



RIVERS AND CREEKS CRUISE REPORT  
AUG 30 – SEPT 3, 2009  
JOE AND KAREN DAY

Sunday, 8/30: Ten boats sailed from home ports to the Rhode River on a sultry day with moderate winds out of the North! A few put up sails after making the turn into the West River. All anchored on the Rhode in the area between Big Island, High Island and Murray Wharf. It being Sunday, there were a number of power boats anchored in the area, but most of these departed as evening approached and were replaced by a few more sail boats. There was ample room for all.

Day One rafted with South Wind and Empty Nest for cocktails at 1700. By 1900 the raft was broken up and all had returned to their boats for the night. A cold front was forecast to come through early that morning and it did – about 0200 – with strong winds out of the north! South Wind elected to reset anchor at about that time; otherwise the night was without incident.

Monday, 8/3: Morning broke cool, cloudy and windy with rain threatening. All boats departed anchorage after the 0800 captain's call and headed up the bay to the Magothy. The wind was on the nose (as was the current) for the most part at 15-22 knots with 2 – 3 foot seas, and it did begin to rain although not heavily. By the time Day One reached the Magothy, the rain had ended and some blue began to appear in the sky. Given the weather, it was agreed that we would all proceed through Magothy Narrows into the cut north of Gibson Island between Holland Point and Purdy Point. Once again there was room for all ten boats plus four or five non-CSSM sail boats. The sun did appear and several crews explored by dinghy the area around the south of Purdy Point between the Gibson Island Yacht Club and the Gibson Island Marina. Those approaching the Gibson Island Yacht Club seeking reciprocal privileges to visit the club were summarily repulsed by club staff!

Cocktails at 1700 were graciously hosted by the crew of Karaya. All boats spent a secure night in well-protected waters surrounded by some wonderful scenery as the N/NE wind abated somewhat.

Tuesday, 9/1: Winds picked up (15 – 20+kts) as dawn broke suggesting that the Bay would be lumpy and, given the wind direction, not great for sailing across to the mouth of the Chester River. Boats departed at various times after captain's call at 0800; most motor-sailed across the Bay which was lumpy, but not uncomfortable. The crew of Grace decided to take advantage of the conditions and sail around a bit before heading for the Chester River. They reported having a great time putting the slick-hulled Grace through her paces.



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Once around Love Point, it was possible to enjoy a good sail up the Chester River toward Langford Creek. By the end of the day all boats were settled into a slip or mooring at Lankford Bay Marina with much favorable comment about the facilities. We were joined there by the crew of Fiscal Stray who sailed up from the Miles River.

The crew of Day One prepared the pavilion for cocktails and barbecue starting at 1700. Marina staff had the tables and chairs all set up which made everything else easier. The cruise captain poured two bags of charcoal onto the barbecue which was probably overdoing it a bit (more to follow!). The pavilion is very nicely done with a clean concrete floor and is open on all sides. Crews began to arrive with their adult beverages, hors d'oeuvres and a variety of good things to barbecue. By and by the cruise captain decided to start the barbecue fire (none too soon!). An experimental fire starter was used at great risk and did show some promise, but the large amount of charcoal inhibited the process a bit. Then some real fire starter was located and things began to progress more rapidly. But success was finally and fully achieved when Bob "Fire-Starter" Meyn turned up with a newspaper (yet unread) pilfered from the co-crew of Empty Nest! Shortly there was sufficient fire to serve all families in and around the marina and Rock Hall. Fortunately, they did not hear about it and thus did not show up. Soon crews were gathered around wielding long handled instruments while trying not to get singed.

Appropriate back-drop for all this was provided by Commodore Mike E. in the form of burgees for each table and the large burgee hanging from the cross beam. The night was comfortable cool and clear (bright partial moon) with a nice breeze from the N/NE (still); perfect for the occasion which included the awarding of membership burgee to the crew of Rejoice (Jim and Linda Montague). Jim and Linda graciously presented Commodore Mike and the club with a magnificent oversized blue "cocktail" pennant that will no doubt see much use for the remainder of this season and seasons to follow. Pleasant company, pleasant conditions and good food – it does not get much better. At the end of festivities crews returned to boats for a quiet night and left the barbecue fire safely burning well into the early morning.

Wednesday, September 2: Winds had moderated a bit though still out of the N/NE. It was agreed that the eastern shore of Shaw Bay would make a better anchorage for the night and would permit all boats to stay together. Ten boats proceeded down the Chester River toward Kent Narrows. The crew of Grace headed for home port due to obligations the following day. Out on the River and approaching Kent Narrows winds were in the 10 – 15 knot range.



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All boats squeezed through the Narrows at or close to low tide with only one minor incident of channel dredging. Once out into Prospect Bay it was possible to enjoy a nice sail down to the opening of the Wye River. Shaw Bay was virtually empty with no other boats on/near the eastern shore. Winds remained steady N/NE and the anchorage was comfortable and secure. The crew of Salt Shaker sailed around from Knapps Narrows to join up, and once again we had eleven boats. Chuck Ellis (Ellis Island) even motored around from Averley Farms in his Whaler to visit.

The Commodore and Mrs. Commodore graciously hosted cocktails aboard Eagle at 1700 and flew the recently acquired cocktail pennant in case anyone had doubts about the location of the party. Chuck and his Whaler provided water taxi service (for a modest fee??). We counted twenty-three persons aboard Eagle and a great time was had by all. Incidences of spillage were few considering the number of persons aboard. All returned to boats in dinghies or by the “water-taxi” service and enjoyed a peaceful night.

Thursday, September 3: CSSM boats departed the anchorage at various times during the morning for home ports or for exploration of the Wye River. Once out on the Miles River, those heading toward the Eastern Bay enjoyed a wonderful sail (close reach for the most part) in 15 – 20+ knots winds; and so ended the 2009 Rivers and Creeks cruise.

**CRUISE NIGHTS**

DAY ONE	-	4
EAGLE	-	4
EMPTY NEST	-	4
FALCONER	-	4
FISCAL STRAY	-	2
GRACE	-	3
KARAYA	-	4
REJOICE	-	4
REJUVENATION	-	4
SALT SHAKER	-	1
SEA TRIAL	-	4
SOUTH WIND	-	4