

Cruise Report **Seize The Day Cruise**

Seize The Day Cruise: Jim McCloud

Submitted: May 31st, 2011

Gypsea: 2 Nights; Rejoice: 2 Nights; Grace: 1 Night

This cruise came about on rather short notice. But, after consulting with the Commodore and receiving a positive response, a broadcast email was sent out to all members of CSSM inviting them to join Gypsea on a 3 day cruise May 24th – 27th, to Queenstown Creek off the Chester River, Whitehall Bay, and Herring Bay/Herrington Harbor North. Jim and Linda Montague on Rejoice and David and Joanne Miller on Grace opted to join us for parts of the cruise.

May 24th – Queenstown Creek: Winds were light enroute from our home port in Bozman, but we did manage a bit of sailing once past Poplar Island. No one joined us here but, once safely anchored, we spent a pleasant evening tucked behind Blakeford point. ¹

May 25th – We headed for Whitehall Bay. Winds were light, and we motored most of the way. ² We were joined there by Grace and Rejoice. We all anchored near Cantler's Restaurant. Cocktail hour was hosted by Rejoice in light of footnote 2. We then went on for dinner to Cantler's and had a great meal which included plenty of huge crabs.

May 26th – Grace headed for Rockhall and Rejoice and Gypsea for Herring Bay. Winds were 10 knots out of the SSE and Rejoice and Gypsea got in a good bit of sailing. As we headed down the bay, Jim called Rejoice to suggest a change in sailing destination to the West River to which the Montagues agreed. ³

After docking, Montagues and McClouds met up at Pirate's Cove for dinner and had a wonderful evening revisiting the exciting events of the day. After dinner, we returned to our respective boats for an expected peaceful final evening on the water. ⁴

May 27th – We all returned to St. Michaels together on Rejoice (see footnote 3) with good SSE winds, regaling each other about our memorable sail. ⁵ Seize The Day Indeed!

¹ As we were anchoring, Gypsea's engine overheated. The cause turned out to be a water pump failure, which fortunately, we were able to get replaced the next morning.

² Enroute, it was noted that a fair amount of water was sloshing around on Gypsea's sole. The bilge pump was not working and the source turned out to be a leak in one of the fresh water lines. The leak was not fixable, but by keeping the fresh water pump off, it was minimized, and periodic bailing removed most of the accumulated water. We made arrangements with Herrington Harbor North to replace the bilge pump and fix the leak upon arrival there.

³ The change in plans was occasioned by the failure of Gypsea's forestay which led to our dismasting. The mast, rigging, and boom came crashing down on the aft of the boat just missing us. The Montagues stayed near by as we waited for our tow to take us into a boat yard in the West River.

⁴ While walking back from the restaurant, Linda took a bad fall on the dock. A physician assistant came by the next morning and said that the shoulder was at least dislocated and possibly broken.

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⁵ Upon arrival, Linda was taken to Easton Memorial where she was treated for a dislocated and fractured shoulder.