



Memorial Day Cruise May 24 through May 26, 2008

Whisper got underway Saturday morning at 0900, having delivered our Able Bodied Seadogs off for a weekend in the country. Brilliant sun, visibility unlimited, North winds about 10 kts. The first hint of things to come was the call from Jim Campbell on *South Wind* to let us know that they were experiencing engine problems and would not be joining us.

As we sailed out Eastern Bay, we could see all the spinnakers of the Annapolis-St. Michaels race coming down the Bay. We would be turning around G "1" at the same time – but in different directions! As we approached the mark, the wind petered out and we all drifted toward the mark. After considering the consequences of hollering "Starboard" at wave after wave of cranky racers, we fired up the engine and did our best to avoid them.

As we got past the first wave of 50 or so, we encountered an equal number of larger boats heading further South to a different turning mark. So we motored on until the coast was clear, and went back to sailing.

After a very pleasant sail, we anchored at the top of the Rhode River, just off of Camp Letts, about 1300 and waited for the rest of the fleet. And waited. I had the cellphone on and the handheld monitoring Ch. 72. About 1600 we started to wonder whether this was the CSSM version of a Snipe hunt – let the new member organize a cruise, and no one show up!

And then the phone rang. My obviously pathetic handheld had not picked up call from *Esperanza*, so Virginia was on the phone to let us know that they were on the way in, with *Ellis Island* nearby. Salt Shaker was going to be delayed because they were going to the assistance of the Soksos on *Voyager* – engine problems.

Salt Shaker appeared with *Voyager* in tow. I'm not sure if Mike and Lynn were eyeing *Voyager* appreciatively or pondering the laws of salvage, but they did a very neat job of dropping off their tow and everyone was at anchor at last. Barry rowed over to lend a hand and after the appropriate ministrations they got the engine started.

After a thoroughly enjoyable cocktail hour on *Whisper*, everyone settled in for a gorgeous evening.



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Sunday morning the forecast was for another beautiful day, with North winds at 10-15 kts., so we confirmed our destination for the night of Tilghman Creek (*Voyager* and *Ellis Island* were not continuing) and set off about 0900. All except for *Esperanza*. Looking back at her as we headed out, we assumed that Barry and Virginia simply were in no hurry to leave. The promised 10-15 kts. was looking a lot more like 5-10, so we had a leisurely sail across the Bay in the company of *Salt Shaker*, crossing paths with many of the returning racers. About halfway up Eastern Bay the breeze once again deserted us and the powerboat wakes made for confusing seas, so we thanked the wind gods for what they gave us and turned the engine on, arriving in Tilghman Creek and anchoring in the first cove on the West side. *Salt Shaker* arrived shortly thereafter and we settled in to wait for *Esperanza*, who was scheduled to be the cocktail boat for the evening.

Esperanza appeared about 1630, but as the true sailors they are, Barry and Virginia were shipshape and ready to receive guests by 1700 and the result was another thoroughly enjoyable time. Barry revealed that, rather than sleeping in, he had spent the first part of the morning trying to figure out if his starting battery was dead and rigging up a connection to the house bank so they could get under way.

The wind finally arrived overnight from the South and Monday was another beautiful day. *Salt Shaker* and *Whisper* got underway about 0900, but *Esperanza's* engine troubles continued. Barry declined offers of help, and so we departed. We unfurled the genoa for a quick, easy ride back to our marina. Barry called about 1030 to let us know that he had succeeded in getting the engine started, so everyone made it home.

Credited nights: Rovin, Gates and Albert – 2; Sokso and Ellis – 1.