



CRUISE REPORT
CHOPTANK EXTRAVAGANZA CRUISE – PART I
JULY 1-3
Subtitle: “Tow, Tow, Tow Your Boat”

July 1 – Home Ports to Dun Cove:

The Gods must have decided we deserved some decent weather and delivered it for this cruise. Temperatures in the low 80s, low humidity and a gentle NW breeze. *Whisper* left home port on Crab Alley Creek and sailed out Eastern Bay and down Poplar Narrows, transited Knapps Narrows without incident (unless you count the bridge tender giving the helmsperson five blasts on the horn for getting a little too close before the bridge was up). Once on the Choptank side we proceeded to Dun Cove and established the anchorage in the southern branch of the cove.

The rest of the fleet began to arrive around 1600. As *Rejoice* was entering the Cove, we noticed a Valiant very close behind it. Although we were not expecting *Voyager*, we hoped it was them as they were very close to *Rejoice*. In fact, it was *Voyager*, and they were very close – about a tow rope length behind, in fact! (Tow #1)

Cocktails commenced promptly at 1700, with the crews of *Rejoice*, *Voyager*, *Orient*, *Salt Shaker*, *Fiscal Stray* and *Gypsea* joining *Whisper*. Big cockpits come in handy! *Rejuvenation* arrived too late to join the party. *Wayward Wind* also was in the anchorage. Denny arrived alone, and kept saying that his mate remained on the boat to fix the engine. We all assumed that it was because their new four legged crew, Winston, wasn't trustworthy, but apparently Denny was telling the truth as shortly after cocktails he announced that a new secondary fuel filter had fixed the problem.

Rejoice joined *Gypsea* for dinner. This gave Denny a chance to repay the earlier service, as when he saw *Rejoice's* dinghy returning home under manpower, he sprang into action and provided a tow. (Tow #2)

July 2 – Dun Cove to Madison Bay:

Another beautiful day with temperatures in the low 80's, N winds about 10 kts. *Salt Shaker* notified the Cruise Captain that upon further review they realized that they had neglected to apply the current Maryland registration stickers for either the boat or the dinghy, and would detour to Knapps Narrows to retrieve them from Mike's desk, where they were doing no one any good. After a leisurely 0900 captains' call, the fleet got underway, with *Whisper*, *Fiscal Stray*, *Rejoice*, *Rejuvenation*, *Orient* and *Salt Shaker* continuing with the cruise and the other boats returning to home ports.

Whisper unfurled the genoa and concluded that no further work was required, gybing out the Choptank and into the Little Choptank at 4- 5.5 kts under genoa only. Reports were

that the rest of the continuing boats (with one exception to be described later) had an equally pleasant trip. After rounding G"5" in the Little Choptank we furled and motored in.

The entrance to Madison Bay looks a little tricky, with unmarked shoals, but no one had any difficulty getting in. The anchorage was just a little north of the red daymark at the head of the bay. *Whisper* was joined by *Rejoice*, *Rejuvenation*, *Orient* and finally *Fiscal Stray*. No sign of *Salt Shaker*. Reports from *Rejuvenation* were that they had overheated on the way to Knapps Narrows and had to be towed in (Tow #3) but were effecting repairs. I went ashore to make sure of our arrangements with Madison Bay R & R and took an extended walking tour of Madison, MD (the latter took about 5 minutes).

On hearing that the restaurant had an extensive bar, the captain of *Orient* suggested that we warm up for our 1900 reservation and it was agreed to hit the shore at 1800. We received a message from *Salt Shaker* that at 1700 they were approaching the entrance to the Little Choptank, so expected them to be joining us ashore.

Both the bar and the restaurant met or exceeded our expectations. On a Friday night it was doing a big business, with multiple parties of 10-12. Even the Karaoke was good. The highlight of the evening was the barmaid/bouncer in a shouting match with a female patron who she threw out. Still no sign of *Salt Shaker*, who we reached by phone only to discover that they had overheated again and were anchored at the mouth of the Little Choptank.

On leaving the restaurant, *Rejuvenation* discovered that they had broken the shear pin on the outboard prop. *Whisper* provided a tow. (Tow #4).

I cannot do justice to Mike Gates' description of their day, and so I will just repeat it:

"After Tow boat got us back to the floating dock to Knapps, we got a guy on the problem and he declared it fixed by replacing a gasket on the strainer. "This was allowing air into the system and preventing the raw water from pumping.". Skeptical as we were, we left Knapps at about 3:30 with fair wind out of the North and sailed to the entrance of the little Choptank. Wind had fallen almost to nothing; so we motored for about 20 minutes, noticed that we were not pumping water, and shut down the overheating engine just inside green one. With almost no wind we sailed into about 9 feet of water and dropped anchor into the VERY exposed mouth of the little Choptank. About 2AM we awoke to 20knt winds out of the south west and four foot seas, and put out 175' of scope. At dawn we raised the sails and sailed to the bay side of Knapps Narrows. We dropped sails at green one turned on the topped off engine and overheated at red 4 and with 15 knots on the stern we tied up to the bulkhead at Tilghman Island Marina. At this point Lynn declared she couldn't take it anymore, and left the boat. Denny Sokso came aboard an hour later and, with the engine cooled down enough, we motored *Salt Shaker* to the floating dock.

I then wrote a very mature 2 page e-mail to the General Manager of Knapps Narrows Marina thanking the three individuals who had worked on the boat the previous few days, and stated that I appreciated their concern in preparing us for a truly memorable 4th of July weekend."

July 3 – Leaving Madison Bay:

The same winds that pounded *Salt Shaker* confronted the rest of the fleet as we left the anchorage. *Whisper* got underway about 0800 and motored out the Little Choptank. After rounding G”3”, we raised sail and continued into the Choptank to join the last two days under Cruise Captain Ellis.

Rejuvenation awoke to discover that the float marking their anchor had disappeared. The “thunk, thunk, thunk” of something plastic hitting the bottom as they powered up gave them a hint as to where it went. Dick’s attempts to detach the float met with no results except jellyfish stings. Successive applications of forward and reverse sufficiently sliced and diced the offending equipment to allow them to get underway. Upon returning to their slip, a neighbor who happened to be getting into his wetsuit went down and removed some tightly wrapped line from their prop – all that was left.

CRUISE NIGHTS:

CHOPTANK RIVER CRUISE- PART I 7/1-7/3, 2010

Count	Boat	Crew	7/1	7/2	Total
1	Whisper	Rovin/Rugg	1	1	2
2	Fiscal Stray	Engleskirchen/Pilert	1	1	2
3	Orient	Moritz	1	1	2
4	Rejuvenation	Tanczos	1	1	2
5	Rejoice	Montague	1	1	2
6	Salt Shaker	Gates	1		1
7	Gypsea	McCloud	1		1
8	Voyager	Sokso	1		1
9	Wayward Wind	Dunton	1		1

Respectfully submitted,

Larry Rovin and Carolyn Rugg

Choptank Extravaganza Part II

July 3rd

The saga continues: Ellis Island arrived at the appointed entrance to Plaindealing Creek to find Fiscal Stray already anchored to starboard and Whisper neatly tucked in just inside Plaindealing Creek. Makani waved as they passed by and headed out to sea. Southwind arrived and dropped the hook behind Ellis Island while asking about how well we were holding. Makani returned just seconds before cocktails and summoned the fleet taxi, T/T Southwind. Cocktails were hosted aboard Ellis Island at the usual 1700 hours

and conversation centered on what happened to Salt Shaker and all the great times had the previous two days. The consensus was that Salt Shaker was back at their home port seeking repairs on the repairs to the repairs on their engine. Cocktails went somewhat beyond the usual 1830 hours but the exception was approved by the Cruise Captain. Makani was forced to return to their home port after the festivities but did continue on the next day to our new port of call.

July 4th

Departures began about 0800 hours for the Cambridge Yacht Club. Southwind and Ellis Island attempted to sail in what appeared to be favorable winds but soon after deployment of the sails the wind diminished and the iron lungs were deployed. Fiscal Stray and Makani leaving after Southwind and Ellis Island did manage to get in some sailing as the winds freshened. All arrived at the CYC and took their respective tee heads or slips. The Club BBQ was enjoyed by all but Rejoice who had a dinner engagement in Cambridge but did join the group later and all enjoyed a magnificent fireworks display.

A great time was had by all and a special thanks to Whisper for taking the first two nights.

Respectfully submitted - Chuck and Ann

Ellis Island	2
Southwind	2
Makani	1
Rejoice	1
Sea Trial	1
Whisper	2
Fiscal Stray	2