, the dusky shark, and the Atlantic sharpnose.

The sandbar shark inhabits the Atlantic from Massachusetts to southern Brazil, visiting the Chesapeake from spring to fall. The Bay is one of the most important nursery areas on the East Coast for young sandbar sharks, according to the Chesapeake Bay Program (CBP).

Dr. Robert J. Latour, Professor of Marine Science at the Virginia Institute of Marine Science (VIMS) at William and Mary, told SpinSheet, “In the spring (late May and early June), pregnant sandbar sharks migrate into the Bay to birth their pups. These sharks leave the estuary and migrate northward, while the neonates remain throughout the summer, using the Bay as a nursery area. The neonate sharks migrate south of Cape Hatteras in the fall

to overwinter. Juvenile sandbar sharks (those aged one to about seven) will return to the Bay each spring.”

Concerned? These babies aren't interested in you. They eat bottom fish, other sharks, rays, and invertebrates, but they are your competition. Sandbar sharks are known for their love of blue crabs, so if you run into one, pass the Old Bay.

Bull sharks are not common in the Chesapeake Bay, but they have been recorded as far north as the Patuxent River. According to CBP, they eat bony fish, rays, and other sharks (particularly juvenile sandbar sharks), crustaceans, turtles, and mammals. They have a reputation for being aggressive, but “Bull sharks are likely no more aggressive than other large sharks such as white or tiger sharks,” Latour said.

“Because this species can inhabit relatively shallow fresh and saltwater habitats, humans are more apt to encounter a bull shark than a white or tiger, leading to this undeserved reputation for being overly aggressive. Bull sharks are usually uninterested in humans, since we are not their natural prey.”

In summer and fall, sand tiger sharks swim up the Lower Bay. They're nocturnal and eat small fish, squid, and other sharks, according to CBF. Sand tigers can look intimidating at up to 10 feet long, but there have been no recorded attacks on humans.

The smooth dogfish inhabits the Lower Bay, seen up to the Patuxent, in less than 60 feet of water. It's a bottom feeder and swims in schools.

From late fall through early spring, the spiny dogfish haunts the Southern Bay. It also travels in schools but prefers deeper water.

The Bay's shark populations are increasing. That's good news. A study published by former VIMS doctoral student Cassidy Peterson and Dr. Latour in 2017 found that shark populations in the southeastern United States appear to be recovering from overfishing, and that

this recovery began in the middle to late 2000s.

Latour explained, “The increasing presence of sharks would be a sign of a healthy Bay. Most sharks are apex predators, meaning they are positioned near the top of the marine food web. As such, they play an important ecological role by regulating prey populations and providing balance to the ecosystem. Robust shark populations promote biodiversity which is vital to ecosystem health.”

The bad news according to Dr. Latour: shark populations along the US Atlantic Coast are shifting northward and toward deeper waters in response to climate change. The amount of suitable habitat for sharks is declining, particularly during fall months.

“The impact of climate change on shark population sizes depends on a myriad of factors and requires additional research,” he said.

On the slim chance that you do run into a shark in the Bay, basic shark safety dictates:

- Swim between 9 a.m. and 5 p.m.
- Remove jewelry and other shiny accessories.
- Avoid murky or cloudy waters.
- Refrain from swimming alone.
- Remain relatively close to the shore.
- Avoid swimming near fishing activities (e.g. fishing piers, surf casting, seine operations).
- Be aware when fishing with chum and larger natural baits.
- Maintain an awareness of your surroundings.

If you are in the water and see a shark, work toward getting out of the water as soon as possible, but do not turn your back and swim. Most of the sharks inhabiting Chesapeake Bay are immature (neonate and juvenile) sandbar sharks, which pose little to no threat to humans.



■ Sandbar shark. Photos courtesy of VIMS

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SEPTEMBER 2024 TIDES

BALTIMORE					ANNAPOLIS					CHESAPEAKE BAY BRIDGE TUNNEL									
Time		Height			Time		Height			Time		Height			Time		Height		
h	m	ft	cm		h	m	ft	cm		h	m	ft	cm		h	m	ft	cm	
1	06:27 AM	1.9	58		16	05:36 AM	2.0	61		1	01:58 AM	0.4	12		16	01:02 AM	0.2	6	
	01:19 PM	0.7	21			11:30 AM	0.7	21		Su	08:05 AM	2.7	82		Su	07:14 AM	3.0	91	
Su	06:29 PM	1.5	46		M	05:53 PM	1.6	49			Su	08:23 PM	3.0	91		M	01:17 PM	0.1	
2	12:45 AM	0.6	18		17	12:13 AM	0.5	15		2	02:33 AM	0.4	12		17	01:49 AM	0.0	0	
	07:05 AM	1.9	58			06:23 AM	2.0	61			08:43 AM	2.8	85			08:06 AM	3.3	101	
M	01:55 PM	0.7	21		Tu	01:18 PM	0.6	18		M	02:40 PM	0.4	12		Tu	02:11 PM	-0.1	-3	
	07:19 PM	1.6	49			06:47 PM	1.8	55			08:58 PM	3.0	91			08:27 PM	3.4	104	
3	01:35 AM	0.7	21		18	01:19 AM	0.5	15		3	03:05 AM	0.3	9		18	02:35 AM	-0.2	-6	
	07:40 AM	1.8	55			07:11 AM	1.9	58			09:17 AM	2.9	88			08:55 AM	3.6	110	
Tu	02:27 PM	0.6	18		W	01:56 PM	0.5	15		Tu	03:18 PM	0.4	12		W	03:05 PM	-0.1	-3	
	08:04 PM	1.7	52		O	07:41 PM	1.9	58			09:30 PM	2.9	88		O	09:15 PM	3.4	104	

DIFFERENCES					DIFFERENCES					DIFFERENCES							
	High	Low	H. Ht	L. Ht	Spring Range		High	Low	H. Ht	L. Ht	Spring Range		High	Low	H. Ht	L. Ht	Spring Range
Sharps Island Light	-3:47	-3:50	*1.18	*1.17	1.5	Mtn Pt, Magothy River	+1:24	+1:40	*0.88	*0.88	1.0	Onancock Creek	+3:52	+4:15	*0.70	*0.83	2.2
Havre de Grace	+3:11	+3:30	*1.59	*1.59	1.9	Chesapeake Beach	-1:14	-1:15	*1.12	*1.14	1.1	Stingray Point	+2:01	+2:29	*0.48	*0.83	1.4
Sevenfoot Knoll Light	-0:06	-0:10	*0.82	*0.83	1.1	Cedar Point	-3:16	-3:13	*1.33	*1.33	1.4	Hooper Strait Light	+5:52	+6:04	*0.66	*0.67	2.0
St Michaels, Miles River	-2:14	-1:58	*1.08	*1.08	1.4	Point Lookout	-3:48	-3:47	*1.37	*1.33	1.4	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			
	h	m	knots	h	m	knots	
1 Su	01:06AM	04:36AM	1.0F	11 W	03:12AM	06:30AM	-0.7E
	07:54AM	11:12AM	-0.9E		10:42AM	12:30PM	0.2F
	02:36PM	05:24PM	0.7F		02:30PM	05:42PM	-0.4E
	08:18PM	11:12PM	-0.7E		08:18PM		
2 M	02:00AM	05:24AM	0.9F	12 Th	04:12AM	12:24AM	0.9F
	08:36AM	11:48AM	-0.9E		04:12AM	07:36AM	-0.7E
	03:12PM	06:00PM	0.7F		11:42AM	01:36PM	0.2F
	09:00PM				03:42PM	06:48PM	-0.4E
3 Tu	02:54AM	12:00AM	-0.7E	13 F	05:06AM	01:24AM	0.9F
	09:54AM	06:06AM	0.9F		05:06AM	08:24AM	-0.8E
	03:42PM	12:24PM	-0.9E		12:24PM	02:30PM	0.3F
	09:48PM	06:42PM	0.8F		04:54PM	07:54PM	-0.4E
4 W	03:42AM	12:42AM	-0.7E	14 Sa	06:00AM	02:24AM	0.9F
	09:54AM	06:48AM	0.8F		01:00PM	09:18AM	-0.8E
	04:12PM	11:18PM	0.8F		05:54PM	03:18PM	0.4F
	10:30PM	07:18PM	0.8F		11:36PM	08:54PM	-0.5E
5 Th	04:30AM	01:24AM	-0.7E	15 Su	06:48AM	03:18AM	0.9F
	10:24AM	07:24AM	0.7F		01:30PM	10:00AM	-0.9E
	04:42PM	01:36PM	-0.8E		04:06PM	04:06PM	0.5F
	11:06PM	07:48PM	0.9F		06:54PM	09:54PM	-0.7E
6 F	05:18AM	02:06AM	-0.7E	16 M	12:42AM	04:12AM	0.9F
	11:00AM	08:06AM	0.6F		07:30AM	10:42AM	-0.9E
	05:06PM	02:06PM	-0.7E		02:30PM	04:48PM	0.7F
	11:54PM	08:30PM	0.9F		07:42PM	10:48PM	-0.8E
7 Sa	06:12AM	02:54AM	-0.7E	17 Tu	01:48AM	05:00AM	0.9F
	11:36AM	08:48AM	0.5F		08:12AM	11:18AM	-0.9E
	05:36PM	02:42PM	-0.6E		02:30PM	05:30PM	0.9F
	09:06PM	09:06PM	0.9F		08:36PM	11:36PM	-0.9E
8 Su	12:36AM	03:42AM	-0.7E	18 W	02:48AM	05:48AM	0.9F
	07:12AM	08:36AM	0.4F		08:54AM	11:54AM	-0.9E
	12:12PM	03:18PM	-0.6E		03:00PM	06:12PM	1.0F
	06:12PM	09:48PM	0.9F		09:24PM		
9 M	01:24AM	04:30AM	-0.7E	19 Th	03:42AM	12:30AM	-1.0E
	08:18AM	10:24AM	0.3F		09:36AM	06:36AM	0.9F
	12:48PM	03:54PM	-0.5E		03:00PM	12:36PM	-0.9E
	06:48PM	10:36PM	0.9F		10:12PM	06:54PM	1.1F
10 Tu	02:18AM	05:30AM	-0.7E	20 F	04:42AM	01:18AM	-1.1E
	09:30AM	11:24AM	0.2F		10:12AM	07:24AM	0.7F
	01:36PM	04:48PM	-0.4E		04:12PM	10:18PM	-0.9E
	07:30PM	11:24PM	0.9F		11:06PM	07:36PM	1.2F

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

	Slack			Maximum			
	h	m	knots	h	m	knots	
1 Su	12:06AM	02:36AM	-0.9E	11 W	12:54AM	02:36AM	0.3F
	05:36AM	08:42AM	1.1F		04:24AM	08:30AM	-0.6E
	11:30AM	02:36PM	-1.4E		11:18AM	03:12PM	1.4F
	06:00PM	09:18PM	1.3F		07:12PM	10:12PM	-0.8E
2 M	12:36AM	03:06AM	-0.9E	12 Th	02:00AM	03:42AM	0.2F
	06:00AM	09:12AM	1.3F		05:24AM	09:36AM	-0.7E
	12:18PM	03:18PM	-1.5E		12:18PM	04:12PM	1.4F
	06:48PM	09:48PM	1.2F		08:18PM	11:06PM	-0.8E
3 Tu	01:00AM	03:36AM	-1.0E	13 F	02:54AM	04:48AM	0.3F
	06:30AM	09:42AM	1.4F		07:00AM	10:48AM	-0.8E
	01:00PM	03:54PM	-1.4E		01:30PM	05:18PM	1.4F
	07:24PM	10:06PM	1.0F		09:12PM		
4 W	01:18AM	04:06AM	-1.1E	14 Sa	03:36AM	12:00AM	-0.9E
	07:00AM	10:18AM	1.4F		03:36AM	05:48AM	0.5F
	01:42PM	04:30PM	-1.2E		08:36AM	11:54AM	-1.0E
	07:54PM	10:36PM	1.0F		02:48PM	06:24PM	1.5F
5 Th	01:42AM	04:36AM	-1.1E	15 Su	04:12AM	12:54AM	-1.1E
	08:12AM	11:36AM	1.4F		04:12AM	06:48AM	0.9F
	02:24PM	05:12PM	-1.1E		09:42AM	01:00PM	-1.3E
	08:30PM	11:12PM	0.9F		04:00PM	07:18PM	1.7F
6 F	02:06AM	05:12AM	-1.0E	16 M	04:48AM	01:42AM	-1.3E
	08:12AM	11:36AM	1.4F		10:42AM	01:54PM	-1.5E
	03:06PM	05:54PM	-1.0E		04:54PM	08:06PM	1.8F
	09:06PM	11:48PM	0.8F		11:30PM		
7 Sa	02:36AM	05:48AM	-1.0E	17 Tu	05:30AM	02:24AM	-1.5E
	08:48AM	12:18PM	1.4F		11:42AM	02:42PM	-1.7E
	03:48PM	06:42PM	-0.9E		05:48PM	08:54PM	1.8F
	09:54PM						
8 Su	03:00AM	12:30AM	0.7F	18 W	12:12AM	03:06AM	-1.7E
	09:24AM	06:24AM	-0.9E		06:12AM	09:18AM	1.8F
	04:36PM	07:30PM	-0.8E		12:36PM	03:36PM	-1.8E
	10:54PM	06:42PM	1.8F		06:42PM	09:42PM	1.8F
9 M	01:06AM	05:06AM	0.5F	19 Th	12:48AM	03:48AM	-1.8E
	03:24AM	07:00AM	-0.8E		06:54AM	10:12AM	2.0F
	09:54AM	01:36PM	1.4F		01:36PM	04:24PM	-1.7E
	05:24PM	08:18PM	-0.8E		07:36PM	10:30PM	1.6F
10 Tu	01:54AM	05:54AM	0.4F	20 F	01:30AM	04:30AM	-1.8E
	03:48AM	07:36AM	-0.7E		07:42AM	11:06AM	2.1F
	10:30AM	02:18PM	1.4F		02:30PM	05:18PM	-1.5E
	06:18PM	09:18PM	-0.8E		08:36PM	11:24PM	1.3F

SEPTEMBER 2024 CURRENTS

Current Differences and Speed Ratios

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

Corrections Applied to Baltimore Harbor Approach

Secondary Stations Chesapeake Bay Entrance	Time Differences				Speed Ratios	
	Min. before Flood		Min. before Ebb		Flood	Ebb
Chesapeake Beach, 1.5 miles North	+0:29	+0:48	+0:06	+0:00	1.0	0.7
Chesapeake Channel, (bridge tunnel)	+0:05	+0:38	+0:32	+0:19	2.2	1.2
Stingray Point, 12.5 miles East	+2:18	+3:00	+2:09	+2:36	1.2	0.6
Smith Point Light, 6.7 n.mi. East	+2:29	+2:57	+2:45	+1:59	0.5	0.3
Point No Point, 4.3 n.mi. East	+4:49	+5:33	+6:04	+5:45	0.4	0.2

Corrections Applied to Chesapeake Bay Entrance

start Sailing now

A Broader Reach

▲ By *Conor Mastromarco*



Photo courtesy of Make Them Sailors

A high school student and youth sailor in the Annapolis area sent us this submission, and we were impressed by his commitment to help other young people Start Sailing Now. Here is his inspiring story.

When I was just seven years old, I learned to drive. Not only that, but my parents also encouraged me to drive as fast as I could. More surprisingly, I never got a ticket, nor was I involved in a serious accident!

I share this experience because I believe every child should begin driving at the age of seven, maybe even younger. But before you think this is nutty, let me explain. I am not talking about driving a car, I am talking about driving a sailboat.

Now, you might be wondering, “Why should all kids have the chance to sail?” The short answer is that sailing is one of nature’s greatest teachers. The sea, the wind, the elements—they’re all part of an incredible classroom.

Sailing teaches kids to be independent. It boosts their confidence and shows them that their choices have real consequences. Out on the water, there’s no one to rely on but yourself, and that’s a powerful lesson. Every day, people stand on the Spa Creek Bridge and watch in awe as seven- and eight-year-olds launch their boats and head out into the Bay. It takes guts to sail an eight-foot Opti in 15-knot headwinds when

you weigh only 40 pounds. But kids do it, and they come back stronger, more confident.

Sailing also teaches humility. No one wins every race, and luck—whether it’s good or bad—is always a factor. In the face of setbacks, sailing shows kids that perseverance is key. Whether the wind is strong or light, the kids who stick with it are the ones who truly succeed.

Sailing teaches adaptability. It is one of the few sports where the playing field of winds, seas, and current changes demand equal parts judgment and skill.

Sailing helps us realize that being a good competitor is more important than being the top competitor. In fact, there is an award for the “Corinthian Spirit” which rewards the ideal of competing honorably, of being humble in victory, gracious in defeat. It comes with the acknowledgement that we must applaud our competitors as they applaud us.

We love sailing because it teaches these values, and that’s why many of us are so passionate about sharing our

sport with others. But there’s a challenge we need to face—sailing has a reputation for being exclusive, perhaps deserved.

To see this, we need to look just beyond the water’s edge in Annapolis. The Chesapeake is literally the backyard of many children who have never been exposed to sailing or the opportunity to learn the life lessons sailing can teach. This is particularly true for children from disadvantaged families or for children of color. According to a survey from the TIDE task force for the Inter-Collegiate Sailing Association (ICSA), “sailors of color comprised less than one percent” of college sailors, and “children of color were half as likely to have learned to sail before the age of nine.”

Our beloved sport of sailing does not have to be this way. Barriers in other sports have been and continue to be dismantled. The last thing most sailors I know wish is for their sport to exclude others. Most of the sailors I know wish their sport would have a broader reach.

It is ironic that while the wind and water are free, money is a barrier to entry. Exclusivity is not a problem money

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



alone solves. It's also about creating a sense of belonging and welcoming. No one's going to learn to sail if they've never been exposed to it or if they don't feel like they're part of the community.

It is for this reason that I co-founded 'Make Them Sailors' with Martin Manrique of the Bahamas. You can check out MakeThemSailors.org to learn about the organization and see images of the joy that sharing our passion can bring. Our mission as a not-for-profit corporation is to introduce wind sports, whether competitively or for pleasure, to kids in the U.S. and abroad who otherwise lack the financial means, a sense of belonging, or exposure to the sport. Our goal is to provide resources, financial and otherwise, to organizations, causes, and individuals that will expose

disadvantaged kids to the sport, and kindle within them the same passion we share.

If what I have said, as a 17-year-old, resonates with you, please join me in broadening the reach of sailing. Sailing can be a life-changer. You can change the life of a child through a sport you love and spread the joy of sailing. Just scan this QR Code below to learn more.

Your donations will benefit our sport, but more importantly, your generosity can help build a global community to benefit youngsters who can learn the many lessons that sailing will teach them. Help 'Make Them Sailors,' and what we will collectively find is that the challenges, the competitors, the water, and the wind will help teach children the rest. Learn more at makethemsailors.org.

Photo courtesy of Make Them Sailors



Check out MakeThemSailors.org to learn more!

Find a Sailing School

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

Photo courtesy of J/World Annapolis



Chesapeake Bay Sailing Schools

- **Annapolis Sailing School**
annapolisailing.com
- **Annapolis Naval Sailing Association**
ansa.org
- **Blue Water Sailing School**
bwss.com

- **Captain In You Sailing Schools, Inc.**
captaininyou.com
- **DC Sail**
dcsail.org
- **Gratitude Sailing Institute**
gratitudesailing.com

- **J/World Annapolis**
jworldannapolis.com
- **SailTime**
sailtime.com/annapolis
- **Sail Solomons**
sailsi.com
- **West River Sailing Club**
learn2sailwrsc.com





Stories of the Century

Sailing Into Autumn

As we sail (or power) into the last quarter of 2024, SpinSheet Century Club members push extra hard to reach their 100 on-water days before it gets cold. Unless tropical storms limit the days they can leave the dock, many aspiring club members aim to log 30 days this month! Any boater on any vessel is welcome to join the fun. Visit spinsheet.com/century-club to start logging your days.



■ Maile Lyons (87 days) at an on-water birthday party.



■ Mark Hergan (103 days)



■ Carrie Will (107 days) doing a DelMarVa loop.



■ Jordan Stock (72 days) racing at the DSC on a Thursday night.



■ Chris Rogers (78 days) on a New England cruise.



■ Rob Marino (60 days) and his daughter Aubrey (78 days) at the Oxford Regatta.

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 - 215 Days | 6. Sunny Sturmer - 108 Days |
| 2. Dave Nestel - 202 Days | 7. Ashley Love - 106 Days |
| 3. Drew Mutch - 182 Days | 8. Naia Wallach - 103 Days |
| 4. Mike Pitchford - 145 Days | 9. Cindy Wallach - 103 Days |
| 5. Julie Miller - 110 Days | 10. Jeff Joy - 103 Days |

*As of 8/15/2024



Ashley Love celebrates 100+ with her string of Century Club burgees!



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





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Visiting Baltimore by Boat

By Captain Cheryl Duvall

If you have yet to visit Baltimore by boat, you're missing out. I honestly can't think of another East Coast city that celebrates and shares its waterfront more delightfully than Baltimore. I know that's a bold statement, yet having sailed from Maine to Florida, covering 3800 nautical miles and visiting more than 100 waterfront towns and cities, I stand (at the helm) behind this statement. We were also five-month liveaboards in Baltimore and enjoyed first-hand experience with waterfront living in Charm City.

Deciding To Sail to Baltimore

I love to sail to Baltimore, yet I know several cruisers who consider it too much of a detour from their annual pilgrimages to points north or south. Other Chesapeake sailors consider Charm City just a bit daunting due to limited areas for anchoring and the absence of mooring balls. Should you decide to spend a few days or more in Baltimore, and I hope you will, there are countless activities to do and many convenient transit options to make your stay incredibly enjoyable.

Take a Slip or Anchor?

Although we typically anchor in other towns, we usually take a slip in Baltimore at marinas that offer transient dockage. Two months ago for the Fourth of July festivities, we docked at the recently renovated Oasis Lighthouse Point Marina in Canton. We were quite impressed by their new management and amenities,

including keyless gated access and in-slip pump-out connections. And wow, the unobstructed views of the fireworks from their docks were priceless!

For those who prefer anchoring, there is room for several boats between Lighthouse Point and Anchorage marinas, and some space a bit farther west closer to Captain James Restaurant. Across from the Canton Safeway, there is a small gazebo and pier where dinghies can be tied for shore access or provisioning.

We enjoyed returning to these familiar surroundings while also noting many changes since we were liveaboards at this location in 2016. It's hard to imagine that even more bars and restaurants have opened nearby, but they have, along with increased shopping options in

Brewers Hill within a half-mile walk. Sailors don't have to leave Canton to have all their needs met, including finding supplies at West Marine.

Boaters who prefer taking a slip closer to the pulse of the city can find several marinas stretching from cobblestoned Fells Point towards bustling Harbor East, turning the corner southward to historic Federal Hill. At any point, transient slip holders can join city residents in walking or running the scenic promenade that spans five miles of Baltimore's waterfront, from Canton's Waterfront Park to the Rusty Scupper at the foot of Federal Hill. Along the way, you'll pass many restaurants, shops, and nautical landmarks, including the Seven Foot Knoll Lighthouse and the USS *Constellation*.



It was impossible to anticipate the gap in our hearts and on the horizon until we drew near what was left of the Key Bridge.

So Much To See and Do

I grew up outside of Baltimore before becoming an 18-year city resident, so I am quite biased when it comes to promoting the endless attractions in Charm City (for additional ideas, see spinsheet.com/see-bay/sailors-visiting-baltimore-land-yacht).

Who can argue with seeing the Orioles or Ravens play just a few blocks from the Inner Harbor, visiting the National Aquarium, or catching a concert at Pier 6 along the waterfront?

When my husband and I were live-aboards, Charleston friends visited on their trawler after they had spent a month in Washington, DC. I was a bit concerned at first that I had oversold my hometown, but they had a blast immersing themselves in Baltimore's history, novelties, and breweries. Even after a month, Mark and Cathy didn't exhaust all the possibilities that were within a short walk, bus, or water taxi ride from Canton, including Fort McHenry, the Baltimore Museum of Industry, the B&O Museum, and the American Visionary Arts Museum. Their pub crawls from the Natty Boh sign to Fells Point were legendary. I'm just sorry they left before Sagamore Distillery opened in Port Covington. They have to come back!

Sailing Community in Baltimore

There is a very loyal sailing community in Baltimore. I should know because 16 years ago I met my husband on a blind date at the Downtown Sailing Center (DSC). DSC's fleet of keelboats and cruisers enjoys a 99-year lease of docks scenically located between the Museum of Industry and Domino Sugars.

The DSC is a not-for-profit community sailing center offering affordable

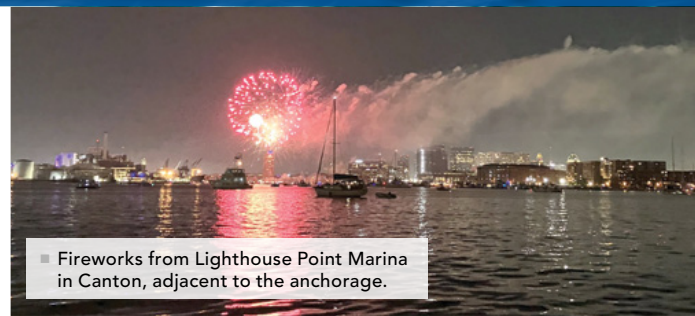
instruction and programming for all levels of sailors, including beginners. On any day in the harbor or near Fort McHenry, you can see DSC keelboats gracing the waters. And if you happen to be in town on Thursday nights, be on the lookout for DSC competitive racers. When I was a member, I enjoyed their more relaxed Friday night "fun races."

The Big Gap

It was a bittersweet journey when we sailed to Baltimore in July. While we knew it would be the first time we would sail under what was left of the Key Bridge since the cargo ship *Dali's* fatal impact on March 26, it was impossible to anticipate the gap in our hearts and on the horizon until we drew near. The last time we sailed under the Key Bridge was last year on June 9 when we began our summer journey to Maine. Little did we know then that the bridge would cease to exist less than 10 months later.

Despite growing up just outside the Beltway and learning to drive shortly before the Key Bridge was completed in 1977, I had sailed under that bridge more than I had driven over it. As we approached "the big gap," minding buoys designating Sollers Point Channel for recreational boats, we almost kept pace with a cargo ship on our port side. As tug boats escorted it to a nearby terminal, I couldn't help but think about the sequence of events during those fateful hours in late March, and the six lives that were lost.

It was a sobering passage through the gap, yet it was also heartening to see



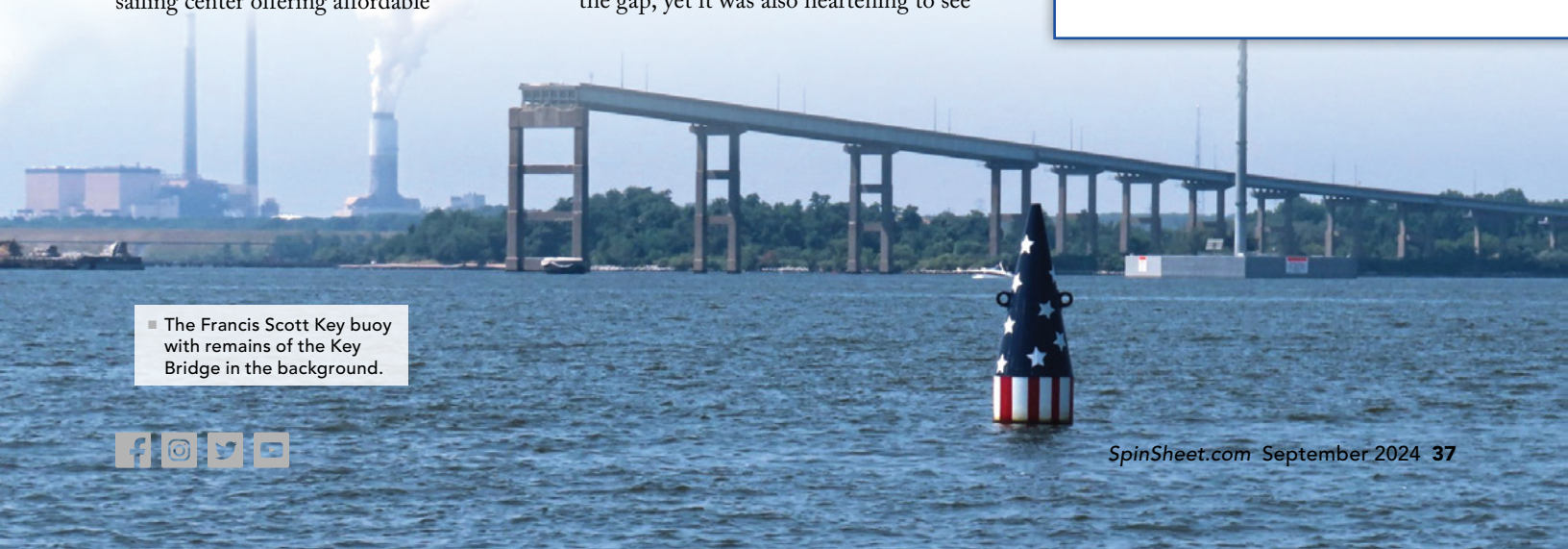
Fireworks from Lighthouse Point Marina in Canton, adjacent to the anchorage.

activity returning to the port, with several ships being offloaded and loaded as we sailed past. I was filled with hope and anticipation for the next chapter in Baltimore's history as this resilient city plans the next gateway to its inviting harbor and vibrant neighborhoods.

Special Buoy

As we departed Baltimore the day after the fireworks red glare, we decided to circle the Francis Scott Key buoy that marks where the words of our national anthem were penned. For the first time in my memory, we had to wait our turn as we weren't the only ones who felt compelled to pay tribute to this symbol of freedom. We were third in line and quite happy to patiently wait to offer a nod to Baltimore's rich history and its hopeful future. We will return, and often.

About the author: Captain Cheryl Duvall is a USCG Licensed Master, Inland 100 GRT. She resides in Annapolis yet proudly claims Baltimore as her hometown on the stern of Belle Bateau, her Gozzard 44.



The Francis Scott Key buoy with remains of the Key Bridge in the background.

Eye on the Bay

Photo by Marianna Fleischman



Photo by Jeff Brooks

SpinSheet Summer Cover Contest 2024

As we do every year, we asked readers to submit their photos depicting summer on the Chesapeake Bay and had them vote for the best one. Find this year's winning shot by David Sites on this issue's cover. Below you will find other reader favorites.

Thanks to all who submitted photos. Remember that we accept reader cover shot submissions among other photo submissions all year long. Send them to editor@spinsheet.com.

Photo by Shawn Pinamonti

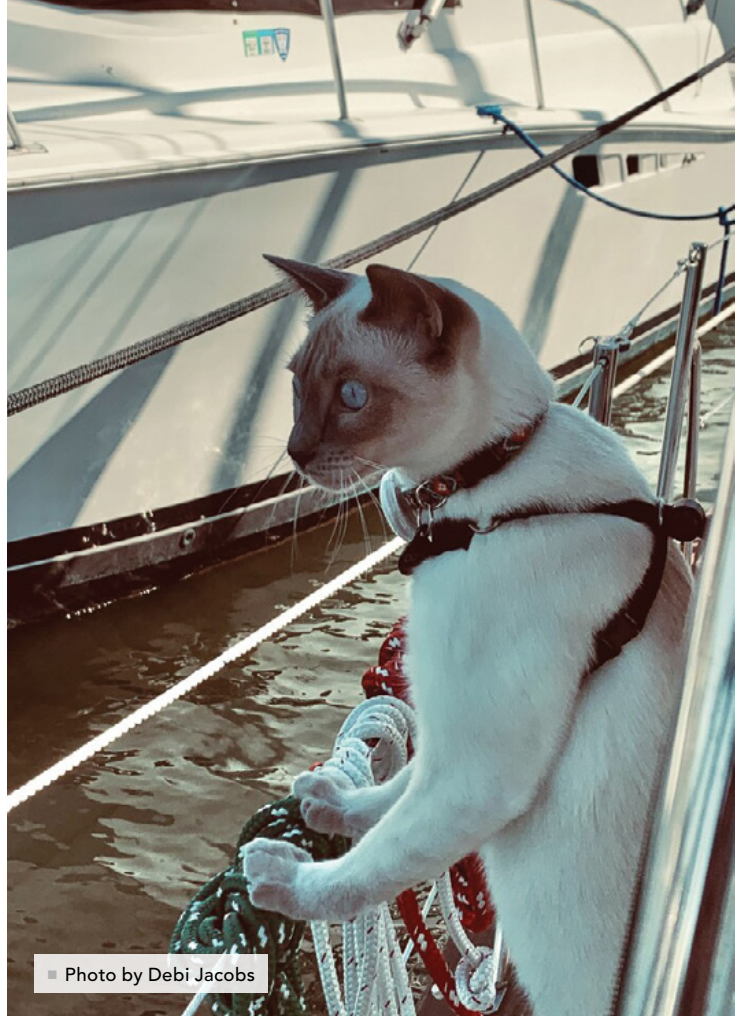


Photo by Pamela Marks





■ Photo by Lou Frank



■ Photo by Debi Jacobs



■ Photo by Robin Witte



■ Photo by Jack Benson

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The Secret Language of Soft-Shell Crabs

◆ *By Pamela Tenner Kellett*

Full Disclosure: I am an unfortunate Chesapeake resident with a full-blown shellfish allergy. Eating French Fries anywhere in the Delmarva is impossible (also unfortunate) as the oil is frequently shared with a crustacean or mollusk. However, the subject of the delicacy that is soft-shell crabs has been on my radar this summer.

The local crabber who keeps his boat at our marina has set up a sloughing tank. My husband was fortunate to join an early summer trip to Smith Island, the epicenter of the soft-shell crab industry. He brought four dozen to a graduation party in New Jersey and cooked them up for a mostly Maryland native crowd and was showered with accolades. While I won't be able to comment on a favorite recipe or the special experience of eating a whole blue crab dredged in corn meal and spices and lightly fried, the growth cycle of the blue crab (*Callinectes sapidus*, Latin for "beautiful swimmer") is an interesting one filled with an opportunity to learn new vocabulary specific to the molting process.

The soft-shell phase of the blue crab is a result of the molting process in which it grows by periodically shedding its shell. Molting is scientifically referred to as "ecdysis." When a blue crab is ready to start the molting process, it takes in salt-water to inflate and expand its new body, which busts open the horizontal seam of its old shell across the widest part of the crab. The "buster" phase takes about two hours to complete as the crab backs out of the old shell through the split,

carefully extracting its legs and claws out last.

The new shell begins to ossify or harden immediately following the molt. Once the crab sheds its shell, the new shell is soft for up to nine hours after the molt. Freshly emerged crabs are called "pat-softs," and they are very weak and vulnerable to cannibalism. Pat-softs will reach the texture of culinary-ready soft crabs in about three to four hours. Within nine to 12 hours, the crab is considered "paper shell," and it is "hard shell" again four days after the molt.

Immature crabs molt multiple times before they reach maturity. With a three-year life span blue crabs reach maturity 12 to 18 months after hatching. Female blue crabs mate only once, when they reach sexually maturity immediately following their pubertal molt (prior to this molt, the female is known as a "sook"). When approaching this terminal molt, females release a pheromone in their urine which attracts males. Male crabs will carry and protect the female, called "cradle carrying," until molting occurs. Commercial crabbers call these crabs "doubblers."

Following this molt, when the female's shell is soft, the pair will mate. During mating, the female captures and stores the male's sperm in sac-like receptacles so that the eggs can be fertilized at a later time. Once the female's shell has hardened, she is released by the male and will migrate to higher salinity waters to spawn. Her



Soft crabs are packed into a box for shipment at Butch Walters' crab shanty in Deal Island, MD. Photo by Will Parson/Chesapeake Bay Program

external egg mass contains 750,000 to two million eggs which are released as larvae after two weeks.

Commercial crabbers who are selling soft shells face the challenge of capturing the crab in its soft-shell phase. This can be done in a variety of ways from scraping the peeler or soft crabs up in the grasses where they are hiding from predators to setting up shedding or slough tanks for peelers (a hard crab with a fully formed soft shell beneath) to "capture" the crab just after the molt. If the soft-shell crab is removed from the tank immediately after the molt, the ossification process will stop and the crab can be packed in boxes and kept cool for sale as a "soft shell."

Commercial crabbers can recognize the imminence of molting by looking at signs in the blue area on the back swimmeret of the crab which presents as different colored lines. Two weeks out the white sign is visible. One week out is pink sign. Two days out is red sign, and hours before molt is called deep red sign or rank sign. Monitoring the shed floats or tanks is a constant process. Many Eastern Shore towns have shedding tanks at the crabbing docks. It is worth the time to talk to a local crabber about the process. Now you have some new vocabulary for the conversation!

Annapolis Sailboat Show

a sneak peek

Monday Is Back!

This year's Annapolis Sailboat Show returns to its traditional Thursday through Monday schedule, running October 10-14 on the waterfront in historic downtown Annapolis. The 'Annapolis Show,' as it's known to longtime show-goers brings together the top manufacturers, industry experts, and sailing enthusiasts from around the country. You won't want to miss it. Here is a sneak peek to plan your long weekend in America's sailing capital.

Venue

Annapolis is beautiful year-round, but especially in the fall. It's usually comfortably cool in the mornings and evenings and warm during the afternoons. It's a great time to explore the town, which is filled with maritime and US history, small street-end waterfront parks, and pubs and restaurants tailored to those just getting off the water. There's so much to do within walking distance of the show. Read more about visiting Annapolis in our October issue.



Boats, gear, and accessories

In the days before the show a whole marina erupts in Ego Alley and extends out to Spa Creek. The docks are packed with sailboats of all types, from racing hulls to cruising craft to luxury catamarans; you'll see them all during

the show. On land exhibitors show off trailerable boats and every type of sailing gear and accessory imaginable. You'll find a sneak peek of the boats and gear in these pages with more to come in our October issue.

People

Every year industry experts roll into town to show their latest offerings and help sailors like you take your passion to the next level. Whether you're new to sailing or slipping the lines for an offshore passage, if you've got questions about sailing or sailboats, this is the place to get answers.

Education

From beginner to life-long learner, you're sure to find a workshop, course, or free seminar to build your confidence and expand your sailing horizons. Make sure to visit annapolisboatshows.com to explore your educational options; many require prior registration. Check back in our October issue for our full coverage of the show.



Dates, Times, Tickets

October 10-14 at Annapolis City Dock

Thursday (Preview Day)

10 a.m. to 6:30 p.m.

Friday through Sunday 10 am. to 6:30 p.m.

Monday 10 a.m. to 5 p.m.

Purchase Tickets at annapolisboatshows.com.

Thursday, Preview Day

- \$45 in advance; \$50 onsite; children aged seven years and up are full price, aged six years and under are free.

General Admission Friday - Monday

- Adults: \$25 in advance, \$30 onsite; children aged seven to 15 years \$10; children aged six years and under are free

Two-Day Combo Tickets

- Two-Day Preview Day Combo Ticket: \$65 in advance; children aged seven to 15 years pay full price; children aged 6 years and under are free
- Two-Day Combo Ticket: \$45 in advance; not valid Thursday

Military Personnel Day

- Sunday only. Must present valid ID at gate. Active Duty, spouses, and veterans. \$20

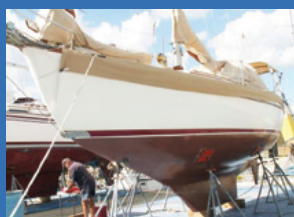
VIP Experience

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Cool and New Boats and Products

Boats and products you won't want to miss at the Annapolis Sailboat Show.

At print time these boats and products are planned to be at the Annapolis Sailboat Show. Check our October issue for more beautiful boats and useful products to see while you're at the show.



■ Photos courtesy of Annapolis Boat Shows.

Xquisite 60 Solar Sail

A luxurious catamaran that combines cutting-edge solar technology with elegant design, the Xquisite 60 Solar Sail offers sustainable cruising without compromising on comfort. Great for relaxation and adventure with its spacious accommodations, advanced electric sail controls, and a range of water toys. Dock B. xquisiteyachts.com

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Mackay Bieker Moth

New to the show, the Mackay Bieker Moth is a high-performance foiling sailboat designed to deliver the fastest single-handed sailing experience. Its sleek, composite hull and advanced aerodynamic and hydrodynamic engineering make it a top choice for competitive sailors seeking unparalleled speed and agility. Land space 8. mackayboats.com

Dufour 44

The Dufour 44 is a high-end cruising sailboat designed for both performance and comfort, featuring a sleek hull and responsive handling for an exhilarating sailing experience. With a length of 14 meters and a spacious, luxuriously appointed interior, it offers ample space and amenities for unforgettable adventures at sea. Dock F2. dufour-yachts.com



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Muir HR650 Lynx Windlass

The Muir HR650 Lynx is Australian-built small horizon windlass. With one-piece brushed stainless steel housing, it packs a heavy-duty windlass into a small footprint. The rope/chain management system flawlessly transitions the rode. Land space X-6. imtra.com



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Schrödinger's Sailor

▲ *By Dena Hankins*

While we are offshore, every person on the planet who loves us is in a state of uncertainty. Are we alive? Are we dead? Yes. We are Schrödinger's Sailor.

Last summer, we sailed into Bermuda from the west and the cry "Land ho!" was followed closely by "I have signal!" We had spent 13 days at sea, topping the Bahamas and turning east for Bermuda. It was a slow trip by the usual measure. Aboard *Cetacea*, a 1984 Baba 30 we had converted to electric auxiliary propulsion that spring, we covered the supposedly 800 nautical mile trip in closer to 900 nautical miles.

As the text and WhatsApp messages flew, our existence collapsed into observed, knowable reality, and we were finally alive.

The 29 days between Bermuda and Horta on Ilha do Faial in the Azores partook even more thoroughly of the uncertainty principle. Our electric motor, still new to us, proved its value as each windy, sunny day filled the batteries for the sloshy slow motoring days, and we spent as much time as possible on the Free Ride, using only as much power for the motor as we were making with 400 watts of solar. The fickle weather tested our fortitude by leaving us wallowing in large seas created by winds far away before seeing us double-reefed in the high winds that finally arrived. At some

points in the voyage, we ourselves weren't completely sure that we would make it and prove ourselves to be alive with an actual cat.

Again, the first thing we did as our phones started beeping was to remove the uncertainty for our loved ones. We had lived.

In 2001, we left the Puget Sound and sallied forth into the Pacific Ocean. We only went a few days at a time between landfalls on that trip, so we were able, thanks to libraries, to keep our family and friends apprised of our status frequently. Even so, we've never come closer to losing a boat than we did on that trip. We were truly in a state of uncertainty as we traversed the inhospitable Oregon coast.

We crossed from San Francisco Bay to Hawaii in 2006 and put everyone we knew in doubt once again as to whether we were alive or dead. That crossing went extraordinarily quickly, taking only 20 days on our Gulf 32 pilothouse sloop, so there was relatively little weeping and moaning and

gnashing of teeth. Our uncertainty had barely become real when we arrived and flipped from both alive and dead to most definitely alive.

It's getting rarer for folks to travel like this these days. Connectivity has crept into realms that were once too expensive or too complicated for the likes of us. Chains of communications satellites track across the night sky even in the middle



■ The actual cat aboard board *Cetacea*.




of the ocean, like constellations in too much of a hurry to travel with the others. It's come up more than once that we could carry some sort of beacon that would, at the very least, transmit our location and a generic message of wellbeing. People don't generally enjoy dwelling in uncertainty, and they would like to believe that receiving a message would mean that we were definitely, certainly alive.

Offshore, though, the certainty would be past before the message had even reached the recipient. When we're at sea, we are unknowable, unpredictable, and undefinable. Even if we transmitted "all's well" messages on the hour, for each of the other 59 minutes, our status would be uncertain. That's just going to have to be okay.

Always and forever, Schrödinger's Sailors with a cat.

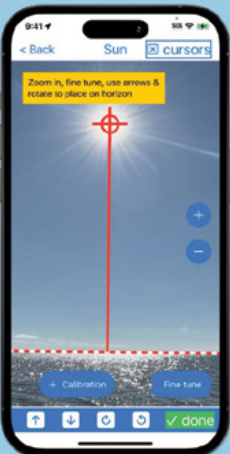




About the Author: Dena Hankins and James Lane are circumnavigating the planet earth on a 30-foot electric sailboat. Follow their record setting adventures here in SpinSheet or at sovereignnations.net.





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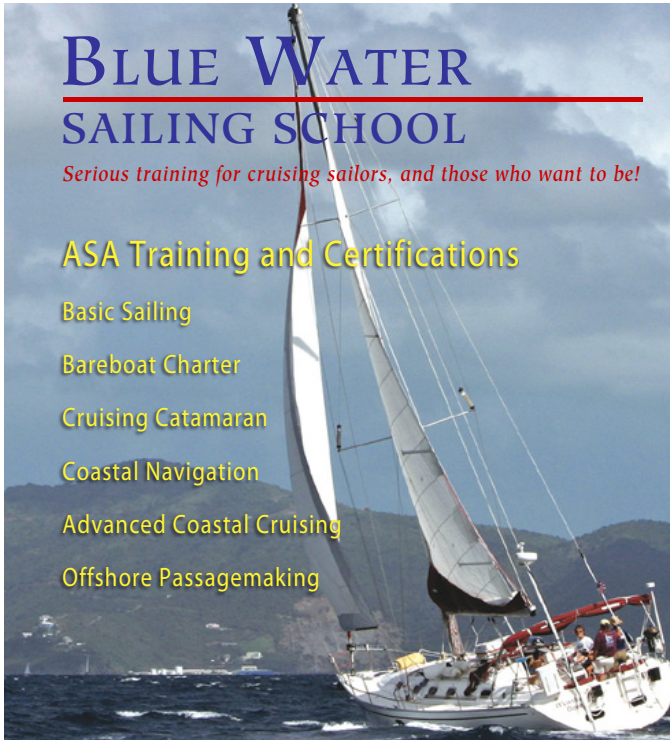
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SOUTHBOUND CRUISING: The Benefits of Leaving "Late"

◀ *By John Herlig*

It was January of 2016 when I made my inaugural voyage south on the IntraCoastal Waterway, a journey that I had intended to begin the November prior before a leaky transmission O-ring sent me limping home to my slip in Back Creek. Needless to say, I was a fair ways behind the crowds when I finally got underway.

"We were rafted up three deep at the Dismal Swamp Visitor's Center," my friend Chip told me of one of his journeys down the scenic inland path as he explained my berthing options along the route. "That's just the way it is," he explained. "We all leave when hurricane season clears."

But my journey was different. It was a good while before I saw another underway vessel, a lone sailboat motoring north near Norfolk, VA.

"You're the first boat I've seen in four days," were the words of Robert Peek, the legendary keeper of the Dismal Swamp Canal's Deep Creek lock (may he rest in peace). "Come inside. I've got a pot of coffee on."

I was mildly suspicious that the coffee had been on the burner since that last boat had passed through, but it didn't matter. There was a sense of luxury in the air, the luxury of plentiful time and of the absence of hurry. Robert showed me the conch shells he collected from boats returning from the Bahamas and the chess pieces he carved during the slow days of winter. The coffee was terrible. The experience was magnificent.

As I plodded southward, this trend continued. Dockhands' faces lit up as I pulled into marinas to fuel up, eager for an excuse to do something other than sit inside, waiting. Anchorage after anchorage was dead empty. Not once did I have to relocate because of a neighbor's noisy generator or skip a spot because it was full. As my mentor Chip had, I tied off at the Dismal Swamp's Visitor Center for a night, but in contrast to his three-deep rafting up, I had the docks to myself. I was nearly to South Carolina before I shared an overnight with another boat.

I befriended a few strays as I got into those warmer climes, boats that would play leapfrog with me

throughout the day as we queued up at bridges or communicated about shoaling or hazards as we all trudged along. There was a natural camaraderie among the group, a shared sense that we weren't the real pack. We were arriving late to the dance. We were the outliers.

There are other benefits to traveling behind the masses. If you prefer marinas, you'll find slips easier to reserve and courtesy cars less likely to be booked before you arrive. You may not have to queue up for a shower or washing machine. There might (maybe?) be plentiful hot water waiting for you when you get there. Less traffic at bridges and locks means less stress queuing up and fewer opportunities for mishaps.

There's a lot to be said about traveling south in early November and the bonding that takes place as a floating community forms on the water. Sundowners and anchorage partners, familiar boat names and voices on the VHF radio meander southward with you and offer you the comfort of friends. But that doesn't mean you can't head out after the exodus, on your own schedule, if it fits. It's a good chance to remind yourself that there are benefits for the outliers, too.



postcard from Spanish Wells

By Cindy Wallace

We tied up to a dock after a long passage, and my 13-year-old daughter sleepily popped her head out of her cabin and rubbed her eyes.

She asked, "Where are we?"

"The Bahamas."

"This doesn't look like the Bahamas. It's so green!"

We didn't want to stop in the Bahamas; that wasn't the plan. The plan was to get from Samana, Dominican Republic, right to Fort Pierce, FL, to start wrapping up our cruising season. On day five, the Sailing Gods laughed at us and threw some problems in our way that required us to "pull over" in the Bahamas.

The country is made up of more than 700 islands spread over about 500 miles. In years past we mostly cruised around the Berries, Exumas, and Crooked-Acklins. After a while, we grew a little weary of the long stretches of white sand and isolation, so we made a decision to skip it. But fate and weather guided our bow to Spanish Wells, a small slice of the Bahamas that was totally new to us.

We were snug on a friend-of-a friend's private dock in a carved out, rectangular basin on the south shore of Russell Island. Our host gave us a ride in his golf cart to customs and immigration and took the long way to give us a little tour, pointing out the house he grew up in and where he and his kids went to school. He did the one-hand steering wheel wave to most of the other golf carts we passed. His roots run deep.

The island itself has a long history pep-



pered with Spanish galleons, British loyalists, and drug smugglers. Today, Spanish Wells is quietly famous for being the most productive fishing community in the country. Their main harvest is lobster.

I tried to talk salty with our host and mentioned my ties to the lobstering community in Maine. He looked at me deadpan and said, "Up north, they do it the easy way, setting and hauling traps. We dive down and catch 'em by hand." His muscled arms, leathered by decades in the sun's embrace, told that story plainly.

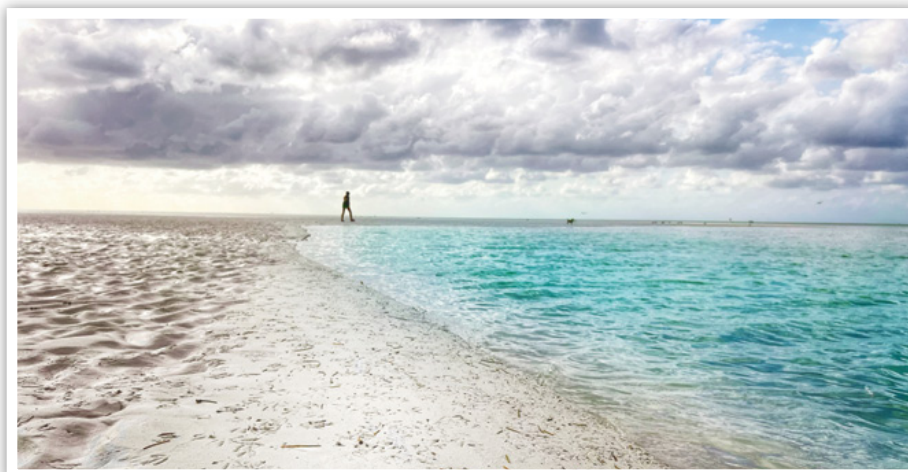
After checking into the country, we rented our own golf cart, the main mode of transportation around here. Spanish

Wells is only two miles long and a half mile wide. A small bridge connects it to Russell Island which is just three miles long.

There are about 1600 people who call this unassuming island community home. The streets are lined with colorful houses that look like a plein-air artist's dream. Front yards showcase quirky landscape designs full of conch shells, found baubles, and local plants. As we drove around, the flamboyant bougainvillea reached out to touch the golf cart at every turn.

The Bahamas we've known over the decades is white and blue, sand and sea. And nothing more. It's also rare to see food growing in much of the Bahamas. But in Spanish Wells, banana plants, papaya and mango trees, and well-kept vegetable gardens are packed into tidy yards.

We marveled at the industrious fishing fleet, hoping to buy some fresh rock lobster, known locally as crawfish. A salty character unloading conch from his skiff told us that we just missed lobster season by a few days. They stick to the season to make sure there are lobsters around next year, the year after that, and hopefully generations after that. Spanish Wells is a model of sustainability when it comes to lobsters. It's a \$90 million industry that sells around six million pounds of lobster tail each year. If they don't throw back the small ones, leave the egg-bearing females



Postcard

alone, and close the season half the year, it disrupts the delicate balance of humans and the sea.

Fishing is what makes this island independent of the tourist dollar, and with that there's a proud tradition of boat building and marine services. We were surprised to find a well-appointed marina, a haul-out facility that can lift large catamarans, and the parts we needed.

A week passed, and we were secretly happy that the weather pinned us in, allowing us to wander the island some more. We loved low tide, exploring on the pristine pink and white sand beaches. Even more, we loved checking out the community. We found the farmer's market, the book exchange, a local art gallery, the history museum, and island-made baked goods. Spanish Wells has a fairly even church-to-liquor store ratio, which tells you that this place knows how to come together in all kinds of situations.

As another week passed, I started to get a familiar feeling. Maybe it was the legions of street cats, maybe it was the cemeteries where most of the last names were the same, and maybe it was the lilted patois that was a sort of British-New England seafarer blend. Does this sound like another small fishing island we all know and love in the southern Chesapeake? I texted a friend who is familiar with both places, and she confirmed that Tangier Island and Spanish Wells have a similar vibe: serene, industrious, independent, friendly, and proud. People who live here stay here. And people who visit want to come back, including us.



The World's Friendliest Manatee

As we kicked our shoes off on the beach late one afternoon, a sunbaked man approached us brimming with excitement about the spectacle we just missed. "A manatee, it was huge, and it came right out of the water to greet me! You just missed it!"

Sure buddy, you go back to your rental house and sleep that one off.

A couple of days later, we wandered to the same spot for a high tide dip in the ocean, and there she was, the world's friendliest manatee. A local came by with some greens from his garden and told me they call her Calypso. Sure enough, she swam and shimmied as shallow as she could to snuffle our toes and beg for belly rubs. I started snapping photos, and it struck me that this was so perfect that it seemed unreal. The color of the water, the empty stretch of pink-white sand, and a manatee who did everything but break into song. It was Bahamian magic.

Charter Directory

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

Company Name	Website	Region										Boat Type					Trip Type		
		Caribbean	Chesapeake Bay	Mediterranean	Northeast US	Northwest US	South America	Southeast Asia	South Pacific	Catamaran by the Cabin	Catamaran with Crew	Catamaran Bareboat	Monohull by the Cabin	Monohull with Crew	Monohull Bareboat	Adventure	Daytrip	Education/Certification	Luxury Vacation
Conch Charters	conchcharters.com	•										•	•			•			•
Cruise Abaco	cruiseabaco.com	•										•	•	•	•				•
Dream Yacht Charter	dreamyachtcharter.com	•		•	•			•	•			•	•	•	•				•
Sunsail	sunsail.com	•		•		•						•	•						•
The Moorings	moorings.com	•		•								•	•		•				•
Virgin Islands Yacht Charters	virginislandsyachtcharters.com	•										•							•
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EMPOWERING CHARTERS *for* Adventurous Souls WITH *Sail Seabird*

▲ By Chelsea Co

Imagine joining a sailing charter where the ocean becomes your classroom, the wind your guide, and each wave an opportunity for discovery. These aren't your typical sailing charters with rigid curriculums and rote learning.

Founded by the intrepid Captain Emma Garschagen, *Sail Seabird* offers multi-day sail training voyages along the northeastern coast (Martha's Vineyard, Maine, Cape Cod Islands) promising transformative experiences that blend education, empowerment, and exploration. Each trip aboard Emma's Navy 44 *Seabird* is a hands-on adventure, inviting participants to dive deep into the intricacies of sailing.

Emma has a vision rooted in experiential learning and outdoor education. From interpreting weather forecasts to navigating and maneuvering, every aspect of the voyage is a learning opportunity. Emma's approach cultivates expertise and a deep-seated appreciation for the maritime world.

Among *Sail Seabird*'s offerings are women-specific trips, designed for women-identifying, non-binary, and gender non-conforming individuals who are comfortable in a space centered on women's experiences. This recent June, three women joined Emma on *Seabird* for a four-day voyage in Casco Bay.

"They all came looking to practice sailing and build confidence as skippers of their own boats," Emma said. "I was so thrilled to watch them all leave the trip having found that confidence."

The journey includes wildlife watching, picturesque anchorages, and evening explorations ashore. As summer transitions to fall, the warm waters and steady breezes provide ideal conditions for a truly memorable and empowering sailing experience. Sailing together, facing challenges, and celebrating victories creates a unique bond and a sense of empowerment that extends far beyond the voyage. Emma has crafted these trips to be instructive, supportive, and above all, fun.

Emma's dedication to youth education shines through in *Sail Seabird*'s teen sailing programs. These programs are designed to be transformative, offering overnight trips that nurture personal growth and a love for the sea. Teens are involved in every aspect of sailing, developing leadership skills, teamwork, and a spirit of adventure. These experiences are life-changing, igniting a passion for sailing and the ocean that can last a lifetime.

Sail Seabird is also about giving back. Emma actively seeks partnerships and sponsorships to support her teen trips and other initiatives. One of her notable collaborations is with the Maine Island Trails Association, where she and her crew will participate in beach cleanups and efforts to enhance public beach access in Maine. These partnerships reflect Emma's commitment to environmental stewardship and community engagement.

Emma's journey with *Sail Seabird* started in a rather unexpected place: a government auction. In the winter of 2022, she and her father, Walter, a marine techni-

cian, decided to bid on a Navy 44 offshore racing boat that had been sitting unused for a decade. They won Hull #9, affectionately named *Flirt*, and embarked on a challenging yet rewarding refit process.

The boat required extensive work, and Emma, alongside her father, repowered it with a new Nanni 40 engine, installed modern navigation instruments, and refurbished the interior. This project not only transformed *Flirt* into a seaworthy vessel but also deepened the bond between Emma and her father, making the process even more special.

Emma's maritime credentials are nothing short of impressive. With over 25,000 ocean miles under sail and a diverse sailing background that includes sailing dinghies on the Hudson River, schooners in Haiti, tall ships in New Zealand, and sloops through the North Sea, her experience is vast and varied. She holds a USCG Masters License, commercial Yachtmaster Offshore, a Medical Person in Charge certification, and STCW basic training. Teaching sailing for the past decade, Emma finds joy in the constant education and growth that the sea provides.

Emma's vision for *Sail Seabird* is to make sailing more accessible and inclusive. She aims to continue offering transformative sailing experiences that inspire, educate, and empower. By fostering a love for the sea and a commitment to environmental stewardship, Emma hopes to create a lasting impact on the sailing community.

Learn more at sailseabird.com.



■ Photo by Emma Garschagen



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

Too Hot To Sail?

August is the worst month for most sailing activities. Just get through August and then all is forgiven! The **Chesapeake Bay Tartan Sailing Club** (CBTSC) had just one event in August. You guessed it: 2HOT2 Sail Dinner Gathering at Pussers Caribbean Grille in Annapolis. With 25 members attending and endless Painkillers, it really was an exceptional event. Conversations abounded regarding fall sailing predictions, mid-year mechanical issues, and hurricane Debby's near miss.

Every Chesapeake summer must have a crab feast, so members Soren and Lauren Harbom will host a Crab Feast Ashore on September 5 at Stan & Joe's Riverside Restaurant in Galesville, MD. As always, the experts will mentor the beginners in how to tackle the art of crab picking. Then, we will cruise to Shaw Bay on the seventh for the Eastport Oyster Boys concert to benefit Shore-Rivers.

On September 21-23 somewhere in the Oxford area, the Soup and Rye Tasting Raftup will complete the month's events.

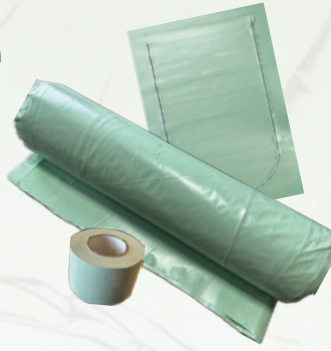
But wait...there's more! October looks even busier with *five* events. Members should log into cbtsc.org and sign up before other things get in the way. If you are a Tartan owner but not a CBTSC member, join now and meet our members before the season ends.



■ Dog days of August. Photo by Emily Mininsohn

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Pool Party!

On July 20 the **Hunter Sailing Association Station-1 (HSA-1)** had our annual pool party hosted by *Blue Heron* on Duvall Creek. This well-attended event did not disappoint with approximately 21 boats joining in the fun. We had quite a spread of food and drinks and enjoyed socializing with our friends.

The following Saturday HSA-1 had a late addition to our calendar with a cruise to Kent Island Yacht Club hosted by *Bootlegger*. Four other boats joined in the fun to listen to the music of 50 West, featuring club members from *Telesto*.

Our Secretary's Cruise hosted by *Zum Wohl* took place on Saturday, August 3 with a cruise to and a raftup in the Rhode River. We were joined by four other boats,



and we enjoyed happy hour drinks and snacks before closing up the catches for a summer storm.

Sadly, Tropical Storm Debby put a damper on our annual plans for Pirates and Wenches Fantasy Weekend in Rock Hall, MD, but it will be on the calendar for next year. Next up is our Labor Day Cruise to the Little Choptank River for a relaxing raftup weekend.

If you have a Hunter or Marlow-Hunter in the mid-Chesapeake Bay and are not a member, please check out our club at hsa1.org or email commadore@hsa1.org to learn more about the benefits of membership, which include 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!

PSC Runs on Volunteers

By Julie Day

The **Pentagon Sailing Club (PSC)** recently called upon volunteers to undertake some major repairs on the club's storage shed at JBAB (Joint Base Anacostia-Bolling.) The shed/clubhouse stores many of the spare parts needed to keep the club's five Catalina Capri 22s ready for the weekly social sails, racing events, Women on the Water (WOW) outings, and boat rentals.

Getting the wall fixed was a long-desired objective of the PSC leadership according to Howard Frost who helped

organize the project. Construction expert Carl Staubach, ably assisted by Randy Cook, directed the repairs. Ian Sanderson, a builder and PSC member, drafted the construction plan.

Ian described the damage as follows: "The siding on the south wall failed because there was no flashing over the window trim to keep water out. Water got in behind the top piece of trim and migrated sideways as the plywood soaked it up like a sponge causing the plywood to delaminate and rot away."

Ian also provided a list of supplies and tools needed for the job. Altogether 10 PSC volunteers showed up over a late July weekend to complete the repairs.

PSC women volunteers have kept pace with the men this past year. During WOW's inaugural 2023 sailing season, there were five volunteer skippers, 34 members, and 10 sailing sessions. As of July 2024, Joanne Spahn, a longtime PSC member, has trained an additional five skippers. WOW members now number more than 50, and 16 sailing sessions have been scheduled over the summer and early fall. As many as 16 women attend each sail on the club's Catalinas. Tom Knowles, a graphic designer, donated his time to create the WOW logo, and his wife, Christine, designed the WOW web page. Sue Neimeth, who helps organize the sails and is a recently trained skipper herself, describes the aims of WOW: "Our goal is to help each woman with her personal sailing goals and to use every sail as a supportive training session."

For more information about PSC, visit pentagonsailing.org or go to [Facebook.com/pentagonsailingclub](https://facebook.com/pentagonsailingclub).



Shed work crew.



ABCW crab feast at North Point Marina

An Awesome Village of Boaters!

After weeks of planning in searing hot weather, **America's Boating Club Wilmington (ABCW)** members were thrilled to have a cooler day with a breeze on Saturday, July 20, for our Nautical Flea Market and Crab/Chicken Feast!

Some members, who are sadly selling their boats, literally cleared out entire boat lockers and dock boxes in preparation for the Flea Market. Members filled up large picnic tables in the pavilion at North Point Marina with everything imaginable on a boat and then some. Our work was not in vain! Forty to 50 folks from the marina and surrounding Rock Hall area flooded the flea market. The ABCW and North Point Marina Nautical Flea Market was a success not only for members of our club, but for those attendees who found marine treasures at reasonable prices!

During the market, information on the expansive ABCW education program was available, and Vessel Safety Checks (VSC) were offered. One did not pass the VSC! (Editor's note: there is no penalty for failing to pass a VSC, which is designed to help boat owners find gaps in their safety onboard safety equipment and learn how to come into compliance).

Later that afternoon, ABCW members gathered to enjoy further camaraderie during a tasty Crab and Chicken Feast in the pavilion at North Point Marina. Many thanks go to the creative and thoughtful members of the ABCW social committee who worked diligently to ensure the success of our two events. After all, it takes a village! And we have an awesome village of boaters!

During the summer, ABCW members enjoy monthly weekend raftups or cookouts. Winter activities feature boating education and monthly social events with interesting speakers. To learn more, visit us at abc-wilmington.com or contact us at wspboaters@gmail.com.

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Compass Boating Club of the Chesapeake Goes South!

By Susan Theuns

Compass Boating Club of the Chesapeake members are cruising!

Our trifecta 3W's Mini-Cruise July 26 to 30 began with an anchorage Happy Hour in Shaw Bay followed by watching the Log Canoe Governor's Cup the following day. There was drama when one race participant boat capsized. CBCC member boats stayed at the Chesapeake Bay Maritime Museum in St. Michaels and dined in town at Gina's, where we planned for the next leg. On the 28th we ventured up Cox Creek for a wine tasting at Mark Cascia Vineyard. Our host, Mark Cascia, was very accommodating to our club with a pier and plenty of shaded tables overlooking the creek for our potluck dinner. The tasting room was air conditioned, which was a welcome cool-off on a hot day. Delicious food was prepared by the crews of *Boheme*, *Echo Lima*, *Patriot Dream*, and *Pisces* for the potluck buffet. It was a very serene anchorage for the overnight. We welcomed new member Cynde Nordone and her crew Fabio and Trish.

This month, join us in Shaw Bay on September 7 for the annual concert featuring the Eastport Oyster Boys and others to benefit ShoreRivers. Later in September, we have our inaugural Fall



Cruise: Let's Go South! We will begin on September 14 off the Eastern Bay and then zig zag down the Bay with ports down to Solomons Island and end in the South River. Members can start on the first day or jump in at any port along the itinerary as their schedules permit. As usual, we will have some land events for those who may be drive-alongs. We also have an October raftup planned called Autumn Breeze Before the Freeze.

Members can check the Facebook page under the "events tab" to sign up for the September events and view our October event or email the club's email account.

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. We look forward to hearing from you!



After Race Raftup

A post-race raftup with racers and cruisers is one of the approaches **Herrington Harbour Sailing Association** is taking to get cruisers and racers together. What a great idea! Learn more at hhsa.org.

Be There or Be Square Riggered

Chesapeake Shorthand Sailing Society (CHESSS) has had another busy sailing season.

CHESSS had a number of class starts in races on the Bay. In early summer, CHESSS members gathered for a meet-up at the Ramshead Roadhouse for a lively evening of conversation between our gregarious introverts and a delightful meal. This year's Gather and Gab was a bit different with the participants going out for a brisk daysail accompanied by thoughtful discussions of all things sailing and the meaning of life aboard *Synergy*, Jeff Halpern's Farr 11.6.

CHESSS members have carried the CHESSS burgee far afield and into the field of battle. Members Robert Dunigan and David Tabor took third in the doublehanded class in the Newport-Bermuda race, commodore Ellmore doublehanded home after the Annapolis to Bermuda

race, and Peter Dezendorf finished second in the Herrington Harbour Sailing Association second series while sailing singlehanded against fully crewed boats.

CHESSS now looks forward to its fall events. We anticipate additional CHESSS class starts in several mainstay races hosted by other clubs before the season ends with CHESSS's Last Hurrah event. This year the Last Hurrah will consist of a raftup in the West River on October 19. The following day will



■ CHESSS board member Peter Dezendorf

be CHESSS's Last Hurrah Race. Be there or be square riggered. For more information, please visit chesss.clubexpress.com.

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***This!* Reasons Why Boaters Join Clubs!**

By Anne Knab



Fitness on the Bay

Does your fitness regimen fall apart when boating season rolls around? Or, like your author, do you scour a marina's webpage to see whether they offer any sort of gym facilities? At least that's what I used to do before I joined **Back Creek Yacht Club (BCYC)** where member Myrna Medina, a fitness instructor in Edgewater, MD, leads group classes at the various marinas where we stay. Perhaps you've seen us out there on our mats at locations such as Chesapeake Yacht Club, Cambridge, Safe Harbor Oxford, and most recently at Haven Harbour Marina.

Everyone joins yacht clubs for different reasons which typically boil down to the people and club events. For a virtual club like BCYC, our summer outings, including both sail and power boats, keep us all connected. These outings, while offering enough optional activities to appeal to our diverse membership, are not so jam-packed that we don't have time to add a little fitness fun into the mix. Most marinas offer a common space with beautiful water views. Getting our day started with an all-levels fitness activity affords us another opportunity to enjoy what it is we're looking for in boating.

Impromptu Raftup

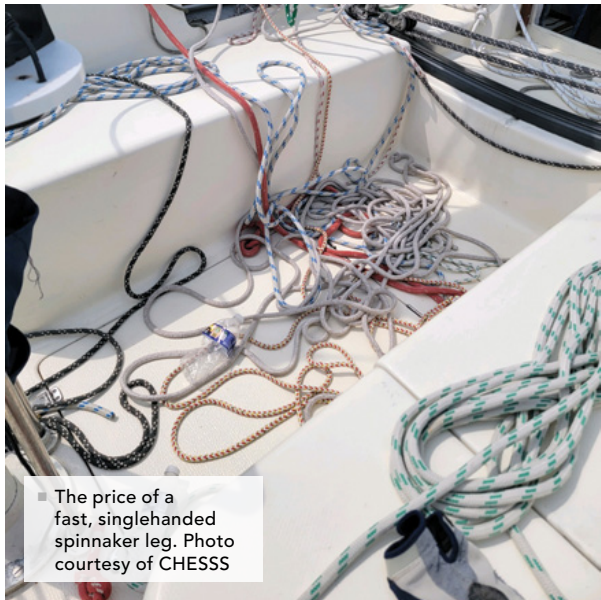
Many Chesapeake Bay boaters had to cancel plans when Hurricane Debby blew through Maryland in August, and BCYC was no exception. Messages were flying around at speeds faster than Debby's winds as we were all glued to the weather reports that would tell us whether we'd be canceling our weekend in Oxford for the log canoe races. Spoiler alert—we did. But as soon as the worst weather had moved farther north, our fleet captain, Tim Nelsen, suggested a raftup in the Rhode River for Saturday afternoon... and that is one of the reasons boaters, this author included, join a yacht club.

This outing would be a "BYO everything" event, so no host, no dinner, etc., but it did give everyone a reason to get boats out of slips to enjoy the glorious weather the day brought. The half dozen or so BCYC boats that showed up were by no means the only ones on the Bay, but because BCYC is all about the people, we had a specific destination. Just as in the winter when snow stories are shared around the office, BCYC members were comparing our hurricane experiences while we tried to recoup some of the camaraderie we'd been planning for our Oxford outing.

Since the event was BYO, we had fun sharing snacks and stories and touring each other's boats which is always interesting since BCYC members have both sailboats and powerboats. Just as boaters have different reasons for buying a boat, everyone is looking for different things in a yacht club. Whether you join for the camaraderie, the planned cruises, to learn from others, or whatever your why might be, Back Creek Yacht Club probably has it. Look for us the next time you're on the water and check out our club at backcreekyc.org.



■ HHSA cruisers and racers raftup and cool off post-race!
Photo courtesy of Mark Burrows



■ The price of a fast, singlehanded spinnaker leg. Photo courtesy of CHESS



■ Pentagon Sailing Club's Women on Water.



■ Summer breeze off of Solomons Island. Photo by Greg Shields



■ Hunter Sailing Association-1 cockpit selfie!

Maryland Junior Championships and CBYRA Junior Clinics

On July 18 and 19, Baltimore County Sailing Center (BCSC) hosted the Maryland State Junior Championship in club 420s, ILCA 6, and Optimists. A separate Opti Green fleet clinic was sponsored by CBYRA (Chesapeake Bay Yacht Racing Association) and featured clinic coach Matt Schoene.

BCSC director Angela Kozlowski reports, "Due to a passing front, weather was cool for mid-July and breeze was a steady 10-14 knots from the north, except when the southeast sea breeze started fighting to break in on day two, making for some persistent right shifts throughout the day and some velocity changes.

"Green fleet had a combination of chalk talks and races. As a group, they learned a lot, made friends, and had a great time.



Photo courtesy BCSC/Facebook

"Winners were treated to awards from SeaBags of Maine, and the entire green fleet got participation awards and awesome CBYRA buffs. Overall, participants had a great time and were thrilled to have steady breeze in the middle of the summer."

Meanwhile, on the Southern Bay, Fishing Bay Yacht Club also hosted a green fleet clinic with coach Rachid Dalibalta. Green fleet topics at both locations included proper set up (rigging and tuning), body positioning, boat handling, and an introduction to basic rules, starting, flags, marks, with on-water drills.

Find full results at regattanetwork.com.

Opti Green (17 Boats)

1. Sander Toman
2. Arthur Haneberg
3. Weseloh Maxwell

Opti (44 Boats)

1. Trey Waters
2. Andrew Hanson
3. George Wyatt Tyson

Laser Radial (10 Boats)

1. Robert Carey
2. Spencer Bruning
3. Nick Leshner

C420 (16 Boats)

1. Gavin Morris/Preston Allen
2. James Biles V/Catherine Kammeier
3. Casey Burman/Gideon Santana

Chesapeake Sailors Take Third at Youth Worlds

Chesapeake youth sailors Molly Bonham and Annie Sitzman captured third place in the Female Skiff/29er class at the Youth World Championships held on northern Lake Garda, Italy, July 13-20.

Fourteen US youth team athletes competed across nine classes against the best U19 sailors from around the world. The event, which attracted more than 400 racers from 70 countries, was held on Italy's largest lake, renowned for the strength and reliability of its winds. Sailors competed in the ILCA6, 29er, 420, Nacra15, iQFOiL, and Formula Kite classes.

Bonham, from Severna Park, and Sitzman, from Annapolis, edged out the fourth-place Argentinian team by only five points, totaling 92 points over 13 races.

"Winning a medal feels really rewarding after all

of our preparation for this event and over the past year," said Bonham. "We made sure to keep things really light all week and kept a really positive attitude. We never let ourselves get overly frustrated and kept remembering to have a good time." Bonham shared insights into their training methods, "We had been training for this event with as many days on the water we could—either with other boats to line up with or just by ourselves focusing on speed and maneuvers."

Sitzman adds, "It was an incredible experience. The wind was not normal Garda; however, I think we got the best wind of the summer. The competitors were the best sailors I have ever raced against, for sure. All of them were very nice but very aggressive. Boats from other courses could hear the girls on our course yelling. We managed to stay out of foul trouble for the most part, which was great. I would definitely love to compete in another event like this and do even better!"

Find full race results at ussailing.org.



Annie Sitzman and Molly Bonham.
Photo courtesy of US Sailing/Facebook

2024 Opti Youth Nationals

By *Storrie Kulynych-Irvin*

Chesapeake youth sailors raced to success at the 2024 Optimist National Championship July 27-30 in Sandusky, OH. This year's regatta was hosted by Sandusky Sailing Club, where more than 250 youth sailors competed on Lake Erie.

Brandt Adams (2nd), Trey Waters (4th), and Morgan Rosenthal (11th), all out of Annapolis Yacht Club (AYC), and Andrew Allgeier of Hampton Yacht Club (HYC) finished in the top 20 overall of the Opti Championship/RWB Fleet. AYC sailor Aubrey Marino won the Green Fleet competition in her first Opti Nationals. Bay area sailors Everett Pierce, Lincoln Kawal, Hayden Senne, Wiley Grandy, Arthur Haneberg, and Lilou Ismael also finished in the top 20 in Green Fleet.

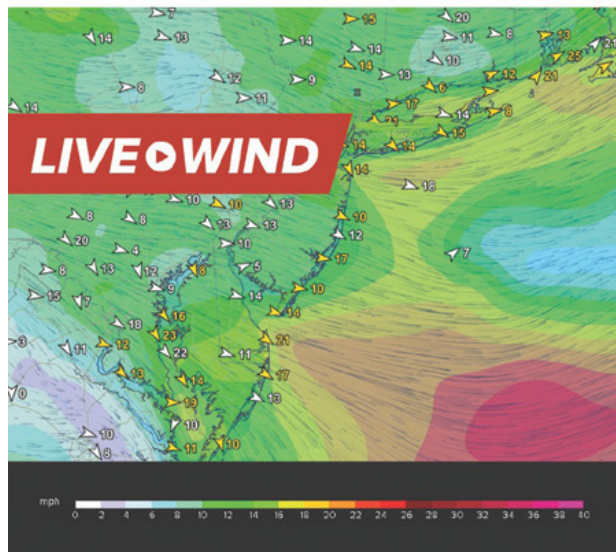
AYC sailors also placed highly at Girls Nationals, which was held on July 26, the day before the combined competition began. Fourteen girls from AYC competed. Amelie Mudry and Morgan Rosenthal took second and third overall, and Samantha Feinstone finished second in White Fleet.

Sailors from Annapolis Yacht Club, Norfolk Yacht and Country Club, Severn Sailing Association, and Hampton Yacht Club qualified to compete at the 2025 Optimist Team Trials, which will be held in Norfolk. Participants had to finish in the top 50 percent of boats at Opti Nationals or in the top 25 percent at Girls Nationals to qualify for Team Trials.

Aubrey Marino, who took first in Green Fleet (37 boats), competed consistently across all 10 races, never placing lower than fifth. In the race where she got her first bullet, she was slow off of the line in the third row of boats but was able to work up to first by the finish. She enjoyed competing in the regatta as well as outings with other sailors, who visited a local amusement park. Aubrey and her father, Rob, are both Spinsheet Century Club members. See a great photo of them at the Oxford Regatta on page 35. Aubrey looks forward to competing next in AYC's annual Halloween Howl on October 27.



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Sailors Race Into a Spectacular Season

Don't try to make non-sailing weekend plans with a Chesapeake racing sailor from now through Halloween! Regional racers take full advantage of the windy days, lower humidity, and warm water that make autumn a favorite season for those who like to sail fast.

Starting with Labor Day—which may kick off “fall” yet still feels summery—racers enjoy holiday weekend favorites, such as the Annapolis Labor Day Regatta (August 31) and Fishing Bay Yacht Club's (FBYC) Stingray Point Regatta (August 30 – September 1). Racing sailors have events to choose from September through November, from distance races, such as the Navy Fall Race to Cambridge (in lieu of the annual Fall Oxford Race due to a scheduling conflict, September 7), to fall series weekends up and down the Bay.

Autumn racing events culminate in championships, particularly for one-design sailors. There are more such events on the

Chesapeake this upcoming season than we've seen since the pandemic.

To get the party started, the J/30 North American Championship Regatta returns to Annapolis (September 12-15) out of Eastport Yacht Club. At print time, 14 J/30s had already registered, including local rock stars in the 40-year-old sailing class and registrants from Oswego, NY, and New Orleans, LA.

Hampton Yacht Club will host two events of note, beginning with the Shark Class Nationals (September 17-19) and followed by the 505 East Coast Championships (September 20-22).

Annapolis Yacht Club (AYC) will once again host the Cal 25 National Championship Regatta (September 27-29).

Back down on the Southern Bay, FBYC will host an annual favorite, which draws a slew of Annapolis dinghy sailors to Delta-ville, VA, the Chesapeake Bay ILCA Masters Championship Regatta (October 5-6).

In Annapolis, the weekend following the Sailboat Show, Severn Sailing Association will welcome J/22 and J/24 East Coast Championship competitors (October 18-20). The same weekend, the J/105 Chesapeake Bay Championships is set to unfold out of AYC.

The last championship event is an exciting one: the J/22 World Championship Regatta (October 22-26) will take place at EYC. At print time, 46 boats had registered from all over the map from the Chesapeake to Colorado and from Quebec to Jamaica.

After the J/22 Worlds, there are a few more regattas, such as the EYC Fall Brawl and the HYC Fall Fling (November 5-6), and then, dare we say it, frostbite racing season!

If we've missed your club's major event, email editor@spinsheet.com for inclusion in our calendar and possible post-race coverage.



■ The J/30 North American Championships will return to Annapolis September 12-15. Photo by Will Keyworth



■ Ken Comerford's Dark Storm proved victorious in the ORC 1 class. Photo by Ted Morgan.

A Bone-Jarring, Down-Bay Beat at the Governor's Cup

▲ By Capt. Steve Toole

Summery weather and south-westerly winds in the low- to mid-teens set the stage at the start of this year's St. Mary's Governor's Cup on Friday, August 2. The *Pride of Baltimore* kicked off the Annapolis start of the race at 3 p.m., followed by the 11 CRCA Cruiser class entrants and the three CRCA Racer entrants charging down Bay towards St. Mary's College for the 51st running of the annual regatta. Nearly 40 boats in ORC, PHRF,

muti-hull, and CHESSS classes followed suit to start from Annapolis, plus nearly two dozen more starting from the Potomac and Solomons starting lines.

All eyes were fixed on the weather, with the ever-present threat of an evening thunderstorm keeping skipper and crew alike wondering if and when we'd get hit. As a gorgeous sunset yielded to a moonless nightfall, cloudbursts of lightning in the distant

southwest skies forewarned competitors that they were in for an exciting night.

Early starters may have had an advantage of being farther south as weather fell upon the Bay around 9:30 p.m. On our J/120 *Hot Pepper*, winds logged well into the mid-upper 20s as we reefed our headsail down to about 65 percent. Rollers exceeding three to four feet sent bow wake rushing clear aft into the cockpit of *Hot Pepper* as our railbound crew absorbed much of the impact as we beat mercilessly windward through the heavy chop.

Nine tacks brought us to the southern mouth of the Choptank River, where we rode the westerly wind rotation on a single starboard tack for the next 30 miles to round Point Lookout at the entrance of the Potomac, just before 1 a.m. The eight-mile reach up to the St. Mary's River provided some relief from the bone-jarring down-Bay beat, leading to the peaceful kite set for the final seven-mile leg to the welcome sight of the *Dove* anchored at the finish line opposite Church Point.

Hot Pepper finished at 2:30 a.m., seven hours earlier than our 2023 performance. I first competed in this race 36 years ago in 1988, and I truly cannot recall a finish as early as this.



■ Steven Toole and his Hot Pepper crew.



The awards ceremony at St. Mary's College was well-attended. Race organizers decided to move the live music and ceremony to the river side of the boat house, providing a much more intimate and picturesque setting to recognize and celebrate the victories of those fortunate enough to come out ahead of their fleets in this year's race. Congratulations to all who participated, finished, and placed in the 2024 St. Mary's College Governor's Cup race.

Find photos by Ted Morgan at spinsheet.com/photos.

Governor's Cup First Place Finishers

Potomac Leg

PHRF Spin

Easy Button, Michael Perraut

Non-Spin

Look Close, Robert Ballard

Solomons Leg

CRCA

Bad Cat, James Whited

PHRF

American Flyer, Dan Schneider Jr

CMA

Nice Tri, Thomas Hane

Annapolis Leg

CRCA Racer

Hot Pepper, Steven Toole

CRCA Cruiser

Cordelia, Nick Simpson

ORC 1

Dark Storm, Ken Comerford

ORC 2

Ma'm'selle, Ed Hartman

PHRF Spin A

Crocodile, Scott "Gus" Ward

PHRF Skin B/C

Orion, Jon Opert

PHRF Cruiser

Maggie May, William Updike

CHESS

Allegiant, Albert Bossar

CMA

Mikayla, John Nicholson





Summer Fun in Oxford

No one really pays much attention to the humidity or dew point before the Tred Avon Yacht Club's signature summer event, the Oxford Regatta—sailors know the numbers will be off the charts (because, August), but they're going sailboat racing anyway! This year's event unfolded August 10-11, with the Friday Race to Oxford canceled due to the remnants of Hurricane Debby blowing through the area. Sailors woke on Saturday to sunny skies and light breezes, which improved at various points over the weekend, allowing for racing in a wide variety of one-design classes on the Tred Avon and Choptank Rivers.

Find full results at tayc.com and photos by Will Keyworth at spinsheet.com/photos.



Oxford Regatta Results

Junior Club 420

1. Teddy Bower/Clarke Garrett
2. Justinas Petkauskas/Madeleine Garrett
3. James Biles V/Rylee Landry

Junior ILCA 6

1. Robert Carey
2. Christian Merrill
3. Trey Burman

Shields Class

1. R.J. Cooper
2. Richard Griner
3. Harry Seemans

Star Class

1. Alan Campbell/Tim Paris, *Sleeping Monkey*
2. Aaron Serinis/Chris Hardin, *USA 751*
3. Nicolaus Pro/Aaron Smith, *Unhinged*

Adult ILCA 7

1. Willem DeSimone
2. Ian Ronald
3. Philip Logan

Penguin Class

1. Chris Conway/Campbell Conway, *C-Biscuit*
2. Susan Taylor/Colette Preis, *Family Ties*
3. Charles Krafft/Donna McKenzie, *Otter. B*

Log Canoes

1. Mitch Grieb, *Mystery*
2. Dan North, *Jay Dee*
3. Patrick Penwell, *Island Blossom*

Opti Green

1. Zander Toman
2. Aubrey Marino
3. Arthur Haneberg

Opti Red

1. Trey Waters
2. Gene Williams
3. Charlie McGeady

Opti White

1. Samantha (Sammy) Feinstone
2. George Wyatt Tyson
3. Quillin Moran

Opti Blue

1. Henry Latell
2. Robert Haneberg
3. Peter Shingledecker

■ Optis in Oxford.



■ Penguins round the mark.



■ C-420 racers.



Post-Storm Fun at the Cape Charles Cup

▲ By Eric Brinsfield

Broad Bay Sailing Association (BBSA) held its 21st annual Leo Wardrup Memorial Cape Charles Cup on August 9-11. With tropical storm Debby threatening our weekend, we limited our Friday night skippers meeting and social, but the skippers seemed to have a good time anyway.

After days of 20- to 30-knot winds, Debby sucked all the wind out of the air for Saturday. Boats had a tough time getting across the starting lines, but the PHRF classes made good use of their spinnakers to make it across. Unable to move, most cruisers tended to drop out early and head on over to Cape Charles.

Sunday was a different case. The wind picked up for a fun race with some exciting finishes. The big winner for both days was *Elixir*, skippered by Chris French. Saturday winners included Larry Baun's *BaseRunner* for ORC Performance Cruiser; Christian Schaumlöffel's *Myrage* for PHRF A; *Elixir* for PHRF B/C; Selo Qejvani's *Arberia* for PHRF N 1HS; Copeland, Gade, and Girardin's *Black Widow* for PHRF N 2HS; Mike Gould's *Neverland* for PHRF Cruising; and Mike Ottoway's *Kalypso* for Cruising.

Winners on Sunday were Randy Goodman's *Red Frog* for ORC Performance Cruiser; Robert Radam's *Gray Area*

for PHRF A; *Elixir* for PHRF B/C; *Arberia* for PHRF N 1HS; *Black Widow* for PHRF N 2HS; Andy Mayes's *Sea Joy* for PHRF Cruising; Roy Weisert's *Arete* for Cruising; and Ken Vinson's *Popoki Kai* for Multihulls.

Profits from the event will be donated to Sail Nauticus for youth education and sailing. Over the past several years, BBSA has been able to contribute \$5000 to their programs including STEM training. For more information about the Leo Wardrup Memorial Cape Charles Cup including more photos, visit: broadbaysailing.org/LWMCCCHome.



Callinectes, Gray Area, and Virginia H. hoping for wind on Saturday. Photo by Donna DeSteph



■ Team Elixir with their first place award. Party photos by Eric Brinsfield



■ Team Myrage with their first place Glass Baron.



BCYA's Race to Baltimore

Wet, But Not So Hot, American Regatta

▲ *By Adam Podbielski*

Traditionally, the Race to Baltimore, held by the Baltimore City Yacht Association (BCYA), has been known to see some record-breaking summer temperatures. While any mid-summer regatta on the Bay can be a sweltering affair, this year's race brought some of the most favorable conditions we've seen in recent memory.

Temperatures topped out at a comfortable 88 degrees, and a steady cloud cover provided some relief from the sun's rays for most of the day. A gentle five-knot breeze at the start slowly built to a healthy, but manageable, eight to 10 knots. A great day to be on the water. Racers agreed, and of the 51 boats registered, only two were absent for the start. There was a nice spread of competitors in 10 different classes, including a separate start for the J/105 fleet.

Racers rendezvoused around Baltimore Light, at the mouth of the Magothy River. A breeze coming out of the southeast meant that boats headed south toward the Bay Bridge to round the first mark, before heading north to round Craig Hill Light.

Entering the Patapsco River, the race took a somber note. Sailors took a moment to reflect on the tragedy that resulted in the very first Race to Baltimore without a familiar checkpoint: the Francis Scott Key Bridge. Upon its devastating collapse in March, nobody knew what the future held for the river. Thanks to the tireless work of skilled salvage crews, multiple agencies, and specialists under the Unified Command, the channel was fully reopened in June, allowing for full recreational access. BCYA and all of its sailors are grateful to everyone involved in these monumental efforts.

The race ended at Anchorage Marina in Baltimore's beautiful Inner Ha-

bor. While the first group of finishers crossed the line unscathed, the middle of the pack got caught in a light summer rain that luckily wasn't enough to dampen any spirits. One mark of a successful race is that every boat which started managed to cross the finish line, perhaps partially enticed by the promise of a legendary dockside BCYA awards party. Delicious BBQ and great live music were the perfect treats, along with an epic sunset over the harbor and city skyline to close out the day.

BCYA's fall distance race, the Baltimore Harbor Cup, takes place on October 19 and always ends up being a great excuse to leave your boat in the water for a little while longer. We hope you'll come race! Find registration at bcya.com/harbor-cup.

First Place Finishers

- J/105**
- Mayhem, Doug Stryker,
PHRF A
- Tangent, Gary Schoolden
PHRF B
- Incommunicado, Tim Polk / Ed Tracey
PHRF C
- Lucky 13, Samuel Parsons
PHRF N
- Masquerade, Daniel Wolin
PHRF Cruiser
- Dorothy Gale, Christopher Rossi
ORC Open
- Country Squire, John and Kevin White
CRCA Racer
- In the Red, Antoinette Wilkins
CRCA Cruiser
- Heyday, Shepherd Drain
Multihull
- Itinerant, Larry Forgy

■ Antoinette Wilkins topped the CRCA Racer class on In the Red. Photo by Ted Morgan



■ Ian Hill's *Sitella* placed first in PHRF 1, followed in second by Clarke McKinney's *Wild Horses*.



Wicked Good Fun at the Screwpile

Forty competing boats descended upon Solomons, MD, July 19-21, for the Screwpile Lighthouse Challenge (SPLC), hosted by the Southern Maryland Sailing Association (SMSA).

Race chair Jim Keen says, "We had a very good mix of participating boats that we were able to put into tight and very competitive handicap ratings splits... Larry Ray (SMSA) and Paul Green (Severn Sailing Association) collaborated tirelessly to encourage J/70 participation and successfully brought

four J/70s from Annapolis to enable an eight-boat J-70 one-design class."

Keen and team were not the only ones to see the J/70s back on the racecourse in Solomons. Annapolis sailor Jib Edwards and his J/70 team on *Wicked* proved victorious in the one-design class.


Edwards says, "Awesome crew work allowed our boat to keep moving forward. (We) really enjoyed having Ridgely Mackenzie aboard." Riaz Lati-fullah and Kate Shermock rounded out the *Wicked* team.

Even on Friday when the race was abandoned, the crew enjoyed some wake-surfing on fellow competitor Paul Green's boat. As a team it was their first SPLC (although Mackenzie had done many before on other boats). It didn't hurt to end the regatta with three bullets.

Edwards applauded the race committee "getting the races in when we had wind." He added, "The parties were great."

In PHRF 1, the Melges 32s swept the first three places with Ian Hill and his *Sitella* crew in first and winner of the Calvert Cup Trophy as the overall champion of Screwpile 2024.

Local sailors and SMSA members Norm Dawley and his crew in *Pursuit* beat fellow club members Mark and Robin Witte's *Rakali* team on a tie breaker for first place in the CRCA Racer class. In another tie breaker, Robert Michaelson repeated last year's first on *AnnaMae*, winning the Cruiser class over Solomons local Jeff Carlsen on *Shamal*.

Keen says, "There were a lot of happy sailors at the tent parties, and virtually everyone I talked to had very favorable feedback about the race management and the regatta in general... a lot of energy and excitement in the tent. Just one example of many, many favorable comments: Leroi Lissenden, 

■ Andrew Noel's *Mama Tried* team placed first in PHRF 2. Photos by Will Keyworth





■ Jib Edwards on Wicked topped the J/70 one-design fleet.



■ David Conlon's Victorine placed second in PHRF 2.

skipper of *Voodoo 2*, told me how much he loves coming to Screwpile, noting 'the quality of race management... there's always good racing.'

In addition to 65 volunteers onshore and on the water, Keen extended thanks to Don Behrens, "who served, once again, as our chief principal race officer for Screwpile. Don did his usual magic out on the water: reading the wind, setting the courses, managing the mark boats, and squeezing six races out of three days of variable wind conditions. What most individuals don't see is the tremendous amount of work that he does behind the scenes in preparation for the regatta: developing and publishing the sailing instructions and organizing the equipment lists and race officer books for each of the race committee boats."

Keen thanked many volunteers, including longtime former chair LG Raley and his wife Merry Ruth for 27 years of SPLC organization. He also appreciated SpinSheet's photographer Will Keyworth being on the scene.

Keen noted, "I owe an enormous level of gratitude and thanks to my wife and partner, Jody Keen, who not only recruited and managed placement of volunteers for on-the-water race committee duties, but also organized and coordinated the awards party crew and the preparations for those three great evenings under the tent. The awards parties were awesome!"

Find photos at spinsheet.com/photos.

Screwpile Top Three Results

CRCA Racer (7 Boats)

1. *Pursuit*, Norm Dawley
2. *Rakali*, Mark and Robin Witte
3. *Orion*, Bob Fleck

CRCA Cruiser (ORRez - 6 Boats)

1. *AnnaMae*, Robert Michaelson
2. *Shamal*, Jeffrey Carlsen
3. *Barba Roja*, Steven Birchfield

J/70 One Design (8 Boats)

1. *Wicked*, Jib Edwards
2. *Progress*, Paul Green
3. *Microbrst*, Thomas Moulds

PHRF 1 (6 Boats)

1. *Sitella*, Ian Hill
2. *Wild Horses*, McKinney / Caldwell
3. *One Trick Pony*, David and Jacki Meiser

PHRF 2 (5 Boats)

1. *Mama Tried*, Andrew Noel
2. *Victorine*, David Conlon
3. *Voodoo 2*, Leroi Lissenden

PHRF 3 (Boats)

1. *Dangerous*, Dewey Melton
2. *Pony Express*, Jimmy Yurko
3. *Wicked Good*, Mark Gyorgy

Lighthearted Competition at the Olivia Constants Team Race

The 2024 Olivia Constants Team Race, one of the most creative and inclusive team race events in the country, was hosted by the Severn Sailing Association (SSA) on July 20-21 with 54 sailors enjoying small boat team racing on the Chesapeake Bay. On the water, the regatta's 27 skipper/crew teams were welcomed by classic Annapolis summer conditions. Both days of racing saw a light but steady breeze fluctuating between five and 10 knots with moderate chop.

Per the unique format of the regatta, the first day of racing consisted of 2 v 2 team racing with random pairs assigned. For every race, each skipper/crew duo raced with a new teammate and against two new teams. After 35 races on Saturday, each team had the opportunity to meet as many new sailors as possible. As principal race officer Ian Burman explained at the competitor's meeting on Saturday morning, "This regatta is all about having fun. It's also important to be nice to each other on the water, because the team you're racing against one race may be your teammate in the next round."

For the second day of racing, 3 v 3 teams were formed based on the records from the previous day. As an example, the teams in first, 14th, and 27th from the previous day were formed into a team for 3 v 3 racing, as were the teams in second, 15th, and 26th. The goal of this format is



two-fold: first, it keeps the teams as even as possible and second, it allows beginner team racers to sail alongside more experienced sailors, building confidence and comradery. Twelve rounds of 3 v 3 team racing occurred in light, consistent conditions followed by a petite final and a final round of team racing.

This year's Olivia Constants Team Race brought out participants with a wide range of experience with both team racing and sailing. Current and former collegiate All-American team racers and those with 30-plus years of racing experience raced alongside those brand new to both team racing and/or sailing. The resulting atmosphere of collaboration and light-hearted competition help contribute to this one-of-a-kind event, all in keeping with Olivia's spirit.

Many thanks to PRO Ian Burman for running nearly 80 races over the weekend, deputy race officer Tom Shaw for being the man with a megaphone on the start boat, Gary Jones for expertly calling the finish line, Ted Morgan for photographing all the action, and the

Results

Washed
(Preston Senior and Corinne Poitras)

Goors Light
(Charlie Anderson and
Emily Shioutakon)

El Primo
(Leonardo Jenkins and
Andrew Christiansen)

Hot Soup
(Bradley Adam and Darby Capellin)

Tiller Towards Trouble
(Parker Herman and Gabi Fragale)

Just Friends
(Jack Wigmore and Allison Currie)

NADS
(Pam Corwin and Paul LaBossiere)

Overcooked
(Jake Vickers and Shira Tan)

Make Annapolis Great Again
(Ty Ryan and Jon Weed)

rest of the volunteers for contributing to a *fantastic* event! Many thanks to the supporters and sponsors from the Olivia Constants Foundation, HarkenDerm, Forward Brewing, Annapolis Sail Works, Ram's Head Live, Blue Heron Deck Wash, and SSA's Junior Program for helping make the regatta possible.

The Olivia Constants Team Race was created as a memorial regatta for Olivia Constants following a tragic sailing accident in 2011. Per the Olivia Constants Foundation, Olivia's Team Race represents the way Olivia would have liked to have a sailing event: lots of fun and some racing in-between.

Photo by Ted Morgan





DickC Cup, Again a Huge Success

By Alex Pline

The Second Annual DickC Cup was again a huge success, reuniting Snipe alumni with current fleet members and new-to-the-Snipe sailors with 15 teams comprising the A/B college-style regatta (15 “A” and 15 “B”) on August 3-4. Over the weekend 16 races were completed on the course in the Severn River right off the Severn Sailing Association (SSA) in a range of wind conditions that tested new and experienced teams alike.

Saturday started out with a light westerly breeze, but quickly, as forecasted, shifted around to the south, increasing to a steady 20 knots by the afternoon. Who says there is no wind in Annapolis in August? These conditions were quite challenging with short steep chop that went along with the breeze and was exacerbated by the typical pleasure-boat wake. Due to the conditions, the last several rotations were executed with double triangle courses. There was a real emphasis on high wind boat handling upwind and quickly getting on a plane around the weather mark.

Sunday was much lighter with five to eight knots from the west, but with



Photos by Ted Morgan

cloudy conditions there were few pleasure boats out which kept the course in the river clear, providing interesting and shifty lake-like conditions. After one rotation and a total of four races, the wind shut off and the race committee called it a day; unfortunately, we ran out of time before the breeze finally filled from the south.

Consistency ruled the weekend as is very typical with college-style regattas with many shorter races that do not

include a discard. After 16 races only 13 points separated the top three spots on the overall scoresheet with the team of Bradley Adam/Thomas Walker (A) and Chase Cooper/Katherine Jones (B) taking the top overall spot, Robert Vann/Lydia McPherson (A) and Connor Bluin/Darby Capellin (B) in second and Rob Ramirez/Bryan Stout (A) and Alfonso Bringas/Kate Shermock (A) in third. Additionally, the A Teams were scored as the SSA Snipe Summer Series.

Snipe Alumni this year included the team of Steve Callison and Maureen Mitchell, Hal Gilreath sailing with super crew Kim Couranz, Jonathan Bartlett and Annie Bartlett (DickC’s son and granddaughter), and in the “new and old” category Mike and sons Kyle and Garrett Mergenthaller who just formed an insto-fleet in Charlotte by purchasing two boats and a double trailer made their return to the Snipe class. The new Snipe sailors included many former college sailors and area sailing coaches and first-time Snipe crew Eliza Virgin who crewed for her dad Greg.

A big thanks to the PRO John White who kept things moving and his team who made sure we were all safe in the breeze.





Photo by Tracie Van Dorpe

Admiral Byrd Regatta

The Admiral Byrd Regatta, sponsored by the Cambridge Yacht Club (CYC), was back on schedule after a short hiatus. This one-design regatta (July 13-14) had 20 boats on the line in five classes: Hampton One Design, Penguin, ILCA, Optimists, and Flying Scots. Three races made it official despite challenging weather conditions on the Choptank River, including heavy rains, low winds, and heat. The sailors demonstrated remarkable skill and determination, navigating through the adversities to deliver an exhilarating competition.

The Admiral Byrd Regatta is named after famed explorer Admiral Richard Byrd who often visited Cambridge while procuring supplies for his expeditions. In the winter of 1946 club members planned a race for Hamptons, and Admiral Byrd presented the trophy at the inaugural race in 1947. The club hosted regattas annually through the late 1990s and resumed racing in 2016 with multiple classes of boats.

This year's winners were: Flying Scot—Paul Newton; Hampton One Design—Ian Twinn; ILCA—Steve Adams; Penguin—Patrick Brooks; and Optimist—Etta Jenkins.

CYC looks forward to hosting it again next year July 12-13, 2025. Find results at cambridgeyachtclub.com.



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Hampton One Design Nationals

By Gordon Stokes

The Hampton One Design Class competed in the 90th annual National Championship on August 9-11. Although there are no professional sailors in the class, the competitors among the 17 teams are highly skilled and of various backgrounds from high-school sailing to retired from their careers.

Heavy wind predictions were a reality on day one as the remnants of Hurricane Debby passed to the west of the regatta venue at Norfolk Yacht and Country Club (NYCC). PRO Mark Wheeler declared a brief high wind delay but was able to complete the scheduled two races in 18-22 knots of southwest breeze.

Saturday came with no wind until the afternoon. The breeze finally looked promising, and all boats were launched. PRO Mark Wheeler and race committee chair Edward Wolcott quickly realized storms with lightening were on their way. The class in typical fashion worked together to efficiently haul and tie down all the boats in the nick of time.

Sunday came with 10-14 knots of east-northeasterly wind. Wheeler ran four incredibly competitive races to complete the requisite six race series.

At the trophy presentation Breanna Doggett from Hayes Custom Sails and



Canvas gave out six handsome repurposed custom sail bags to each of the first-place finishers for every race. A testament of how competitive the series was is that each of the six races had a different team finishing in first place.

Lindsey Kaufmann was rewarded the William J. Daugherty Memorial Trophy and recognized as the best crew of the year for her efforts.

The T. Lane Stokes Cup for the skipper or crew who exhibit exemplary sportsmanship, actively participates in Hampton One Design regattas, and actively promotes the class went to Kerri Rae Stokes.

Charlie McCoy awarded the Charles H. McCoy, Jr. High Point trophy to Gordon Stokes with 73 points followed by Latane Montague IV with 67 points and Commodore Jackson Montague with 54 points.

This is the first time in the 90-year history of the Hampton One Design National Championship that the winner of the J. W. Hurst Novice Trophy was also the winner of the National Championship. Parker Purrington, a sailing team member and recent graduate from Old Dominion University, won the championship sailing 724 *Patriot*. Parker and Alex Schuck were each presented first place plaques with Hampton One Design half models.

Hampton One Design National Championship represents one-design racing at its best. Competitive racers from Washington, DC, Maryland, and Virginia come together as friends without professional sailors, compete intensely, enjoy the social gatherings, congratulate the victors, and leave as friends looking forward to the next opportunity.

Potapskut Sailing's Race to Rock Hall

The tradition of racing around the Chesapeake Bay and ending far from home continues. There is a feeling of exoticness in racing a sailboat all day and ending in a slightly different port.

It's also exotic to be weary from the exertion of sailing on your ear for hours and having a good party with food and drink and friendship awaiting.

Thus, the Potapskut Sailing Association (PSA) Race to Rock Hall continues the tradition. Please come join PSA October 5. The race starts at Baltimore Light, which is near Gibson Island and the Magothy River. PSA's race committee will design a beautiful course north of the Bay Bridge of about 15 nautical miles around

government marks which you can find on the CBYRA website. This is a day race which will start about 10 a.m. and end approximately by 5 p.m. Registration and the notice of race will be on NextSailor.com.

The post-race party will be at Haven Harbour Marina. If you would like to get a transient slip for the night, contact Haven Harbour directly. A drink and snacks will be included in the registration price for all crew. Dinner and raw oysters will cost extra.

Send questions to Bob Aaron at Mr75bobaa@gmail.com, rear commodore PSA.



Sailfaster: Obsessive Preparation

On his Sailfaster podcast, Pete Boland featured Annapolis sailor Doug Stryker, skipper of Mayhem, one of the top boats in the highly competitive J/105 fleet. Here's an extract:

As one of the J/105 fleet's top sailors, what have been the keys to success for you?

It's pretty straightforward: time on the boat, time on the water, and time talking to good sailors. I've been fortunate to learn from some of the best; it means putting your ego aside and realizing that there are always opportunities to learn. It really opens your eyes to how others do things differently. For example, the way they communicate with each other, or the way a mainsail trimmer in one boat might only be trimming the main where in other boats they're helping the jib trimmer. Having someone join your boat or sail on theirs really opens your eyes; you realize that there are other ways to do things that may be better than what you've been doing for years!

Obviously, you need a phenomenal crew. You need a crew that works together, communicates together, and are the right people in the right positions. I learned this from the very first boat I crewed on, where the owner said, "I'm going to play this game like baseball, and I'm going to put the right person in the right position in every spot, including driving." That's absolutely key; you need

to make sure to do that. Importantly, if it's not working, you need to be able to address it and find the right people to put in the right positions.

You are known in the J/105 fleet for obsessive preparation. Would you say this is an accurate characterization?

You need to have a platform that's ready to win. I've always been anal in regards to boat prep. I will never go to a regatta with a boat that I don't believe can win. I don't want to get to the start line knowing the bottom isn't smooth, I've got older sails, or whatever. I don't want to have any excuses. I want to make sure that I'm bringing the right weapon to try to win. Given the time, money, and effort that we all spend in this sport, if I needed to downsize to a different boat to be able to afford to get it to the line to win, I'm going to do that.

There's not an inch of the boat I am not aware of. I pretty much do everything myself. You learn so much by taking it apart and putting it all back together. It's a huge opportunity to really understand the weapon that you have underneath you. It means you need to



talk to other J/105 owners... It's a huge part of the process of being competitive.

You can make all the mistakes in the world from having terrible starts to banging the corner to having a terrible douse. If I come off the water knowing we got our ass kicked and I have no idea why, that will drive me crazy. But if I can come off the water with an idea, whether that be sitting down with the team, talking to competitors, or just knowing the areas that we screwed up, that's just an opportunity for finding a way to get better in that area doing a better job next time!

To hear the full episode and hear from other top sailors, scan the QR code or search for 'Sailfaster' wherever you find your podcasts. Visit sailfaster.net/episodes.



■ Doug Stryker's Mayhem in action. Photo by Will Keyworth



Small Boat Scene

Making Your Case in the Protest Room

By Kim Couranz



Things happen fast out there! Protests happen, so make sure you're prepared to state your case as accurately as possible when they do. Photo by Ted Morgan

Spending time in the protest room rather than sharing laughs with fellow sailors in the boat park isn't anyone's idea of a perfect regatta evening. But sometimes it's necessary.

If you have made the commitment to take a situation to the protest room, it should be because you truly believe you are in the right. You have taken the time to develop and submit your Hearing Request Form, accurately and clearly sharing your perspective (see August SpinSheet page 71 for some tips on that process). Your hearing time has come, and now you want to present your case effectively. Going into "The Room" can be scary, but these tips can help you navigate the experience.

Be professional.

The protest room is where you discuss your case with the members of the protest committee and the sailors who see the case from a different point of view. Think of it as if you are going to a lawyer's office for a legal discussion. Be on time (which really means be at least five minutes early), and make sure your witnesses are standing by as well.

- You are going into the Protest Committee's workplace. Yes, you've been out sailing all day, but do your best to be at least dry, if not clean!
- Bring supporting materials with you: Copy of the Racing Rules of Sailing, copy of your Hearing Request Form to refer to, and paper and a pencil/pen for taking notes.
- This one should be obvious, but if you are going into the Protest Room, whether as a party or as a witness to the protest, don't dive into the alcoholic beverages until after you're done with the process. It is disrespectful and not a good look. First impressions do matter. And of course, it can negatively affect your testimony and participation in the process.

Stick to the facts.

Protest Committees often have multiple points of business to work through on any given regatta evening. Respect their time by keeping your remarks tight and focused.

In your opening remarks, walk them through what you see as the "facts

found"—the situation as it unfolded. Highlight what their conclusion should be (without telling them it should be their conclusion), citing the rule(s) the other team broke. Establish yourself as an expert by accurately describing the context for the situation, including wind speed, direction, and current that affected the incident.

- If the other side in the protest in presenting their remarks offers a description of the incident that is different from yours, don't roll your eyes, cross your arms, or otherwise visibly or audibly react in a negative way. Your job is to show through evidence, rather than your opinion, that your perspective is the accurate one.
- As the other side describes their view, take notes on your copy of the Hearing Request Form so that you can identify where the perspectives differ. Taking notes on their perspective in a different color pen right next to your views on the diagram can be particularly helpful. For example, you may have described a period of 15 seconds from entering the

zone to rounding the mark, while they may say it took five seconds. Jot that down!

- As the discussion continues, think through what questions you can ask that can illuminate those differences. You want to go after the facts they offer in their description—not after them as a person. Perhaps they have not done their homework as completely as you have. When you get the opportunity to ask questions of them, ask questions that will force them to reveal that they are not sure of the facts that they had offered—help them poke holes in their own story. For example, perhaps you can show that it's impossible for them to have entered the zone and rounded the mark in only five seconds because of how fast your boats go in the wind speed in which you were operating.

After the decision, no matter what...

You may not agree with the Protest Committee's decision, but there it is. They have based their decisions on the descriptions of the incident as presented to them by both sides, and the evidence offered to support those descriptions.

- The Protest Committee is made up of volunteers. Sometimes they end up driving in from quite a ways to participate in this process. No matter what you think of the decision, you owe them appreciation for their time and effort. Shake their hands and thank them for the important role they play in our sport.
- Same goes with the sailor(s) on the "other side" in your hearing. 99 percent of the time both sides of a protest situation are going into the room honestly thinking that the way they recall a situation is accurate.

Assume good intent from the other side. There are two perspectives. The Protest Committee is simply there to determine what reality is. Thank the other sailor(s) for participating in the process, too.

- The appeal process is there for a reason—if you really think you need it, use it. But do so respecting everyone involved as a fellow participant in our sport of sailing.

Much of what contributes to a positive experience in the protest room boils down to getting the Protest Committee the information they need. What is that information? A great way to learn that is to volunteer to serve on a Protest Committee at your local club. It's a great experience: You'll learn about the process, and who knows, you might even enjoy serving on the committee and want to develop your skills in that area!

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

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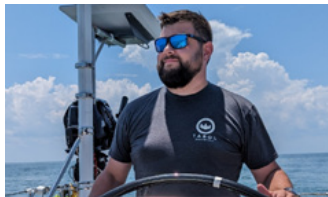


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Meet the newest member of the YaZu Yachting Crew! We are delighted to welcome our new broker, Matthew Lambert. Matt is a sailor, so will be concentrating on continuing to grow the sailboat side of the business. He is energetic and enthusiastic, has 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 www.yazuyachting.com

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(Mystic Wind) 1976 Legnos Mystic 20 Catboat Well-cared for 20' fiberglass catboat that turns heads wherever she sails. Newly refinished teak. Like-new cushions. New sail cover. Reliable BMW D-7 diesel. Garmin chartplotter. 282 sq. foot Quantum sail. Serviceable trailer w/ extended tongue. Sitka Spruce boom and gaff. Aluminum main mast w/ hinge. \$10,500 - Contact Craig Ligibel 443.949.7707 or craig.ligibel@vml.com. For more info/photos, visit: www.bit.ly/Mystic20



21' Cape Cod Catboat 1975 Completely restored to new condition. FULL rebuild \$30,000 - NEW: Yanmar diesel, tanks, electronics, decks, aluminum mast, wiring, interior upholstery, wheel steering, cradle. Sleeps 2, massive cockpit. Freshwater boat. \$14,900 231.676.7132 or prussron@gmail.com

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Register for 2024 Fall Boat Show Preview Event | Sept 20 3-7pm & Sept 21 10am - 4pm



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66 2021 CNB 66 HULL # 18.....	\$2,220,000
60 2024 Jeanneau Yachts 60 #33 Annapolis.....	\$1,713,000
54 1997 Feeling 546.....	\$249,000
53 2019 Royal Cape Catamaran 530.....	\$925,000
53 2010 Jeanneau 53.....	\$339,000
51 1951 Kyttyell Custom Classic.....	\$140,000
49 2023 Jeanneau 490 #206 In Stock.....	\$725,000
48 2023 Excess Catamaran 15 #14 In Stock.....	\$1,095,000
47 2019 Jeanneau Sun Odyssey 479.....	\$435,000
45 2023 Excess 14.....	\$795,000
45 1983 Bristol 45.5.....	\$118,000
44 2024 Jeanneau 440 #484 In Stock.....	\$630,000
44 2023 Jeanneau 440 #442 In Stock.....	\$595,000
44 2023 Jeanneau 440 #390 In Stock.....	\$585,000
44 2017 Jeanneau 44 DS.....	\$349,000
44 1983 Little Harbor 44.....	\$190,000
44 2002 Grand Banks East Bay 43.....	\$374,500
42 2018 Legacy Yachts 42.....	\$599,000
42 1981 Beneteau First 42.....	\$64,900
41 2024 Jeanneau 410 #383 In Stock.....	\$498,000
41 2024 Jeanneau 410 #345 In Stock.....	\$498,000
41 2015 Back Cove 41 Express.....	\$629,900
40 2024 Nimbus T11 # 283.....	\$650,000
40 2024 Nimbus C11 # 83 In Stock.....	\$729,096
40 2023 Nimbus T11 #186 (Trade).....	\$419,000



2022 Beneteau Oceanis 38.1

Amazing opportunity in this late model, lightly used Beneteau 38.1. Still under warranty and in excellent condition, this yacht is a huge saving compared to a new boat. Best of all, there is no wait, you can be sailing immediately. Asking \$329,000

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40 2024 Nordic Tug 40 #12.....	\$1,033,000
40 2015 Tartan 4000.....	\$425,000
40 2005 Pacific Seacraft 40.....	\$285,000
38 2025 Jeanneau 380.....	CALL
38 2023 Jeanneau 380 #83 In Stock.....	\$375,000
38 2022 Beneteau Oceanis 38.1.....	\$329,000
38 2020 Catalina 385.....	\$299,000

38 Tartan 3800.....	\$159,000
37 2022 Excess 11.....	\$515,000
37 2000 Pacific Seacraft 37 - Rejoice.....	\$195,000
37 1995 Pacific Seacraft 37 - Remedy.....	\$135,000
36 2018 Legacy Yachts 36 #4.....	\$485,000
36 2023 Tartan 365 #8 In Stock.....	\$475,000
36 2010 Beneteau First 36.7.....	\$109,900
36 2009 Hunter 36.....	\$87,500
36 1996 Sabre 362.....	\$99,000
35 2025 Jeanneau 350 #26 In Stock.....	CALL
35 1993 Tartan 3500.....	\$82,000
35 1986 Bristol 35.5.....	\$49,000
34 1994 Pacific Seacraft 34.....	\$115,000
33 2015 Tartan 101 - Virginia Hitch.....	\$134,500
31 1993 Tartan 31 Piper.....	\$50,000
31 1988 Pacific Seacraft 31.....	\$65,000
30 2022 Ocean Sport 30 # 123 In Stock.....	\$450,000
30 2020 Nimbus W9.....	\$170,000
29 2024 Nimbus C9 #137 In Stock.....	\$311,319
29 2023 Nimbus T9 #95 In Stock.....	\$309,777
28 2013 Stuart Knockabout.....	\$82,500
28 1985 Sam L Morris Bristol Channel Cutter.....	\$129,500
26 2022 Nimbus C8.....	\$164,000
26 2020 Crownline 264R.....	\$109,900
25 2021 Everglades 253CC.....	\$129,000



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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

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



1980 Shannon 28 Sailboat Yanmar 15Hp diesel, wheel steering, 4 good sails, open interior w/ 3 berths, and more! Comes w/ many spare parts. Located in Shady Side, MD. **\$14,000** For more info/pics, visit: www.bit.ly/1980Shannon28 or contact: wardfrank@aol.com



2006 Alerion 28 Express, Hull # 316 Reluctantly selling my Alerion 28 due to health reasons. Over 25K invested since ownership 3 years ago. **\$75,000** Contact John Schaefer @ jschaefer404@comcast.net. For more info, see Boat Trader listing: www.bit.ly/2006Alerion28

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Tartan 30 1975 Fantastic, strong boat for the bay. Main w/ 2 reefs, 130, 90, storm jib and asym. Tiller steering. Original Atomic 4 in great shape. Open for showings – Cambridge, MD. **\$8,000** Call 443.944.7257 or email stguy60@gmail.com



Bristol 32' Sloop 1976 Furling jib, updated upholstery, sleeps 4, propane stove, Yanmar diesel (22Hp), and more. **\$8,000** Contact Peter 202.390.0017 or peter.bittner@hotmail.com



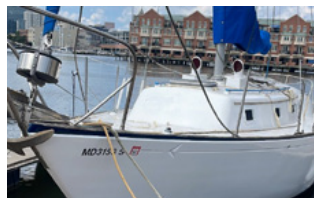
1981 31' Allmand w/ 37' space! 3'10" draft. 11'4" beam. Not a standard Allmand! Highly customized & upgraded. 2009 Yanmar, 2016 major refit. MUST SEE, Annapolis. Steal at only **\$18,900** - View listing/more info at www.bit.ly/MiAlmaListing. Contact 772.324.9594 or Info@MiAlma31.com



1985 Bavaria 960 One owner sloop - 31.5' LOA. Good condition but needs TLC. Nearly new sails. Back Creek slip available. Contact: John Halstead, 410.336.3575 or jhalstead@mindspring.com



Tartan 33 1980 Ready to cruise! Very good condition, all standing rigging new 2018, sails excellent, 2 spinnakers, Universal diesel, autopilot, excellent electronics, sleeps 7, shower, folding prop. **\$32,000** Call Tag 530.304.1229 www.tinyurl.com/tartan33-1980



1974 Seafarer 34' Sloop and Dock Located at Anchorage Marina, Baltimore MD. **\$30,000** Please email CovertChannel@yahoo.com or call 240.475.8400. For additional photos and info, please visit: www.bit.ly/42HKQEK

(Brandy Bay) 1992 Hunter Legend 37 Well-maintained, Yanmar 34 Diesel, all sails/instruments in good condition, heat/AC, Lewmar winches, sheets controlled from cockpit, and more! **\$39,900** Contact Bruce Jamison, Jamison Yacht Sales, 443.251.3400, jamisonyachtsales@gmail.com. For more info/photos, visit: www.bit.ly/HunterLegend37



(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 **\$44,000** Contact Captain Kinard: RichKinard@usa.net. SEABEE's Boat Information Book: www.bit.ly/SEABEE



2004 Tartan 3700 Great 2 cabin layout, head w/ shower. Fresh bottom paint and zincs, updated electronics, AC, refrigeration, beavertail keel. Doyle stack pack main and roller furling jib. Call John Dennison 443.995.8670 or john@outerreefyachts.com www.outerreefyachts.com/used-yachts/2004-tartan-3700-blind-faith/9123572_2



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2000 ISLAND PACKET 420



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2008 CALIBER 40 LRC



\$239,000

167 Three-Masted Schooner 2007	\$2,400,000	42 Endeavour 42 CC 1985	\$99,000
57 Southerly 57 RS 2010	\$899,000	42 Bavaria C42 2023 NEW IN STOCK	\$429,499
52 Irwin 52 1987	\$149,500	42 Catalina 42 1992	\$99,900
50 Lu Crestitalia Dick Carter '80/'23	\$150,000	41 Island Packet SP Cruiser 2008	\$249,000
48 Cheoy Lee Clipper 48 1977	\$115,000	40 Hinckley Bermuda 40 1972	\$149,500
46 Bavaria C46 2024 NEW	On Order	40 Sabre 402 2001	\$199,900
46 Island Packet 465 2008	\$435,000	40 Island Packet 40 1995	\$174,000
46 Hunter 46LE 2005	\$114,000	38 Bavaria C38 2024 NEW	On Order
45 Bavaria C45 2024 NEW	On Order	38 Island Packet 380 '03, '07	2 from \$220,000
45 Bavaria C45 2019	\$499,000	38 Island Packet 38 1988	\$129,000
44 Island Packet 440 2006	\$349,000	38 Fountaine Pajot Athena 38 1995	\$145,000
44 Catalina Morgan 440 DS 2005	\$194,000	37 Island Packet 37 1995	\$99,500
44 Beneteau 44 2000	\$149,000	37 Beneteau 373 2007	\$119,000
44 Mason 44 Aft CC 1991	\$162,500	36 Catalina 355 2011	\$148,000
44 Alden 44 1979	\$129,000	36 Southerly 110 2011	\$182,000
43 Shannon 43 1988	\$165,000	35 Caliber 35 LRC SE 2005	\$138,000
43 Beneteau 423 2004	\$129,900	30 Sparkman & Stephens 30 2017	\$135,000

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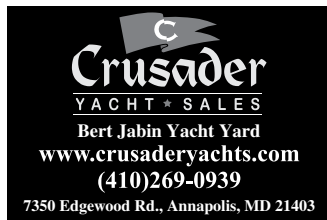
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(Follow Me) 1994 Fastback 43 Follow Me is an Australian made, tried and true performance catamaran. She's 43' long, 21' wide w/ kick-up rudders for shallow water exploration and sailing. She's been our permanent home for 8+ years as we sailed from the Chesapeake to Grenada, Guatemala to Maine, stopping everywhere in between! She's bluewater equipped and ready to go! **\$220,000** Contact: mindybixel@gmail.com For more info/photos/specs: www.bit.ly/Fastback43



(Majestic) St. Francis 44 MkII 1999 Catamaran For sale by owner. In Saint Martin going to Florida. **\$275,000** More details and photos are available on the website: www.majesticstfrancis44forsale.com



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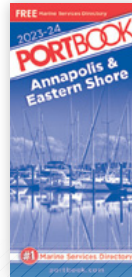
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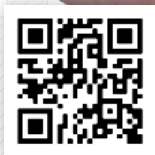
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Under New Ownership

For more than a dozen years, **Capt. Chris Parker** has managed several TowBoatUS on-water towing and assistance locations or “ports,” around the Bay. Now Parker and his wife, Katie, are the new owners of **TowBoatUS Gwynn’s Island** and **TowBoatUS Upper Rappahannock**, bringing the total number of their red boat ports in Maryland and Virginia to four. The companies, part of a nationwide network of more than 300 ports, offer on-water towing, soft ungrounding, battery jump, and fuel drop-off services. The Parkers’ TowBoatUS port roster also includes Crisfield, MD, and Reedville, VA. Additional partnerships operate in Southport, Holden Beach, and Ocean Isle, NC. All of the company’s captains are U.S. Coast Guard-licensed. Separate from BoatUS on-water towing, the company offers boat salvage, spill cleanup, and vessel disposal services. The fastest way to request assistance from TowBoatUS Gwynn’s Island and Upper Rappahannock is to download the BoatUS App, which connects boaters to the closest local towing captain, or by phoning the BoatUS toll-free 24/7 Dispatch Center at (800) 391-4869. BoatUS.com/Towing

App Update

Argo Navigation’s development team has been working hard to improve all facets of the app. The latest version increases loading speed up to 10 times faster for both Apple and Android users. “Our team is constantly listening to feedback from our users on ways to improve the app to better serve boaters,” said Jeff Foulk, founder of Argo. “The faster loading speeds with the new version of the app will help users access the information they need more efficiently.” To ensure your app is updated to the latest version, make sure to find Argo in the App Store or Google Play Store and click “update” to improve the download speeds. Next up, the Argo development team is focused on improving offline capabilities and overall app performance. argonav.io

Merger

North Technology Group (NTG) continues to expand its family of marine brands by adding two of the world’s most respected sailmakers: **Doyle Sails** and **Quantum Sails**. As part of NTG’s diverse portfolio of businesses operating across the sailing and ocean lifestyle industries, Doyle and Quantum will continue to operate independently, retaining their unique brand identities and competing for market share. Each business will continue to manage its own lofts, sales and marketing teams, and product suites. The NTG ownership structure will provide each brand with the freedom, financial security, and resources to continuously improve and offer better experiences for sailors. NTG CEO Sam Watson said, “North Technology Group is passionate about the sailing industry, and with big ambitions and a relentless drive we are continuously evolving. We see a real opportunity for growth and development by bringing Doyle Sails and Quantum Sails into the NTG family. We look forward to welcoming their customers and our new colleagues on this journey.” Quantum Sails will continue to be led by Ed Reynolds and Andrew Scott, and Doug DeVos will remain involved in the business and as an investor in NTG. Mike Sanderson will continue to lead Doyle Sails. northtechnologygroup.com

Service Manager

Hartge Yacht Yard in Galesville, MD, announces that **Xan Schlegel** is their new service manager. Xan’s father, Alex Schlegel, is the great grandson of Emile Alexander Hartge who founded the yard in 1865. Five generations later, Xan cut his teeth sailing an Optimist pram at the age of five and continued a string of years competing in junior regattas around the Chesapeake Bay and later sailing for his high school. Summers were spent working at Hartge’s or for local watermen. After receiving his degree in 2013 from the College of Charleston, Xan remained in Charleston for the next two years to work for a highly successful marine dealer and service center. He also found time to study and receive his Coast Guard license. Xan moved home to the West River in 2017. His background was best suited for mechanical work, and he has since served for seven years in that capacity for Hartge’s. Xan has earned several ABYC certifications, attended ABBRA management conferences, and has an understanding of every division of the yard, making him an excellent substitute in the past two years for Alex or Luke when they were absent. With Luke’s long deserved retirement, the yard is confident that you will find Xan highly knowledgeable and will serve proficiently as your new service manager. hartgeyard.com



Welcome to the Team

S&J Yachts welcomes **Kim Giliam** and **Bryan Evans** to its new Lake Norman office in Catawba, NC. This dynamic duo brings a wealth of nautical experience and a shared passion for the water, making them an invaluable addition to the team. Bryan’s affinity for water began in Avalon, NJ. His extensive knowledge of engines, fiberglass, and rigging comes from rehabbing numerous boats over the years. Kim’s boating adventures started in Florida. Together, Kim and Bryan have cruised from the Bahamas to the Chesapeake and along the Florida coast. Beyond their maritime pursuits, Kim and Bryan bring extensive experience in sales and marketing. They are dedicated volunteers at the Lake Norman Yacht Club (LNYC), where Bryan serves as dock master and Kim as fleet captain and rear commodore. Kim has also played a key role in developing the ‘Women on the Water’ sailing lessons at LNYC. Their commitment to professionalism and integrity, combined with their vast network along the East Coast, ensures that Kim and Bryan are well-prepared to help you buy or sell your boat. They excel in connecting with people, listening attentively, and working diligently to achieve swift sales. To reach them email kim@sjyachts.com or call (980) 333-3467. sjyachts.com

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Typhoon!

Photo and story by Lou Frank

A vibrant community on the Rappahannock sails this captivating classic.

My gait softened the first time I walked up to a Typhoon. Dumbstruck, I savored the unforced elegance of her shape, sculpted teak, and hardware fit for sailors of all ages. She awes me still as a spectacular 19-foot version of a classic full-keel sailboat.

Looking to create an affordable yet sturdy performer, this New England charmer was originally built by Henry Audet, owner of fledgling Naugus Fiberglass. Famed naval architect Carl Alberg designed Audet's "Typhoon," and together they launched hull number one from Graves Upper Yard in Marblehead, MA, mid-summer, 1962. As Alberg and Audet set sail that day, their families began a lasting friendship and a boat whose iconic design has endured.

The Typhoon proved to be a performer over a wide range of wind and sea conditions. More than 2100 Typhoons were built through 1986. Ninety-three percent of them were Weekenders with a cabin capable of sleeping a family of four—maybe not at today's comfort standards! Finding one in Bristol condition can excite passion enough to inspire an investment of 10 or even 20 times its original

selling price of \$2000 for an expertly crafted re-do.

Naugus Fiberglass built the first 50 or so Typhoons. As the cuddy-cabin design caught on, Audet built a cabinless daysailer with mahogany coaming carried forward to the mast. Years on, the company launched a larger boat that, sadly, was overdesigned for the market. Naugus was forced to put the Typhoon molds up for sale as the business closed. Cape Dory Yachts, whose first boat, the 1963 28-foot Cape Dory 10, also an Alberg design, got the molds. All remaining hulls were completed there.

Today, Marblehead is just one of several home ports for these handsome classics, but perhaps the most vibrant Ty community hails from the Rappahannock River Yacht Club (RRYC) in the Southern Chesapeake Bay. Along with hosting the biennial Ty Nationals, the club's spring and fall racing series of six evenings (three races each) brings a fleet of 10 to 14 boats ready to do business. For me, over four years and 140-odd races, it was as much fun as one can have at five knots.

My partner Art Gilbert and I readied our Typhoon over a year of deck repairs,

adding a traveler and compression post, polishing the bottom, and deftly applying creative graphics. She was cool. At our first race, I quickly learned that skippers and crew aboard the other boats were not only experienced, but some were literally world class. Over our racing career, we took second twice, even with several first over-the-line starts. It was class-racing in a classic; we had a blast but were definitely humbled.

Perennial winners Ron Mihills and son Brent had a Ty daysailer. He coached Art and me: "Understand exactly how each slight sail adjustment impacts your boat speed," he said, "especially when racing, you will constantly be tweaking something."

As the majority of the boat's speed comes from the main, he challenged us to especially monitor it with each turn or wind change throughout a race. Sheet, halyard, outhaul, cunningham, vang, and traveler. Dang, we were busy. We led one race from the start and to within 1/2 mile of the finish, only to see Ron and Brent slip right past us. Dang, indeed.

Learn more at the RRYC website at rryc.org.





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