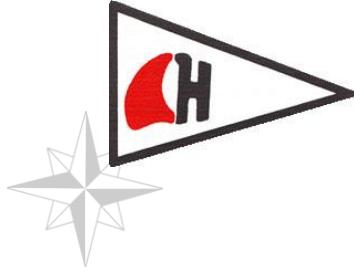


Hunter Sailing Association #1



The Log



July 2018
Volume XL, Issue 3

Commodore's Corner

Ahoy fellow Hunter sailors and welcome to "Where Does the Time Go?"

How did we jump right from winter lasting too long to get my boat back in the water to the next minute it being too hot to raft up without seeking refuge in a marina with an electrical connection as it was during our wonderful HSA-1 extended Fourth of July weekend?

A couple of weekends ago, *Stargazer* had the honor of being visited by *Bootlegger*. They had some non-boaters with them who were amazed at all the boats that seemed to have been sitting there with nobody in them. They were shocked to hear that is so often the case in any given marina and it has always confused me as well.

All I've ever been able to imagine is that it is a pretty expensive lifestyle and folks are busy working to afford the ability to enjoy it, but hardly ever get to actually get out there and take advantage of the very thing they are working for. I know I make an "effort" to not be one of those folks and despite some internal consternation about the "work" it takes to enjoy my time on the boat, once I am out there all that is quickly forgotten.

I hope you will join me in trying to make time to get out there and join us for an event - or two or three - in the last half of the season. We have folks that go the extra mile in our club to



put together events that should make it easier for you to get out and I know there is nothing that makes a raft and fleet captain happier than to see new folks at our rafts!

Our Vice Commodore has an article in this issue about his new Marlow-Hunter 40. I want to say how happy I am to see her as well. With four of these in the fleet now, maybe we can start a racing class. However, I should point out this is the club's first new Hunter since 2014 and, with Marlow's selling model, this is likely to be the trend.

That is why I plead with everyone to befriend any Hunter owner you see at your marina or out on the water. I have simply called a Hunter that I didn't recognize and invited them to join us where we were going. Without folks inviting other Hunter owners, we are going to have a tough time staying a viable sailing club. That's a shame because there isn't a weekend I'm not out there and I see Hunters that aren't with us... I'm certainly open to other ideas... A bounty program? 😊

See ya one the water and hopefully at the next event!

Commodore Greg

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Editor's Notes:

Remember spring when we thought summer would never come? Well it has arrived. After giving a glimpse of great raft-ups we have had already, this issue tells you what's up for the rest of the summer.

Thank you to the several contributors to this newsletter.

Commodore Greg is always swamped at work, yet he finds time to share his view in the Commodore's Corner.

Vice Commodore Bob's experiences with his first cruise in his new boat (page 10) shows joy comes from even frustrating times on a sailboat.

Fleet Captain Dan's description of transiting Knapps Narrows (page 7) might have made Bob's article shorter if we had published the Knapps Narrows warnings earlier.

Barb Steele and everyone else who submitted photos. Please keep clicking and forwarding the good shots to me. Looking at good pictures sure beats reading prose.

See ya on the water, maybe at Pirate's Weekend

Carl Reitz, Editor

Check out our website:
www.hsa1.org
for the latest Club news



Like us on
Facebook



HSA-1 2018 Schedule

Saturday Mar 17	Sock Burning & St. Pat's Day Party	Shore Acres Clubhouse, Arnold
Saturday May 5	Spring Forward Raft	Pirates Cove, West River
Saturday May 26	Memorial Day Weekend	Rhode River
Saturday June 9	Saint Michaels Raft-Up	Miles River
Saturday June 23	Summer Sailstice, joint with NSHSA	Magothy River
Saturday June 30	Independence Week Cruise on the Choptank River	Dun Cove, Harris Creek
Sunday July 1		Trippe Creek, Tred Avon River
Monday July 2		Brewers Oxford Marina
Tuesday July 3		FIREWORKS - Oxford
Wednesday, July 4		FIREWORKS – Cambridge <u>or</u> Depart for homeports
Saturday July 28	Pool Party	Shipwright Harbor, Deale
August 10-12	Pirates and Wenches Weekend	Rock Hall
Saturday Sept 1	Labor Day Weekend	Hudson Creek, Little Choptank
Sunday Sept 2		Patuxent River picnic <u>or</u> anchor farther north (split anchorages)
Saturday Sept 15	Crab Feast	Severn Grove Clubhouse
October 4-8	United States Sailboat Show	Annapolis - Saturday Happy Hour
Saturday Oct 13	Wrap-Up Raft-Up	Waterhole Cove, Harris Creek
Saturday Oct 27	Chili Cook-Off	Duck House, Granary Creek
Sunday Nov 17	Annual Meeting	Location open
Saturday Dec 8	Annapolis Parade of Lights	Annapolis Waterfront Hotel

We have an exciting year of both on-water and land events. Please see hsa1.org/activities for more info. Email the [Fleet Captain](#) with the events you think you may attend – or want to lead.

Pool Party

Saturday, July 28



It's HSA-1's Annual Pool Party at Shipwright Harbor in Deale, Maryland. The pool is open from noon until 8PM. We will have a Bring Your Own Happy Hour and dinner beginning at 5:30PM.

Cool off in the pool and join the club for a cool event

The marina has been undergoing a tremendous upgrade so *Zum Wohl* and the Shipwright Harbor crew are eager to show off their digs.

Schedule of Events

Saturday, July 28

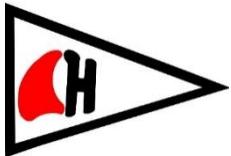
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| Noon to 5PM | Enjoy the pool. If you come by land, sign into the pool as guests of HSA-1 and Dan Breitenbach. |
| 5:30 to 6:30 | Happy Hour - BYOB and snacks on "The Point". Ask anyone and they will tell you where "The Point" is. |
| 6:30 to ? | Dinner & sea stories - bring your own main dish. Also, please bring a side or dessert to share. There are gas grills on "The Point". |

Shipwright Harbor is located in Deale, Maryland at the juncture of Rockhold and Tracy's Creek on the northwest corner of Herring Bay. We hope you will join us by sea and make your slip reservations for Saturday night with Scotty, Zoe or Jed at (301) 261-5632 or (410) 867-7686.

If you can't come by boat we warmly welcome you to come by land. The Marina is located at 6047 Herring Bay Road, Deale, MD. See shipwrightsharbor.com/contact for directions by land or by sea.

Coming by land or by sea, kindly RSVP to Fleet Captain Dan at FleetCaptain@hsa1.org.

Pirates and Wenches Weekend



Arg! Again we're partaking in Rock Hall's [Pirates and Wenches Fantasy Weekend.](#)



Again this year our sister club, Northern Star Hunter Sailing Association, is joining us.



New this year is that *Wheelhouse Rocks*, the band anchored by our own members Jeanne and Mark, is playing at the Harbor House on Friday night. Where else can you dinghy to hear a great rock band where the performers know you?

We have blocked slips for this event at Haven Harbour South (formerly Sailing Emporium) under HSA-1 or "Dan's Group." Identifying yourself as being just from the "Hunter Club" is insufficient since Northern Star Hunter Sailing Association has also blocked slips. Slips are on a first-come first-serve basis.

To reserve your slip. Call Denise at Haven Harbour South (800) 506-6697 and provide her your Boat Name, Owners Name, Address, Contact Number, E-Mail, Boat Length, Beam, Draft and Electric Requirement. Be prepared to provide a one-night deposit. Denise will e-mail a confirmation and the marina's cancellation policy.

Please ensure you notify Fleet Captain Dan at FleetCaptain@hsa1.org of your reservation.

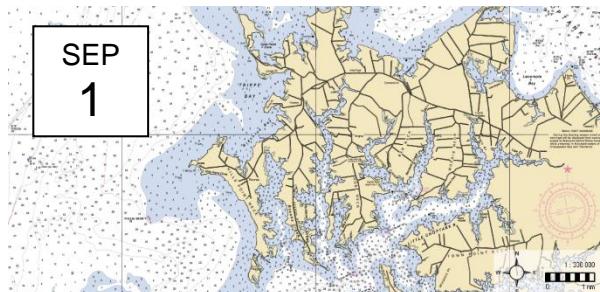
If you are unable to make a reservation because the marina is full, let Dan know. Haven Harbour will allow us to fill our cancellation from our wait list.

Also if you cancel, let Dan know so he can move your slip to a club member on the wait list.

See You in September

Two great events are coming your way in September. Save the dates now and look for announcements via email and updates on the [HSA-1 Activities Page](#).

Labor Day Weekend, September 1-3



Anchor with the Club's raft-up in the Little Choptank River on the Saturday of Labor Day Weekend. You know the drill, an optional swim if the nettles are under control and a BYO happy hour.

On Sunday, some of the fleet is sailing to the Patuxent River, 22 to 25 n mi to the southwest. Others will sail north, or perhaps stay a second day to explore the Little Choptank, or just kick back and hang out there.

Details will come together well in advance of the three-day holiday weekend. Watch for an email and check the activities page.

Crab Fest, September 15



Mike and Tina (no, that was not a typo, it is Mike & Tina not *Ike and Tina*) will be once again hosting our signature annual HSA-1 Crab Fest at the Severn Grove Association clubhouse on Saltworks Creek off the Severn River.

If you have been there before, you know this is the perfect location. Never been? Come out and see why it's perfect!

Come by land or sea!

HSA-1 will provide the crabs, other main dishes and the complementing condiments, plates, utensils, paper towels, beer, water and soft drinks. Registration details will follow via email and the activities page.



Transiting Knapps Narrows

By Fleet Captain Dan Breitenbach



Despite a newly dredged channel, one boat ran aground and I narrowly warned another that was nearing shoal water.

The lesson learned is: realize what is on your chartplotter – and even on the latest (May 2018) NOAA chart – can be in error! In this case, and most cases, follow the marks rather than the magenta line on the chart or the chartplotter.

The transit from the Bay was my first and it is here that I became somewhat confused. You see, the new channel and the marks are not the same as they had been. The dredging has straightened the channel somewhat. It is well marked, but for those looking and heading for the old Red 4 marker, it can throw you.

As you approach from the Bay and south of Poplar Island, you must ensure you avoid the fish nets south of the island. Ahead, you see two green marks (1 and 3) to port and a red nun pretty much directly ahead of you. You also see a permanent mark on a pole to port, but at a distance, cannot really tell what it is. Since it is where my chart plotter shows Red Nun 4, you may assume 4 it is still in the same place. IT IS NOT. In fact, as you approach, you will see the mark on the pole is a WARNING MARK that says "Danger Shoal"!

Local knowledge has always been a critical requirement for transiting Knapps Narrows. I had long used the Narrows to transit into the Choptank, but three seasons ago the shoaling forced me to always go around Black Walnut Point.

This spring they dredged the channel through Knapps Narrows. The HSA-1 July 4th Cruise from June 30th to July 4th presented me with an opportunity to challenge the newly dredged channel. I transited twice, once each from the Bay side and the Choptank side.

The red nun you see floating in the water is correct and is about 100 - 150 yards southwest of its former location. It is this mistake that I believe led the boat that went aground astray.

Honor the Red Nun 4 and stay away from the "old" mark. Interestingly, there is no red navigation aid marking the southern end of the entrance. If you were to be coming north from, for example, Solomons, you may get caught short if you cut too far to the east as you approach.

The point of land on the north side of the Bay entrance had been my demise on a trip several years earlier when I cut that side too close and grounded hard. Now, there is a new mark, Green 5, marking that shoal, but I still give it a little extra room on that side. And there is a new mark, Green 7, farther along opposite the now closed Tilghman Island Inn.

All too frequently, there is no shortage of jerks in the Narrows to complicate your passage. One power boat chose to pass me in the face of an oncoming boat. He was kind enough to warn me to be conscious of his wake as he passed and cut in front of me. I think at the time I was doing 5½ knots speed over ground in a channel marked for a 6-knot speed limit.

The exit on the Choptank side was straight forward. The marks are as on the charts. I did find a number of boats that hugged the green marks as they came in causing me a couple of starboard to starboard (two-whistle) passes. I thought at first that they were finding shallow water to the north, but they all turned into the Tilghman on the Chesapeake Marina area after they passed me. Passing through the Narrows at near low tide just two days after the full moon, I never saw less than 9.3 feet of water.

The return trip on July 4th found me approaching the Narrows from the Choptank just after high tide. Again, the approach was well marked with the marks in the same places as you see them on the charts and plotters. There was plenty of water.

I ventured a little to the north side to see how wide the channel was and continued to find plenty of water several boat widths to starboard. The Green 7 and 5 on the Bay side helped me steer clear of shoal water but gave a greater impression of doglegs and a narrower channel off of the Tilghman Island Inn than I recall from my passages years earlier.

In short, Knapps Narrows is open for business and passage, cutting the time and distance to get into the Choptank. The marks on the Bay side no longer conform to what you see on the charts and plotters so be aware and honor what you see and not what you expect from the charts. Fair Winds.

Exiting the Narrows, I was following a larger sailboat and figured I would follow him and be fine. However, he must have been following his chart plotter as he headed straight for the former location of Red 4. After alerting my wife, I blew my warning horn attracting his attention and warning him. Nevertheless, he bounced twice and had to back off. I honored the Red Nun 4 and experienced no issues. On this passage, I nominally saw nothing less than 10 feet, but saw 8.8 once.

Passing back through on July 4th, I was pleased to see that the two restaurants on either side of the drawbridge were open. On my final passage three years ago, they were closed or closing. The marinas were also showing sign of recovery.



Thanks to Dan for sharing his experience by writing this narrative.

3 Mistakes to Avoid with DSC-VHF Radio

Anyone aboard a boat with a properly set up DSC- VHF radio can make a one-button distress call that automatically includes time saving latitude and longitude location information.



For sailors with a Digital Selective Calling (DSC) VHF radio aboard, it will always be the fastest way to summon assistance from your closest rescuers. That means that going without one can hurt your chances for a safe season on the water. Here are three common mistakes boat owners make with DSC-VHF radios and some simple ways to improve safety aboard your boat.

Mistake #1: Relying on an old VHF radio to signal that you are in distress

If you are using a VHF radio that was manufactured more than 15 years ago, you're relying on old technology. Today's DSC-VHF radios have new lifesaving features, most importantly a distress button that can hail a mayday and relay your position to rescue authorities — all at the push of one little red (distress) button on the face of the radio. BoatUS has some help to set up your new DSC-VHF radio at BoatUS.com/SettingUpDSCRadio.

Mistake #2: Not registering your DSC-VHF and getting an MMSI number

Your Maritime Mobile Service Identity (MMSI) number is a unique registration number that is assigned to your vessel to use with a DSC-VHF radio. MMSI numbers are issued by organizations including BoatUS which offer the service at no cost to members. If you are not a member, because of our HSA-1 Cooperative Agreement with BoatUS (see page 16), it is less expensive to join BoatUS than pay the non-member MMSI fee. The MMSI must be entered into the radio in order to harness all of its power and lifesaving technology. Registering your radio gives potential rescuers important information about you, your boat and whom to contact in an emergency.

Mistake #3: Not reading your owner's manual & being familiar with your VHF's features

Your DSC-VHF radio manual contains a ton of great information about the features of your radio and how to install it. If your radio is not properly installed or not connected to your boat's GPS or chartplotter, you're shortchanging yourself and perhaps unknowingly putting yourself and your crew in danger if there is a delay in transmission and emergency response.

Digital Selective Calling technology can also make your everyday boating better. In addition to being able to send a distress signal with the press of a button, a DSC-VHF radio can privately hail other DSC-VHF-equipped vessels or groups of boats without tying up VHF channel 16, the distress, safety and hailing frequency. It also allows you to 'ring' (hail) others if you know their MMSI numbers without them having to monitor a particular channel.

If you haven't yet purchased a DSC-VHF radio, BoatUS recommends making it one of your safety-gear equipment priorities this season. To learn more about DSC-VHF radios, take a free online DSC-VHF radio tutorial at BoatUS.org/DSC.

This article is courtesy of the monthly newsletter of the Boat Owners Association of The United States (BoatUS) Public Affairs Department.

Maiden Voyage of Chasseur, our New MH 40

By Vice Commodore Bob Rectanus

We had a busy start to this year's sailing season, but not much of it was on the water. Last August we took a leap of faith that despite all the rumors of their demise, production cutbacks and dealer losses, Marlow-Hunter still best met our expectations for a new sailboat.



Buying the boat factory-direct not only restored our confidence in Marlow-Hunter, but gave us the opportunity to work directly with David Marlow and nearly the entire Marlow Hunter staff. The relationship enabled us to personalize design features and equipment selection that we could not get with other manufacturers. While there were some problems (the canvas not fitting and running rigging not properly sized) that were discovered during commissioning, I think Marlow-Hunter is committed to working with us to get the problems resolved.

The new boat was delivered to our marina on June 19th. Two guys, who I had met twice during construction, drove up from the factory ahead of the boat to do the rigging and commissioning in our boat yard. They had the boat rigged and ready for sea trials by Friday the 22nd. We started loading up all of our personal stuff that weekend and had the new boat provisioned and ready to head out on the following Friday morning.

Our plan was to join fellow HSA-1 sailors for the week-long Fourth of July holiday cruise on the Eastern Shore's Choptank River. Remember that ill-fated three-hour cruise Gilligan and friends had back in the 1960's on TV? Well we were just about three hours out on our maiden voyage when we found ourselves in the middle of a gaggle of fishing boats north of the Bay Bridge.

We had just dropped the mainsail after the morning wind died and had decided to motor past all of the fishing boats. One particular fisherman was trolling through the other mostly anchored boats and looked like he would cross behind us. Apparently, we were not moving fast enough for him so he sped up, changed course, and decided to cut in front of us. Sharon held her course and we crossed well behind the fishing boat.

We set course to pass under the Bay Bridge, when the same fishing boat came roaring at us from astern yelling all kinds of profanity with hand gestures, claiming he had right-of-way and we should have slowed down. We had apparently crossed and caught his trolling lines without any noticeable change to our speed or engine rpm.

As we got closer to Annapolis, I decided to see if we could catch a mooring for the night and take a look at the propeller. Since the moorings were all full, we decided to fill the diesel tank and move on. Well, all the backing and forward waiting to get into the fuel dock must have loosened up the fishing line tangled on our new folding prop and now there was a noticeable problem. We limped into Back Creek in hope of getting a short haul at the Bert Jabins Yard the next morning, but they are closed on weekends. We were going to be stuck on the boat with temperatures in the upper 90's until Monday morning!

Well, Saturday morning Jabins had a couple of forklift drivers putting in and taking out small power boats from the storage rack. After much begging, I convinced the supervisor to copy my credit card information, clear one of the lift pits and lift us out to see if we could clear the prop and inspect for any damage. Wow, was I glad we stopped. There were 8 large lures with 2" long hooks and a rat's nest of fishing line wrapped around the folding prop (see photo).

None of the line got into the seal between the prop and the sail drive, no damage, just a lighter wallet.



So, onward we went Saturday afternoon, heading south to Knapps Narrows and to the Dun Cove anchorage only a day behind the rest of our HSA-1 friends. As you may know the Corps of Engineers just finished dredging the Bay side entrance to the Narrows. Despite some grounding problems getting through last year with our 5-foot draft Hunter 356, we were confident that we would have no problems this year with our new 5'-2" draft MH40 ...wrong!

You need to read Fleet Captain Dan Breitenbach's article on page 7 in this issue of *The Log* about the new dredged channel approach to Knapp Narrows. We had no problems getting past the two green day markers, but the old dog leg turn outside Red Nun 4 is no longer there. We aimed for the new Red Nun 4 very near the south shore of the entrance, apparently drifted too far north and the depth gauge went from 9 feet to 4'-8" in a flash and we were aground in the mud.

Couldn't power off, radioed the bridge tender and he asked a power boat exiting the Narrows to help us on his way out. We threw him the end of a new 45-foot dock line that Marlow-Hunter had left us and he pulled us out. When he turned around to bring us back our dock line, a woman on the boat thought she could throw the line back or us. The rope barely made it over the gunnels of her boat and sank straight to the bottom. We made it to Dun Cove in time to polish off a few beers before a relaxing dinner in the cockpit with light wind and a cold bottle of wine.

We learned the next morning that our HSA-1 group skipped the La Trappe Creek anchorage the night before and headed directly to Trippe Creek where they were invaded by flies. Everyone was anxious to escape Trippe Creek that morning and head to Oxford Brewers Marina a day early. We caught up with everybody on Monday afternoon and thoroughly enjoyed the pool, good friends and the fireworks in Oxford.

Our trip home was uneventful and we got in some good sailing. The new boat handles well with her big mainsail and is certainly a lot faster than our old Hunter 356.

Our maiden voyage was certainly a memorable initiation for the new boat. While we still have lots of issues to get worked out with Marlow, Sharon and I are looking forward to relaxing sailing for the rest of the summer.



Thanks to Bob for showing joy comes from even frustrating times on a sailboat.

Fourth of July Cruise Wrap-Up

Our fleet grew as our celebration of the nation's independence progressed.



On Saturday, June 30th *Windrose* and *Zum Wohl* rafted to *Stargazer* in Dun Cove. Dan Breitenbach contributed the article on page 7 about his transit through Knapps Narrows to get to Dun Cove. After an afternoon of swimming we gathered on *Zum Wohl* for happy hour, concluding happy hour with brownie cupcakes complete with candles to celebrate Sue Reitz's birthday. As night fell, we could see the Saint Michaels fireworks over the trees on the other side of Harris Creek.

There was a light breeze on Sunday as the three Dun Cove boats "raced" across the Choptank to Trippe Creek on the Tred Avon. You could tell it wasn't a true race because *Stargazer* took a jaunt to the east to do circles to realign her flux compass and electronic wind vane. The water skiers in Trippe Creek were courteous; they stopped so the water would be calm while we built our raft. *Ruff 'N It* sailed up from Solomons and joined the raft.

Sunday afternoon was warm so a swim was again inviting. Happy hour was on *Zum Wohl* once more. Their enclosure sun screens made them the most popular boat on the raft.

Monday dawned with the invasion of the flies. And with temperatures again in the 90's with a forecast to be even hotter than the day before, the decision to go to Brewers' Oxford Marina a day early was easy. Who could resist plugging in and running a/c?

Vice Commodore Bob and Sharon Rectanus had their brand-new Marlow-Hunter, *Chasseur*, out on her maiden voyage and joined us at Brewers. Shortly after *Chasseur* arrived *Ruff 'N It* returned from an exploratory trip up the Tred Avon to about a mile from Easton where the depth dropped to seven feet. This hot day, and the next, happy hour was in the air conditioned clubhouse at the marina. Dinner was a short stroll away at Capsize Restaurant.

The third of July was a day at the marina, grilling dinner in their picnic grove, and an unobstructed view watching fireworks from The Strand next door to the marina. On the Fourth, *Ruff 'N It* and *Windrose* headed for the park-like setting of the Cambridge Municipal Marina for more fireworks while the rest of the boats headed home.



Thanks to Fleet Captain for organizing the cruise and for the great photos

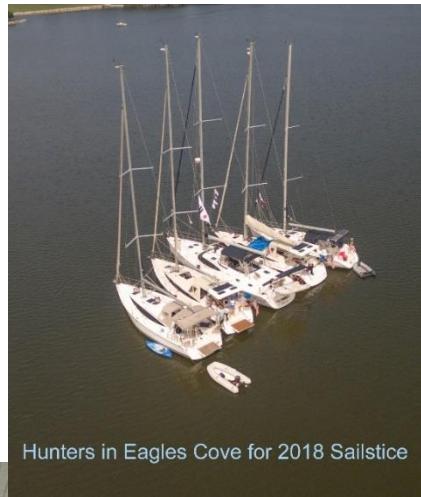
Sailstice Wrap-Up

The first weekend of the summer was forecasted to be like so many of the weekends this spring – damp and dreary. More than half of the 15-or-so boats that planned to be at the Chesapeake Hunter Summer Sailstice Raft-Up believed the forecast. After a drenching, blustery Friday, Saturday dawned gloomy but there was only one batch of nasty weather on the radar, so the raft was on.

By mid-morning the skies were nicer, with a light northerly breeze. Somehow, we clocked a 7-knot puff, although most of the morning was under two knots. *Pau Hana*, *Stargazer*, anchor boat *Elsie's Phantasie*, *Windrose*, and *Jibberish* rafted together, then the crews of two guest Hunters, *Off the Charts* and *Mosella* dinghied over to join them as the sun even came out to shine on our happy hour in Eagles Cove on the Magothy.

Most of the group had blue shirts from the International Summer Sailstice Celebration store when we posed on the bow of *Elsie's Phantasie* for a photo by *Stargazer*'s drone.

Since the little drone is technically a “quad-rotor helicopter” HSA-1 can now boast that they have a boat with a helo pad.



Hunters in Eagles Cove for 2018 Sailstice

Happy hour lasted well into the night and the night literally ended with a bang. *Windrose*'s wet foulies from the rainy Friday dripped on an inflatable PFD and at 2330 Saturday night it went “bang!”

Sunday's weather had light winds for the motorboat rides home.

Just as Greg requested in the Commodore's Corner, we had seen *Off the Charts* and *Mosella* rafted together the week before, sailed by and invited them to join the Sailstice celebration.

This article has been submitted for the August 2018 issue of *SpinSheet*.

Saint Michaels Picnic Wrap-Up

June 10th, like so many days this June, threatened showers but it did not rain on our picnic. A downpour rolled through Saint Michaels mid-afternoon and another passed just to the north during the picnic, but we kept dry.

Tina Meegan made a slew of sandwiches and each of the seven boats brought a side to share with the group. Good eats and great conversation!



Dave and Susan keep *Joie de' Vie* at Flag Harbor and were planning to join the other three Calvert County boats in San Domingo Creek. However, the crews of the three boats from Solomons (*Melanna*, *Ruf 'N It*, and *Windrose*) all came by car. So Dave and Susan sailed around to the Miles River and like *Zum Wohl*, *Stargazer* and *Enavigare* took slips in Saint Mikes.



Thanks to Barb Steele for the photos on this page and throughout the year.

Memorial Day Raft-Up Wrap-Up



First time ever raft captains Tom and Irene Walton of *Musetta* planned one of the most enjoyable and informative themes we have ever had for a raft-up. The West and Rhode River Keeper, Jeff Holland, informed and amused us on the Saturday of Memorial Day Weekend.

Despite the threat of thunderstorms, seven Hunters came out to the Rhode River raft-up between Big Island, which at 500 yards long isn't all that big, and High Island, which is no longer high enough to be an island. We've known all of the boats for years, although for Paul & Dottie of *Tenacity*, Steve & Suzette of *Schatzi* and Dave & Marie of *Windsprint* this was their first raft-up as HSA-1 members. Like Steve & Elsie of *Elsie's Phantasie*, Carl & Sue of *Windrose*, and many others, these boats belong to both HSA-1 and Northern Star HSA. We welcome our NSHSA sisters and brothers to their first raft-up as HSA-1 members.

Jeff's top-notch presentation ranged from history – he pointed to a spot that we could see from the raft-up where generations of the same waterman family have lived continuously since the 1600's – to watershed conservation and the improving state of the rivers today. One of the best pieces of news regarding the state of the rivers was that the bacteria count was low and we could safely swim in the Rhode. It was a hot day and a swim felt great!

He also delighted us with one cute rhyming ditty after another until he had our whole group singing the chorus of the Eastport Oyster Boys' tune "AUV-Aquatic Underwater Vegetation". Yes, that is a song as well as a measure of the health of the Bay. Jeff promised to bring his ukulele next time, although his acapella singing sounded right on key to us.

This article first appeared in the July 2008 issue of *SpinSheet*.

Save on BoatUS Membership



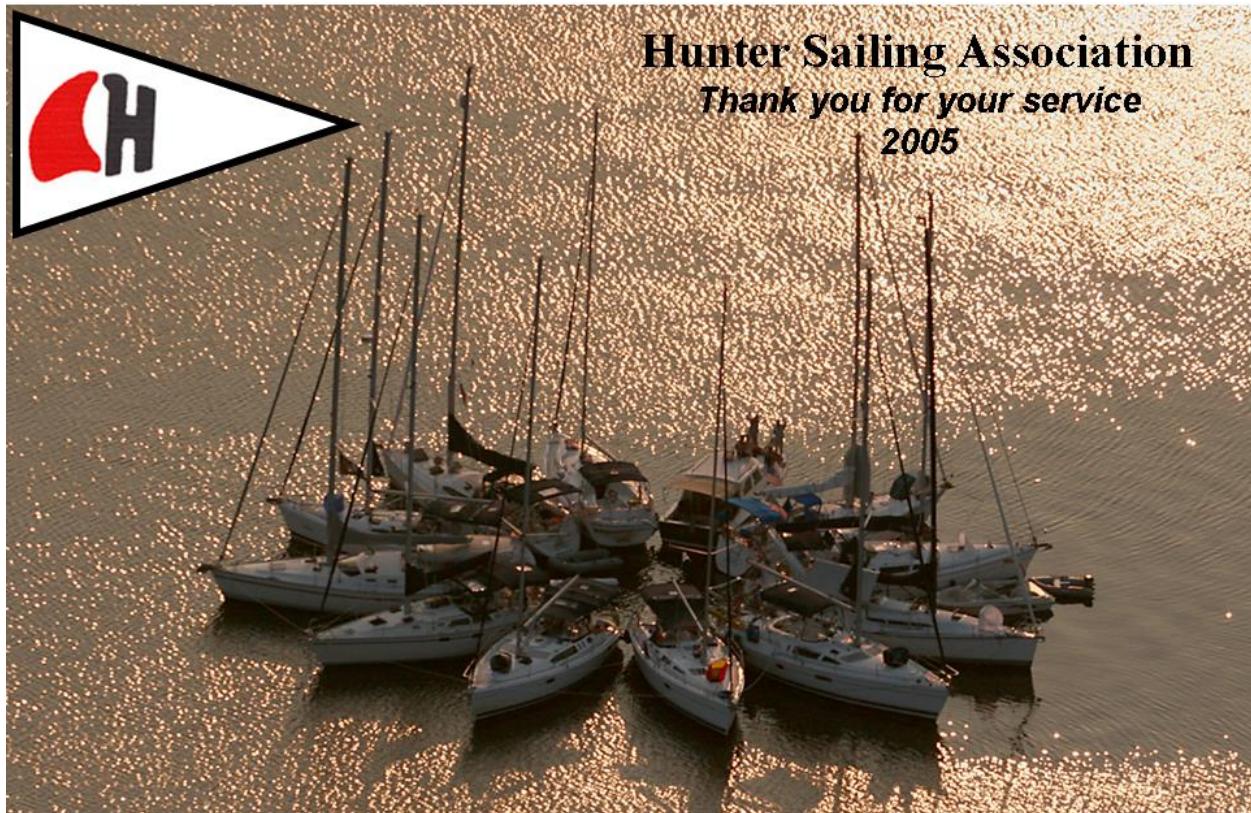
Boat Owners Association of The United States

Our Club's cooperating group agreement with BoatUS saves you 50% on your individual membership renewal. When your BoatUS Membership is up for renewal, just mark your current renewal application with Group ID Number GA80192S and save \$15.

Out of the Past

2005 Circle Raft on the Wye River

Back on August 20, 2005, when drones were pretty much a military-only thing, we hired an aerial photographer in an airplane to get a picture of our circle raft in Shaw Bay on the Wye River. At the next annual meeting —Commodore Greg — yes he was Commodore back then as well — gave this copy of the picture to a number of club members who helped make the year a success.



Clockwise beginning with the powerboat at one o'clock, *Hunter*, *Windrose*, *Enavigare*, *Canvas Caper*, *Apres Ski*, *Shearwater*, *Stargazer*, *Sunrunner**, *Windkist**, *Calista**, *Windsprint**, *Mood Swings*

* Indicates member of NSHSA, all other boats are HSA-1