

Members Mailing Address

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Southern Maryland Sailing Association
PO Box 262, Solomons, MD 20688



May 2010

Vol. 40 No. 5

May			
Thur	6	First Small Boat Race	6:30
Sat/Sun	8/9	Second Saturday Cruise	
Sat	8	Spring Invitational	
Mon	9	BOD Meeting	7:00
Sat	15	Frost-Goode Race	
Sat	15	UIS Power Squadron Class	9:00
Sat	15	Clew Inputs Due	
Thur	20	Commodore's Dinner	6:00
Sat/Sun	22-30	Cruise "Baltimore or Bust"	
Sat/Sun	22/23	Women's Series Race	
Sat	22	Luau	4:00
Wed-Sun	26-30	Long Island Sound Cruise	
Sat/Sun	June 5/6	Race/Cruise to Herrington Harbor	

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Commodore's Dinner Theme

Race Updates

Cruise Report

Junior Updates

Social Updates

The Commodores Corner

It's May and the sailing season is All of the programs have had activities preparing for a busy year. Recently, I had a great time with a group that got together at the clubhouse to inventory and analyze the condition of the Opti Fleet. It was enjoyable working together preparing the boats for the upcoming Junior Sailing Camps. At the end of the morning it was apparent that each boat, rig, and set of blades needs to have some attention, certainly some more than others. The list is wide and varied, ranging from cleaning, to fiberglass repair, some painting, some sail repair, or hardware replacement. There will be another day or several needed to get the fleet ready. Come by SMSA, there is always a place in the group that gathers to enjoy this ritual.

Racing has taken off. The last Wednesday race of April the fleet literally flew around the course with the winds blowing 18-22 kts, gusting over 30kts. I haven't heard of any damage. That's a good thing. But it has been proven again that boats move faster through the water upright than on their side. Foxtrot Corpen and Rhumb Punch headed to Annapolis to sail in the Sailing World NOOD regatta. Let's hope they fair well.

The cruise program has been bubbling with the plans and news of the upcoming Second Saturday and Baltimore or Bust Cruises. It sounds like there are great times planned to get together with others as we reach out away from SMSA.

I hope that you didn't miss Opening Day, the food is always good, but the oysters after the flag ceremony were amazing. Large plump and sweet, and John Dixon treated us again to some Oysters Rockefeller.

There have been several new members approved for membership recently and I would like to welcome all of those to SMSA. I look forward to seeing you at one of the mentioned events or at others coming up. There are other chances to gather at SMSA, just try one of the Commodore's Dinners on a Thursday night, the Friday Happy Hour, or one of the boating courses that are planned. It's a great place to have some fun for both old and new.

It's May and the sailing season is in full swing.

Clarke

Social

Opening Day has come and gone and a big thank-you to everyone that attended. There was plenty of great food supplied by directors and officers as well as club members. The oysters which were supplied by Captain Smiths' were big and plump and devoured quickly. A hearty thanks to Merrie Ruth for setting-up and running the Mimosa and Bloody Mary bar, as well as Kate and Chris Miller for running the main bar and all that helped clean-up!

Look forward to the new season and all of the upcoming events.

Cheers,

John, Social Chair

Commodore's
Dinner
Thursday

May 20
Doors Open at
6:00
Theme:
"Seafood"

**Buccaneer 18
North American
Championships**

June 20-25

Volunteers & Sailors
Needed

If hanging out for a day or more with some really fun visiting Buccaneer brothers and sisters sounds like a good way to spend some of your time please contact Jimmy via phone or Email

Also, if you are interested in sailing in the event let us know. We can likely help you find crew who need skippers, skippers who need crew...possibly a boat who needs skipper and crew.

Registration is now open at
www.BuccSOMD.org

Thanks Jimmy Yurko
jimmydyurko@gmail.com

240-434-1312

Racing Update

This has been a great start to a great season! We had 13 boats come out for the Spring Frostbites and 20 boats for our first Wednesday night races. 28 boats have signed up this year, so that is a good turnout. As of this writing there are 10 open RC slots and 8 boats that have yet to sign up. Hopefully, one of my kindly reminder emails will get those filled in.

I do need your help. On Saturday, June 5th is the Race to Herrington Harbour. I need a team to be liaison between the great folks up there and our club to arrange for boat slips and social activities. The party far out bested the racing last year, but it would be wonderful if we could have both! Contact me at race@smsa.com to let me know if you can help.

And more help is needed to track down old information. I submitted this year's paperwork for the Aids to Navigation which document our race marks. I have been informed by the US Coast Guard's Chief, Navigation Systems Division, Auxiliary National Staff that our file of old applications is missing. I would appreciate if all prior Race Chairman who have a copy of any previous applications that were filed, please get me a copy. Having the file of old information expedites the approval of our current and future marks. I know we have been doing the paperwork for years, but with this new staff member in place, it appears we have to convince him a little. Thanks for anything you can get me.

Joy



Are we there yet?

Sharps Island Lighthouse

From Canada to the Chesapeake



Handy Guide to Racing Rules

Based on feedback from the members at the racing rules seminar, I am getting ready to place an order with US Sailing for 'Handy Guide to Racing Rules' booklets. These are a great 15 page booklet that highlight and summarize the basic rules with graphics that help depict the scenarios. The book has the basic racing rules visually displayed and is easy to understand. "Simplified, 15 page, pocket sized guide to the basic Racing Rules of Sailing 2009-2012. An essential reading if you are new to racing. Includes: Principles, diagrams for when boats meet & turns penalties, propulsion, protesting, requesting redress and more."

More information can be found at store.ussailing.org under Racing.

I have placed a copy of the booklet at the clubhouse behind the bar if you would like to look one over. They are a great tool for you and your crew to learn the rules.

Please email Kristi at training@smsa.com with the quantity you would like to order or sign up on the sheet at the bar by 04 June. I will gather the orders, determine cost, and let everyone know the final amount. Payment is due prior to me placing the order.

Expected order date 18 June.

Pricing: ~\$5 per book

(final cost based on total quantity ordered)

Picture from US Sailing website



Training Announcement

SMSA, in partnership with the US Power Squadron, is pleased to announce additional training seminars for the summer season.

All SMSA members can attend at USPS member prices.

See next page for details.

Land-locked?

Sailing season is finally upon us! Do you need crew to help race/cruise your boat? Are you looking for a boat to race/cruise with? Sign-up on *SpinSheets* free Crew Listing service!

<http://spinsheet.com/crew.asp>

Bar Tenders Take Note!

There is a new page online where people can check the SMSA bartender volunteer schedule. View the schedule from the main SMSA page by clicking on the link in the Upcoming Events section under Friday Socials. Members can also e-mail the Bar Manager and Webmaster to get their name added to the list, rather than going into the clubhouse to sign-up.

Summer Camps Update

We're planning a full season of summer Jr. camps as well as intro programs for children, teens and adults. Please contact Junior@SMSA if you, or someone you know is interested in participate in some sail training this summer.



Patuxent River Sail & Power Squadron

A unit of United States Power Squadrons®

Introducing....

USPS University's 2010 Boating Seminar Series

May 15 Held at Southern Maryland Sailing Association

9:00am - 12:00 \$30 USPS members/\$60 non-members

Using VHF/DSC Marine Radio

Everything you need to know using VHF:

- How VHF radios work and their controls
- Using the correct channels & procedures
- Advanced methods of communication including DSC

1:00pm - 4:00pm \$25 USPS members/\$45 non-members

GPS (Global Positioning Satellite)

- Learn how GPS operates and what the screens show
- Find where you are and where you want to go.
- Enter and Use Waypoints to navigate
- Use Routes, Tracks, Bearing, and Distance for safe navigation.

May 23 Held at Calvert Marine Museum

9:00am - 12:00 \$30 USPS members/\$60 non-members

Partners in Command

Introduction to Command for Partners and Crew

- Boat handling, Rules of the Road and Navigation Aids
- How to handle Emergencies On-board and Safety Equipment
- How to call for help using VHF Communications

1:00pm - 4:00pm \$30 USPS members/\$55 non-members

Trailing Your Boat

Introduction to trailering with classroom and actual demonstrations

- Types of trailers, hitches, tires
- Launching, retrieval

June 26 Held at Southern Maryland Sailing Association

9:00am - 12:00 \$30 USPS members/\$60 non-members

Using Radar

- Radar Basics, Operator Controls
- Target Identification, Ranges, Headings, Rain & Snow effects

1:00pm - 4:00pm \$25 USPS members/\$45 non-members

On-Board Weather Forecasting

- What Causes weather, understanding clouds and wind
- Recognizing advancing weather systems, and more.
- How to find latest weather info, sigmets, etc.



The Patuxent River Sail and Power Squadron presents USPS University!

New programs targeted to a range of boaters and types of boating. Our Seminar Series are targeted to specific topics with 2-3 hour formats, and valuable take-away guides.

Each seminar provides credits toward the soon to be released Boat Operator Certification program, and credit toward elective courses.

**Call Today for more
information and to
Register!
(301) 475-3883**

REGISTER ON-LINE
[www.usps.org/localusps/
patuxent/](http://www.usps.org/localusps/patuxent/)

REGISTER BY EMAIL
uspsSeminars@yahoo.com



SMSA COOKBOOK



SMSA has a wealth of expert chefs who, as we all know, contribute delicious food at club events. Over the years from sampling the variety of pot-luck rendezvous meals, cruising happy hour refreshments, spicy Chili Cookoffs, and recent themed Commodore's Dinners many of us have probably replied, "This is really good! Who made it? Tell me how you made it or send me the recipe." Well, SMSA friends – it's time to gather some of these well-loved recipes into a cookbook. Then we each can prepare the delicious recipes. At the March Board of Directors meeting, the request was approved to let us pursue this fundraising project.

I have volunteered to be the "chief cookbook connoisseur" (really just the interested chairperson) to organize this new SMSA Cookbook. I do need a committee to help with the whole process. **If you are interested, please let me know.**

Meanwhile, all SMSA members are invited to start browsing through your favorite recipes and then submit them to me. Include the recipe title, recipe, and name of the contributor (also boat name, if desired). Recipe notes may be added if relevant or of interest to others. Here is a list of probable categories for the cookbook:

- BEVERAGES, APPETIZERS, AND SNACKS
- BREADS AND ROLLS
- SOUPS AND SALADS
- VEGETABLES AND SIDE DISHES
- THREE SQUARES- BREAKFAST, LUNCH, AND DINNER
- COOKIES AND CAKES
- OTHER DESSERTS

If there are any questions, feel free to ask me. Many thanks in advance!

Donna Maneely
22545 Garrison Dr.
California, MD 20619
301-863-2231
dsmanceley@verizon.net



WELCOME ABOARD!

Please help me welcome our newest batch members just approved by the BOD in April.

Bill Ostrander & Gayle Craig reside in Reston, VA, but also have a home in Dowell. Bill and Gayle own a 40' C&C named *Atlas*, which is docked at their slip in Windward Harbour. They are interested in our Cruising, Social, Facilities and Training & Education programs. Bill and Gayle were introduced to SMSA by their neighbor, Peter Carlson, who is their sponsor.

Marty Linclau-Miller is a La Plata, MD resident and was introduced to SMSA through fellow racer (*and fellow La Plata resident*), Tom Attick. Marty is a Detroit, Michigan native with strong racing roots. He has a Laser SB3 named *Three Up, Three Down*, which he plans to race in our Thursday night small boat program, once it arrives here from Detroit. Marty has been a participant in our Spring Frostbite Racing series as a crewmember aboard Tom's boat *Splash*. Marty is very enthusiastic about being a new SMSA member!

Not new to SMSA is **Eddie Sierra**, who has been a Junior Member since 2007. Eddie has been active in our High School Sailing program as well as our Big and Small Boat racing programs. Eddie turned 18 in February and requested to renew his membership as a Young Adult member for 2010. The Board of Directors was happy to honor his request and we are pleased to have him continue his association with SMSA. Eddie recently purchased a Vanguard 15, named *New Divide*, and plans to race it in our Thursday night program.

Massey & Dale Rausch are Solomons residents and were sponsored by Clarke McKinney. Massey and Dale have long been active with Eastport Yacht Club and St. Mary's College Sailing Association. Dale, a St. Mary's College Alumni, was one of the three founders of the Governor's Cup Race from Annapolis to St. Mary's City back in 1974. Massey and Dale possess a wealth of experience around both sail and power boats and are going to be a great addition to our club.

Laura Comeau-Stanley
Membership Chair

From Canada to the Chesapeake

Written by Jim Owens

I sold *Oenghus* in December 2002. Contrary to the old saw, I noted in the log that it felt like a funeral. A year later I still wanted a boat. In 2004 I still wanted a boat. I did some off shore crewing for others but still wanted a boat. Finally in 2006 I started to look seriously. I had decided to look for a catamaran because I wanted to get away from 30 degrees of list and serious rolling.

In November 2007 I inspected and I put a deposit on a Gemini located on Lake Champlain at Rouses Point, New York. The town is less than a mile from the Canadian border at the uttermost end of Lake Champlain. The Lake Champlain Canal at the south end of the lake, which leads to the Hudson River, was closed until 1 May.

On 16 April 2008 my son Billy and I rode Amtrak from New Carrollton to Rouses Point. It took twelve hours. Most flights took longer, with three legs, and still landed one fifty miles away in Plattsburgh or Burlington, Vermont. Our motel was about three-quarters of a mile away and the plan was to take a cab. We were each carrying a large duffel as well as smaller bags. There were only two cars at the station and a query to the woman by one of them divulged there were no cabs in Rouse's Point. We set out to walk and she asked where we were going. When we told her she told us to get in her car and drove us to the motel.

The boat was on the hard and we set out to get her provisioned for the trip. I had sewn jacklines over the winter but still needed a harness for Bill, a dinghy and various pieces of safety equipment. All of this we got from West Marine in Burlington. Meanwhile we explored the local restaurants and a fine coffee shop in Rouses Point.

On 20 April I asked the marina owner to be put in the water. He looked at me as if I were a lunatic and told me no one launches that early. The yard manager approached me later and said he would put us in despite the high water because there was no ice. We went over the next day.

We soon discovered that fresh water put in the tank immediately leaked out. After an unsuccessful search for the leak we opted for jugs. We had two small electric heaters aboard and propane to cook with and to run the reefer while underway.

At 0845 24 April we were underway to Burlington Municipal Marina. Attempts to call them on VHF and cell phone were unanswered. We called Parks and Recreation, who operate the Marina, and were told we could tie up but there were no services. Indeed, when we got there the floating docks were in the water but there was no way to get off other than to shinny up an I-beam at the sea wall far enough to reach the railing and pull yourself up.

Jamiedhu, previously *Lily*, had two 27 HP Yanmars installed to replace the original 9 HP diesels. Morse controls were fitted to the console and the boat handled very well. Well, except when we were docking and the whole thing, teak blocks and all, carried away. I immediately started calling marinas who advertised year round service. One woman laughed at me for looking so early for repairs. The last number was the Ferry Dock Marina. Foreman Kevin agreed to come take a look after the work day ended. We discussed the possible repairs and at 1635 Kevin, along with John and Bob showed up with all-thread, washers, nuts, portable drill and a long bit. In less than twenty minutes holes were drilled, the rod threaded into place and nuts and washers installed. I asked to pay them and they turned me down. "Fair Winds".

Needing fuel we set a course to Shelburne Marina. On the way were boarded by the Coast Guard protecting the west coast of Vermont. Turned out to be a photo op for a magazine but the Coasties and their inspection were real. As we headed south from Shelburne the only vessels we saw were the Vermont-New York ferries.

At Westport Marina we unstepped the mast. There were no other boats; head was open but no hot water; no reception for cell phone.

On the way to Whitehall passed many historic sites including the French Fort Frederick, Crown Point, and Ticonderoga but didn't stop. Lake Champlain narrows until it looks like a river. There were many boats trolling for salmon and rafts of dead alewives. Locals said it was because alewives were an invasive that could not take the cold.

Lake Champlain is beautiful with many islands and vistas to enjoy. Anchoring can be a problem. The lake is quite deep and the depths run up to the rock bound shore in many places.

Arrived at Lock 12 Marina at 1600 26 April with one dead engine. A little investigation showed the starboard alternator was not working. A cheap set of jumper cables solved that problem until a better fix could be made.

Whitehall is a historic town but long since left behind. Benedict Arnold built a fleet of ships here during the Revolution. He was defeated but delayed the British. Later in the War of 1812 Commodore Thomas McDonough defeated the British Navy in a close battle near Plattsburgh. The remains of Commodore McDonough's ship are under a shed near the Skenesborough Museum

On the 27th we learned the Canal would not open on 1 May. The opening was delayed indefinitely because of high water. I had to be back by 18 May because I was co-chair of my 1954 Naval Academy's class's 54th reunion. The routine was to call the lockkeeper in the morning and then go exploring the area in a rental car. Canada was off limits since we had not carried our passports.

Finally the canal opened on 7 May and we cleared Lock 12 at 1140. The locks in the canal close at 1700 and there is no slack. Our cruise had turned into a delivery.

We had hoped to make Lock 7 to tie up in Fort Edward. We ended up at a floating dock about a mile above the lock. Bill walked into town while I turned to on dinner.

As we proceeded south the wind came up making docking difficult. At Lock 4 the boat pole bent as Billy was holding us off the wall. The next two locks had drops of fifteen to eighteen feet and strong currents on exit. By 1510 we were tied to the Troy Dock. They weren't ready for customers and the heads were not open. The dockmaster, Tony Berlino, drove us across the river to an athletic club for showers. No charge. May his shadow never decrease.

We explored Troy on foot and ended up at a fine pub, Holmes and Watson, for dinner.

On the 9th we cast off at 0715 and motored to Hop-o-Nose Marina on Catskill Creek to have the mast resteped. There were many northbound Canadian boats to have their masts unstepped. After hooking up the fore and back stays we were told the rest was ours to deal with. As it turned out the strap at the spreaders would not release so we hooked up the shrouds and I hoisted Billy up the mast to untangle it.

The next day we got the main rigged with much difficulty in the wind. Decided the genoa was for another day without the wind. I asked about a place to do some shopping and was told there was nowhere close enough to walk to. Billy went on a patrol and found a Wal-Mart less than a mile away. We filled up on various staples and stopped to get some beer on the way back.

The morning dawned with high winds and an evil chop straight up the river. We proceeded on. A number of interesting lighthouses were along the way. Some of them had been converted to B&Bs. Found a slip at Chelsea-Carthage Marine crumbling before our very eyes. Very expensive and cash only. Proprietor was Michael Schwall, Siciilian-German. Later gave me back about half of what I had paid. Not sure what that was about.

Still later while I was putting dinner together he called on the VHF and asked me to send my crew up to the office. Billy returned with two superb bruschetta from the Italian restaurant next door.

On the 12th as we continued through the beautiful Highlands we passed Pollepel Island with the ruins of Bannerman's Castle. West Point was next, high above the river, where it makes a sharp turn. It was here the Colonists spanned the river with a heavy chain to keep the British fleet from passing. Square riggers headed up-

stream would have had to tack there under the guns of West Point. It was the target of Benedict Arnold's treachery. He was to surrender West Point for 20,000 pounds and a commission as a Major General in the British Army.

His contact, Major Andre, was captured by militia, and the plan discovered. Andre was hung but Arnold escaped.

Once we passed the Bear Mountain Bridge south of West Point and were out of the protection of the Highlands the pounding started again. Soon the wind vane went over the side and the anemometer ceased working. It's up there cockeyed and does not register on the instruments.

About five miles above Tarrytown the port engine shut down. I was below napping and came on deck immediately. Bill had stood up from his perch above the starboard cockpit seat and the Hudson River chart book blew off his lap and the cushion followed over the side. We crept into Tarrytown Marina. Turned out they did not do repairs. I called my old friend Chris Oliver for instruction and he pointed out I needed a 10mm wrench to bleed the fuel system. I did not have one and decided to stay another day.

On the 13th we started to cross the river to another marina where there was a mechanic. The wind was fierce and we couldn't turn the boat to get out. After being blown from the fairway into a slip we got a line on a piling and tied up. The marina across the river called and told us not to come. One of their floating docks was partially loose. Called Tow Boat/Us who declined to come: too rough. Another Tow Boat operator agreed to come in his pickup with a 10mm wrench as I had the filters. Fair deal and fair price .

The next day, the 14th, we refueled and cast off at 0750 for Sandy Hook. I was confident that I could get along without charts having earlier made a similar passage. Wind light and hazy. At about mid Manhattan we passed a schooner with school kids aboard "tacking" back and forth under power. No doubt so they could show how the sails worked. Busy ferry traffic from New Jersey kept us alert.

As we approached the Verrazano Narrows a large Korean flagged freighter came up behind us at high speed. There was really no place to go because I had no charts and was reluctant to leave the marked channel. He passed us about fifty feet away. Too close for me.

As we continued south I picked up a radio tower at Atlantic Highlands and set a course for it. We were looking for the breakwater at Atlantic Highlands when Bill spotted a white buoy off our port bow. I changed course to see what it was. In a few minutes we were being chased by Navy MPs. Turned out we were in a restricted area at Port Monmouth. The sailor who boarded picked up on my USMC cap and the event turned into a sea story session. Documents and IDs were checked and sympathy for the lost chart expressed. With a stern warning to get out of here ASAP we were freed.

The Atlantic Highlands Municipal Marina was nearly full but we were offered a space on a T-head, which suited us. After we tied up we walked into town for groceries and a new boat pole to replace the bent one, a cushion to replace the lost one, and a Yanmar filter to replace the used one. The marina is first class.

The next day we hoisted the genoa, took on six gallons of fuel and shoved off for Cape May. About the time we passed the Sandy Hook sea buoy, the breeze vanished. We passed Atlantic City around midnight motoring. Previously laid out waypoints worked smoothly and we arrived off Cape May breakwater about 0500 in a fog.

Rather than run the inlet in a fog we circled for an hour and then in better visibility worked our way into the harbor. At 0611 we were anchored off the Coast Guard Training Station. Turned in and went to sleep listening to the drill instructors calling cadence for their trainees.

Early in the afternoon after a late breakfast and refueling at Harbor View Marina we took the Cape May Canal to the Delaware River and set a course for Green 19. Once again we had a stiff breeze on our bow and it beat us up as we proceeded up the river. We anchored in the late afternoon in Nantuxent cove on the left bank hoping to get some protection from the wind.

We dragged about fifty feet overnight.. In the morning, after struggling to get the anchor up, we set out for the C & D canal arriving about noon. That is an easy run except that now and then there are large ships and tugs coming toward you. About 1500 we cleared the canal and decided to go on to Worton Creek Marina. My son David showed up, all the way from Sandy Point, in his Galaxy fishing boat to check us in.

Upon departing Worton Creek we found the wind again in our faces and the bay rough with a two and three foot chop. About noon we had had enough and turned toward the Magothy for a sheltered anchorage. About an hour later I went below for a snack and found two feet of water in the starboard hull.

We bailed with two buckets as fast as we could go for ten minutes but did not seem to be making progress. A call to the Coast Guard for assistance resulted in a 25 footer, 255821, coming alongside in about ten minutes. Their 4 inch pump was doing a good job of getting the water out when it quit. Another 25 foot boat showed up with a pump and we resumed emptying the hull. Before it was over we had boats from Anne Arundel Sheriff, DNR marine police and a CG cutter standing by, as well as TowBoat/US from Baltimore Marine Rescue.

When the water was gone a search for the leak started. Nothing was amiss. No holes, no hoses broken, no through hull fittings at fault. I was reluctant to continue not knowing how the water got in. With the engines running I decided to continue to the Magothy. Turned out there was no place there with a lift and the Coast Guard petty officer suggested I take a tow to Rock Hall lest we take on water again. They followed us in the 25 footer as we were towed by Baltimore Marine Rescue to the Sailing Emporium.

After we were in the slings, there was still no indication of how the water got in the boat. Paper work was taken care of, the insurance company notified, and owner Art Willis found us a motel room. Stranded, Bill called my daughter Heather to come rescue him to get my car. Turned out she was on Route 50 en route from Ocean City to home. She detoured and picked Bill up and I walked to the Harbour Shack for dinner.

The next day with my car at hand we drove back to the marina and found the foreman and several workers as mystified as we had been. We put the boat in the water and still no leaks. Got underway and still no leaks. The bay was rough again so we went out to see what happened. No leaks..

Reluctant to continue until the water source was found we had the boat hauled and blocked. We removed all the wet clothes and trash from the boat and left for home waiting for the surveyor's inspection. He was a baffled as much as anyone. After some internet searches he found a similar case.

When we were hauled the starboard board was down but I had not put it down. Turned out the lock nut had backed off allowing the board to fall. Being neutrally buoyant it worked up and down through the chop pumping water up the trunk and into the boat. Part of the pre-departure check now is those two nuts. If the boat is sailing the side pressure keeps the board still. So, no problem.

The boat as built had no bilge pumps. There was soon one in each hull. By now I had to leave the boat on the hard while I rejoined my Reunion Committee. We were celebrating the 54th Reunion of the USNA Class of 1954 with about 490 of our classmates and wives.

On 13 July we returned to the boat and left Rock Hall and soon had an overheated engine. It was shut down and we continued on to Knaps Narrows where a new impellor was installed from our on-board spares. At 1000 the 14th of July we tied up at Calvert Marina. Home at last.