



HISTORY OF CSSM

The Cruising Sailors of St. Michaels was founded as a friendship club based on a common interest in sailing. It remains that today.

On February 19, 1971, a letter was sent to friends and acquaintances of Jean and Bud Cochran and Barbara and Hank Luykx, asking them to attend a meeting on March 1st "because we think it would be more fun to sail in company than alone. The purpose will be to consider a proposed cruising schedule".

The invitation went on to say "we might call ourselves The Cruising Sailors of St. Michaels but with no formality – no organized club, no officers, no dues, no commitments. Only sailboats in the St. Michaels area, large enough to sleep on, and persons who enjoy being out overnight."

Eleven days after the first meeting a cruise schedule was published with 21 cruises outlined for the 1971 sailing season. Three additional cruises were added in September, October and November, for a total of 24 cruises from April 7th through November 6th. On August 12th, Hank Luykx published the fall schedule and stated "fly the recognition signal international code 7 at the starboard spreader". The initial master roster listed 13 boats; Jean and Bud Cochran had sold their boat and were out of the club.

The 1971 cruising schedule was deemed too ambitious so in 1972 a Cruise Captain per month was designated and one cruise was planned from April to November. One of these cruises was up the Nanticoke River, all the way to Seaford, Delaware, where they were written up in the local paper as the first sailboats to have ever come up that far. 1972's finale was a cocktail and dinner party off San Domingo Creek at the home of Marjorie Dunn and Alice Jones who



HISTORY OF CSSM

captained a 38' sloop named Berwyn. The roster now included 17 boats and the annual dues of \$2.00 were instituted.

In 1973 Jean and Bud Cochran rejoined the group with their 36' sloop Beachcomber. Six cruises were planned but three of them were cancelled. 18 boats were now on the club roster.

In 1974 there were 27 member boats and to purchase a #7 pennant cost \$3.00. Dues had jumped to \$3.00 but there were still no officers, by-laws, or regulations. The "Cruisingest" boat was Scamp with 20 nights out that year.

In February, 1975, the first annual dinner, called the Winter Rendezvous, was held at the Talbot Country Club, and the one award given was the "Cruisingest Sailor" which was won by the Nystroms in Scamp II.

In 1976 the Winter Rendezvous was held on January 15th in the Crystal Room at the Tidewater Inn. Crab Imperial on the menu that night was \$7.50 and the prime rib was \$9.00. In the newsletter that year, Hank Luykx stated that it was completely accidental that the code 7 flag was chosen as the CSSM identification signal. This was also the year that the group decided to elect officers "to provide a means of spreading the workload of managing CSSM". Commodore was Hank Luykx, Vice Commodore was Jim Robertson, Flag Lieutenant was Betty Lisk and Treasurer was Barbara Luykx. The Cruise Captains were the Board of Governors.

In 1978 CSSM patches were created and the first Guidelines were published with 37 boats on the roster. The first concerns about how large the group was becoming surfaced, and in 1980 the guideline stating that a member must be a Talbot County resident was added.



HISTORY OF CSSM

Jim Robertson replaced Hank Luykx as Commodore who had singlehandedly run the club for nine years.

In 1982, with 40 boats on the roster, a meeting was held to determine how to control future growth. There was also a seven page write-up in the Tidewater Times about the Cruising Sailors of St. Michaels.

New Guidelines in 1983 stated that "candidates for membership must be sponsored by a current member" and that members must participate in a cruise in 1984, or be dropped from the club. A limit of 35 boats was set to be reached by attrition. With 43 boats on the roster at that time it was not unusual to have 20 boats rafted at an anchorage.

During 1984 the new guideline of 2 cruises/6 night minimum was implemented. Guest boats were asked to fly the "G" flag.

In 1985 the mini-cruise schedule was introduced in addition to the regular cruise schedule. The mini-cruise was a one night rendezvous at a pre-assigned location with no cruise captain responsibility, but the first boat to drop anchor was responsible for the cruise report.

During 1986 a sailor's flea market took place, flags were exchanged at the annual dinner, and random seating was done by random drawing.

On October 16, 1987, Marie and Bill Scarborough recommended Sally and Bill Dunton for membership on their boat Phase II. They were immediately put on the waiting list. Dues jumped from \$5.00 to \$10.00 and the Commodore wrote to the membership that "there is a growing competition in the hors d'oeuvres department so please tone it down and leave room for supper".



HISTORY OF CSSM

In 1989 Sally and Bill Dunton became members and Cruise Captains were no longer by the month but by the cruise. Dues were raised to \$ 15.00 and a new title surfaced – Social Captains were responsible for planning trips to Winterthur, swap meets, canoe trips, bike trips, etc. On 12/18/89 a letter was written to the Club recommending Pat and Art Koch for membership.

By 1990 there were 35 boats in the group. Gloria and Les Anstey aboard the Susan Jane were accepted as members but their #7 flag now cost \$12.00.

It took two more years, but in 1992 dues were increased to \$20.00 as a result of increased mailing costs: 48 addresses with 16 mailings per season. Ellen and Norman Plummer joined the group, Sally and Bill Dunton were now sailing Wayward Wind, and Gloria and Les Anstey were on Suzy II. From the beginning of the year's 35 boats, the season ended with 29.

1993 saw the entry of Nancy and Roger Critchlow aboard Wye's Guys, Jo and Ted Clark aboard September Morn, Linda and Fred Tompkins aboard Old Salt, and Pauline and George Hamilton aboard Breezy. Edi Sallow was the first female Commodore and was affectionately known as "Mamadore".

1994 was also a good year for current members with the Clarks sponsoring Barbara and Ernie Cox aboard Lynx, the Swallows sponsoring Alex Collins aboard Avatar, and the Plummers sponsoring Mary and Stan Hutchison aboard Sanderling.

A celebration of Christmas in July was held in 1995 and gifts were exchanged.

Bill Dunton was Commodore in 1996 when membership dropped from 27 to 22. Apparently that was the year that no one could spell



HISTORY OF CSSM

appetizer or hors d'oeuvre as the invites to other's boats was "bring a nibble and a dribble". A committee was formed, which included Fred Tompkins, to address the issue of declining membership.

In 1997 Les Anstey was Commodore and Judy and George Weckel and Ginny and Tom Cornwell joined the group. The boat population was 19 and recruit was a common theme.

Fred Tompkins was Commodore over 16 boats in 1999 and Alex Collins was Commodore in 2000 when Sherry and Terry Burke came on board.

In 2001 Ted Clark was Commodore for a 10 cruise year and 389 nights! Stephanie and Dennis Sokso and Pam and Mike Epprecht earned membership.

In 2002 Linda Tompkins became Madam Commodorable, Barbara and Bob Meyn joined as well as Lynn and Mike Gates who squeezed in after a humbling initiation ritual. Epprecht's new boat Eagle was christened on July 5th with a lavish champagne ceremony.

Ann and Chuck Ellis and Jayne and Irv Hetherington were the newest members in 2003 while Nancy and Roger Critchlow were deemed the "Cruisingest Sailors" for that year.

During 2004 new Guidelines were approved at the annual dinner at the Talbot Country Club which included moving the maximum membership to 25 boats to insure a more intimate boating organization, one vote per boat would be permitted and boat owners could reside in the Talbot County area. Noel and Jim Slattery were the only members piped aboard that year.

At the 2005 dinner at the Tidewater Inn Commodore Terry Burke made an impassioned plea that we needed to "recruit or die". Bonnie and Ed James and Virginia and Barry Albert were guests that evening



HISTORY OF CSSM

and both couples joined that year. A marine yard sale was held during the year and even though nothing was sold, any reason for a party is always welcomed by the CSSM membership – a good time was held by all!

In 2006 we introduced Stephanie Sokso and Joan Collins as the Social Event Co-Chairs who got us off to a good start with lunch at the Town Dock on the eleventh of March. In order to relieve Cruise Captains of stowing cases of liquor, beer, wine, soda, mixers, etc. for Captain's Parties, it was decided that all CSSM functions would be BYOB, unless otherwise designated by the host.

A number of "different" cruises took place as we enjoyed "Christmas in July" complete with full Christmas dinner and gift exchange, the 1st ever "Star Raft" with 12 boats overnight in Duns Cove, a day sail to watch the Blue Angles perform in Annapolis, and 26 of us to Poplar Island for a tour followed by lunch at Bay 100.

The long standing # 7 pennant was replaced by the new CSSM burgee after a vote by the entire membership on 10 submitted entries.

11 of 14 cruises were completed, and by the end of the year we had a modern day record of 5 new boats join the fleet captained by: Joe & Karen Day, Tod Engelskirchen & Anne Pilert, Craig & Janie Kelting, Don & Jean Saballus, and John & Suzie Schell.



HISTORY OF CSSM

Tom Cornwell relieved Mike Gates as the new Commodore at the Winter Rendezvous in early 2007, and immediately captured the crowd with his new guidelines regarding "Lay Days".

Two unique cruises happened during 2007. The 1st was the trip up to Philadelphia through the C&D canal and up the Delaware River. The 2nd was under the Cambridge Bridge, through the Dover swing bridge and into the beautiful Tuckahoe River.

Three boats qualified for membership in 2007 and we welcomed Mary & Jim Campbell, Carolyn Rugg & Larry Roven, and Judy & Dick Tanczos.

The 2008 cruise schedule ranged from as far south as the Potomac River and Onancock and as far north as Havre De Grace, with 4 boats continuing from there to Maine for much of the summer. The annual rite of Fall passage, the Baltimore/Annapolis Cruise, finally resulted in a Navy victory! Beat Army!!

After years of trying, we finally allowed Fritz & Wendy Moritz into CSSM as full members.