



into the Wye. Thanks, Rich Ordeman, we remembered your sail trim training from last week's race for cruisers.

Once we made the Wye I thought we would motor to the anchorage, but the wind was still strong and mostly fair and we were able to sail almost the whole way up the river. That was the most fun -- brisk wind and flat water -- although we almost went aground less than a half mile from the anchorage because I was studying the chart plotter and not watching and misunderstood Andrea's warning. Oh well, we'll keep practicing until we get it right.

How many times have I sailed this route? Lots-- 50, 100, I tried to remember. It's almost the same route to St. Michaels. I've done that in sun, heat, rain and cold. I've done it alone, with friends, wives and lovers and as paid captain with charter guests. It's never the same.

I do remember the first time I did St. Michaels. It was about 1982 or 1983. I was given a sail charter as a birthday present, and a buddy and I cruised to that beacon of the Eastern Shore. I can't remember the boat or much else about the trip, but I can remember waking up at dawn and looking out the companionway hatch. As I watched the sun rise I remember promising myself I would have my own boat and do this again and again and again. So far so good.

## **From the Stern Rail**

**Maris Eshleman**, *Sweet Liberty*

What a beautiful evening to be anchored out! The air certainly did not get any warmer than the 85 degrees forecasted, and the water is nearly as warm as the air right now. Certainly unusual for July here in the Land of Pleasant Living. There is low humidity, and a steady cool breeze got us quickly to the cove.

Check out that gorgeous sunset. The moon is rising, and the stars are beginning to shine through the twilight.

Better check out the grill situation. Those marinated chicken breasts should be just about done. Yes, it is just beginning to turn a golden brown and that corn is beginning to smell just like the corn roasts I went to as a kid.

What a night! Everything is absolutely perfect. "Hey Dear! Would you please turn on the stereo and let's have some Caribbean music." We can pretend we've just sailed into Cane Garden Bay and dropped the hook. Ay, mon ow spicey you like a ya chicken?

Ok, now. Where's the cocktail table? I know... I put it in the sail locker. I'll just look under the spinnaker, now move the #2, here's an old main, here's another old genoa, what is this thing? Where's the table? Not here? Let me look under the v-berth.

Found it. Take me just a second to set it up. Great, got it. Cover it with our little table cloth and some utensils.

Let me get back to the grill. "Honey! Chicken and corn are done!"

"Could you grab the salad off the counter?" "Might just be time to enjoy this delectable feast in this primitive, yet subdued elegant setting.

Almost forgot the genial beverage made from the fruit of the vine that we began to chill before we left the dock in anticipation of this moment. Ahh, here it is. It's a wonderful vintage and when opened will have a full bouquet reminiscent of lilies and fruit.

"Ok, dear. Where might the cork-screw be and what do you mean, "did I pack it'?"

"You always pack the cork screw with the wine!"

"So we don't have a corkscrew? Well, there must be something else we can use. What about a drill? I know, I'll screw in a screw and pull it out. Well, a really big screw."

Can't believe it! Perfect evening, sumptuous food, beautiful bottle of wine and right now my life is on hold while I'm looking for a three inch screw.

## Members' Corner

Ted Slotwinski, *Zalek*

Membership for 2007 stands at 118, including 28 new members and 40 racers. The 2007 HHSA membership directory was posted on the web site on June 22 in pdf and Microsoft Word formats. A hard copy was mailed to each member in early July. If you did not receive your hard copy, please contact me. Also, please e-mail any directory corrections to me at [zalek3@netzero.net](mailto:zalek3@netzero.net). I will make corrections to the Word copy on the website, as well as add new members who join subsequently.

Please welcome onboard our newest member:

Mac Hall and Vicki Gillis-Hall of Monroeville, Pennsylvania. They own an Island Packet 35 named *Pacifica* which is berthed at HHS in slip V-10. They have a son named Charlie.

Please note the following additions and corrections to the membership directory:

Page 3: Change the phone number for Keith Mayes to 301-503-4634.

Page 6: Change the address for Averill/Eldredge to P.O. Box 238, Tracy's Landing, MD 20779.

Page 17: Insert: **Gillis-Hall, Vicki & Hall, Mac** (see Hall, Mac & Gillis-Hall, Vicki)

Page 18: Insert:

**Hall, Mac & Gillis-Hall, Vicki**

Joined 7/11/2007

**1994 Island Packet 35 - PACIFICA**

HHS V-10 MMSI#:

1366 Hillsdale Drive

Monroeville, PA 15146

Children: Charlie

Contact: Mac Vicki  
H: 412-856-5347 412-856-5347  
W: 412-476-6137 724-357-7121  
C: 412-337-8484 412-848-3414  
e-mail: [hallmm@speakeasy.net](mailto:hallmm@speakeasy.net) ---

Page 52: Insert:

**Pacifica** Hall, Mac & Gillis-Hall, Vicki  
Island Packet 35 HHS V-10

Page 61: Insert:

PACIFICA Hall, Mac & Gillis-Hall, Vicki

## Cruise News

John Locke, *Island Time*

Thanks to Keith Mayes for initiating the Adopt-a-Cruiser Race on July 14<sup>th</sup> and to all the racers who helped with the race. We had many positive comments, and all those who participated learned a lot and had a great time. We continue to learn about sail trim, anchoring and racing, which adds so much to the enjoyment of cruising.

Two pick up cruises in July rounded out the month, and both were led by Al Del Negro and Trisha Creevy. Trisha served us all her now (in)famous Limoncello on the cruise to Dividing Creek, on the Wye River on the weekend of July 21/22. We were blessed with moderate winds and excellent sailing weather on both Saturday and Sunday. Thanks Al and Trisha.

The next scheduled cruise is on Aug 17<sup>th</sup> and will be lead by JR and Kari Larsen, *Odyssey IV*. The theme is tentatively "Taste of the Bay" That should lead to a real interesting set of appetizers to share. I am looking forward to that already. The selected destination is St. Michaels, and I hope to see many of you there.

It's hard to believe that it's August already, which is immediately followed by the Labor Day weekend on September 1 - 3. Barbara and I will be leading the "Fourth

Annual Jimmy Buffet Cruise". The destination is yet to be determined, and details will follow on the website. The Margarita's will be flowing as will the Jimmy Buffet music. Dress in your best island attire and remember, it's 5 o'clock somewhere.

There are open dates in August for cruises, and anyone who would like to lead an impromptu cruise is encouraged to give it some consideration. A theme is not required, and the cruise destination can be decided at the last minute (depending on the winds). Just send an email on the List Server (HHSACruising@yahoo.com ) to see who else might be interested. The cruising program is dependent on volunteer cruise leaders; and if you would like to lead a cruise or participate in planning a day sail activity, you can email me at jslocke@verizon.net, or call me in the evening at 703-360-8947.

## Social Corner

Barbara Locke, *Island Time*

It was a delightful summer day for the **Annual Summer Barbeque**, not too hot and not too humid. The setting was under a white tent surrounded by a lush landscaping of flowers, tables with white tablecloths, all the food and drink one could eat, and friendly laid-back conversations with fellow sailors. Around 60 attended, and thanks to all for making it a fun-filled event.

Again we were treated to an array of wonderful wines from **Diamond Wines** -- thanks to Sue Diamond for her donation. Kathy Pritchard did a great job on the registration table, and Gary Pritchard lent his expert grilling skills as he cooked 50 pieces of chicken, along with assistance from Jim Murtland. Linda Eshleman collected \$204 from members for the 50/50 raffle, which was won by John Locke (I didn't pick the winning number!). Marie Ordeman and Andrea Heinzleman helped with setting up and cleanup along with several others. John & Doug

Locke drove to Captain Kidds to pick up the keg, and Doug tapped it with finesse.

This year the food was catered, which made it a carefree day for those who attended. **Herrington on the Bay** provided pulled pork sandwiches, potato salad and cole slaw, and the club (HHSAC) added grilled chicken, 3 bean salad, brownies and watermelon. There were some delicious appetizers provided by members and a peach pie, which was gone in a heartbeat.

Plan to attend the **Fall Meeting** in November with your feedback and suggestions for all of our social events. I received many positive comments on the BBQ on having it catered. And please keep the 3<sup>rd</sup> Saturday in January open on your calendar for the **Annual Awards Banquet** at the Alexandria Hilton Mark Center.

## Racing News

Keith Mayes, *Jubilee*

We seem to wait forever over winter, anticipating the start of the racing season – and then when after all the preparation, planning, and spending is done, the season flies by as if in a great hurry to be done with us. We are past the longest day of the year, and just a month away from the last Wednesday evening race of 2007. Crikey!

Wednesday Series 2 ended up like this:

Spin	1	Jubilee	Keith Mayes	10.0 pts.
	2	Coyote	Rich Griner	12.0 pts.
	3	Lucille	Bruce Kissal	13.0 pts.
Non-Spin	1	Spook	Rich Ordeman	10.0 pts.
	2	Glissade	Kent Kunze	13.0 pts
	3	Sandpiper	Arne Fliflet	15.0 pts

After a slow start to the year, Bruce Kissal (*Lucille*) showed that he is still a force to be reckoned with in the spinnaker fleet, and *Jubilee* finally got the better of *Coyote*, but not by much. Rich and Marie (*Spook*) maintained their mastery over the non-spinnaker fleet, and backed up their Series 1 success. Kent relaxed in the non-spin class and ran up front all series. Defending non-spin champ Arne Fliflet sailed in 5 of the 6 races and his results read like a count down – 5<sup>th</sup>, 4<sup>th</sup>, 3<sup>rd</sup>, 2<sup>nd</sup>, and finally a 1<sup>st</sup>!

The only weekend race in July was the inaugural “Adopt a Cruiser Race”, held on the same day as the Summer BBQ. We had a wonderful turnout of 12 well-heeled boats - ahh, that would be boats in full cruising regalia – dodgers, biminis, dinghies on davits, etc. All but one boat (*Mistleau* – with Matt and Carol Ovios) had an experienced racer on board to provide advice on getting through the starting sequence and to be the cheering section throughout the race.

While we would like to have seen more wind, the reality was that there was enough to get everyone around a short 3 mile course – in around 2 hours – and challenged skippers and crew to focus on steering, sail shape, and crew position, etc. in order to maximize the boat’s performance. All in all it was a tremendous success and an event we will do again next year.

Two beautiful Pearson 30’s came out on top when results were published at the BBQ - Maris Eshleman (*Sweet Liberty*) was first with Hank Chalkley aboard, Joe Laun (*Scarlett*) was second with Ted Slotwinski assisting. Third was the gorgeous Valiant 42 *Valhalla* skippered by Ardell Huveskeland, with expert advice coming from Rich and Kristin Griner. Full results can be seen on the Racing Results link on the website. Thank you to all who participated.

If you have ever sailed the Solomons Race or the Governor’s Cup, you know that most of the time you expect a mid-summer overnight drifter with many boats finishing close to lunch time the next day, and lots that don’t finish at all. On Friday July 20<sup>th</sup> 143 boats

screamed down the Bay for the 2007 edition of the Annapolis to Solomons Race-- and were confronted with quite a dilemma at the end of the race. Where do 140 boats and 1,200 sailors go at 2:00 AM on a Saturday morning in Solomons Island? The last boat to finish crossed the line at a few minutes past 3:00!

Congratulations to the eight HHSA skippers and crew who represented the club in the race.

Finishing in the top half of their respective fleets were:

- Rob Tompkins (*Eclectic*) who put in a splendid performance in Non-Spin with a 7<sup>th</sup> of 17 boats scored. Well done Rob!
- Rich Griner (*Coyote*) who was 6<sup>th</sup> in the very competitive PHRF A1 fleet (13 boats)
- Keith Mayes (*Jubilee*) was 3<sup>rd</sup> in the Beneteau 36.7 one design class (8 boats). *Jubilee* was 7 minutes behind the winner, but in a remarkable finish for the class, 6 boats – 3<sup>rd</sup> through 8<sup>th</sup> - finished within a minute of each other after 45 miles of racing.

Other good performances from:

- Jim Murtland (*Firewater*) with a creditable 12<sup>th</sup> in PHRF A2 (20 boats), finishing with perennial podium finisher *L’Outrage* and only 10 minutes behind the winner
- Kent Kunze (*Glissade*) and Hank Chalkley (*Cantata*) who were 6<sup>th</sup> and 7<sup>th</sup> in PHRF B (8 boats)
- Arne Fliflet (*Sandpiper*) was 7<sup>th</sup> in PHRF C/D (10 boats) with only 3 crew on board!
- Erik Wulf (*Endorhpin*) was 8<sup>th</sup> in PHRF A1 (13 boats)

It was a downwind (spinnaker) start in Annapolis. For the fleets doing the short (45 mile) course, there was a gibe at buoy “76” into the Patuxent and most boats carried chutes to the finish. The long course (55 mile) boats beat

back from Hooper Island into the Patuxent and the set chutes to the finish. It was quite a night!

A quick look at the August calendar shows that Wednesday Series 3 winds up on August 29<sup>th</sup>, and we have the HHSA Bloody Point Race on Sunday August 12<sup>th</sup>. Note that this race is scheduled to start at 1400 hours, with the warning signal at 1350. There will be a potluck dinner afterwards at HHS. Joe Howell (*Carolina Blue*) is Race Committee, and will announce the exact location on VHF before the race starts.

Keep in mind that we have scheduled an informal Wednesday race on September 5<sup>th</sup> for those who just cannot bear to give up their midweek sailing fix. Look for announcements via email about this event and the social gathering afterwards to celebrate the season end.

### **NOTICE: Amendment to the 2007 HHSA Sailing Instructions.**

The date published in the SI's for the Bloody Point Race is incorrect. The published date is Saturday August 11<sup>th</sup>.

**The correct date is Sunday August 12<sup>th</sup>. Race starts at 1400 hours.**

The Event Calendar and the RC Assignments sheet each have the date correctly defined.

### **Pick Up Cruise**

Al Del Negro , *Solace*

Sometimes, spontaneous decisions provide the most unanticipated consequences. What consequences, however, could be unanticipated about a last minute decision to sail to a favorite spot on the Chesapeake Bay? When Trish spotted a free weekend for us and clear weather, it was a virtual no-brainer that we would go sailing to Tilghman Creek off the Miles River the weekend of July 7. Anthony, my brother's son ,who is the youngest registered

lobbyist in Washington, was spending 10 days with us in DC and had been sailing with us once before on a previous visit. He had taken to sailing like the proverbial fish to water and was eager to accompany us.

It was Trisha's idea to sponsor a pick-up cruise. We had missed two cruising weekends because of prior commitments, and we missed not only sailing in beautiful weather, but we missed the camaraderie of our fellow HHSA members. It was with this yearning for sun, sail, and sea nettles that she sent an e-mail to the cruising membership about our plans for Tilghman Creek. We had been there once before this year, and we knew all our fellow sailors could make it into the creek if they stayed well off the marks as they entered.

For such short notice, we had a great turn-out. Jules and Sandy Rondepierre (*Skylark*) contacted us and said they were coming. New members Brian and Stacy Bruen (*Pelican*) our neighbors on N dock, met me at the Captain's meeting and Joe McGarry (*Ventriell Magh*) stopped by to say he was going to join us. Alan Wright and daughter Beverly phoned Trish to verify the anchorage and promised to be there in Bev's boat, and Commodore Stefan Leader and Andrea Heintzleman (*Diva II*) also called to say they would join us.

The winds were ENE at 4 knots, not the best for sailing up Eastern Bay. We headed NE in light air but we were making fair time. Nearing Bloody Point light, we tacked south and that's when the wind died. Ah, July sailing! We cranked up the iron jib and motored up Eastern Bay but we had the chance to sail again after rounding Tilghman Point and heading south until we turned to the SW to enter the creek. Already at anchor was *Diva II* and she was already rafted up with Beverly Wright's boat. We joined them on Bev's starboard side as *Skylark* and *Ventriell Magh* hove into view and rafted up on *Diva II*'s port side. *Pelican* was next to arrive and was added to the raft on our starboard rail. That made a 6 boat raft! If there had been any wind or promise of wind, we never would have done this.

It was hot and there was no breeze but a nettle-free environment in which to cool off was provided by *Diva II* as Stefan and Andrea deployed their nettle pool. (I've always wanted to get one of those!) The usual cocktail party started up and we enjoyed mimosas, cool and refreshing to the tongue while we sampled the hors d'oeuvres in the warm and windless anchorage. As the party wound down and we repaired to our own boats for dinner (there was so much food at the cocktail party, I don't think anyone made dinner) John Harris and Patricia (*Exhibit A*) joined us in the creek. Adding a seventh boat to the raft was clearly not covered by any boat's insurance policy and John wisely decided to anchor a bit away from us alone. He was joined later by *Ventriell Magh*. We stayed rafted all night, five boats on one anchor. There was little or no wind and we safely passed the night hours without event.

The trip back was the reverse of our trip to the creek as far as the winds were concerned. We motored down Eastern Bay and upon passing Poplar Island, the wind reappeared, this time from the SSW. We turned off the engine. Ah, peace and quiet! The wind grew to 7 to 10 knots and we easily and comfortably sailed back to our slip on N dock at Herrington Harbour South, passing the fish poles and watching the herons, osprey and even a pelican or two grazing for an easy meal. What a beautiful weekend it was in every respect with many more to come.

## **Father's Day Cruise**

**Allen Wright, *Tzatsky Too***

I led the Annual Father's Day cruise joined by my daughter, Bev, and son-in-law Tim on their boat, *Irresistible*, to Hudson creek off of the Little Choptank River. Conditions were typical for mid-June with clear sunny skies and a light southerly breeze. As might be expected, the little breeze that there was was on the nose. A total of 10 boats with J.R. and Kari Larsen on *Odyssey IV*, Gary and Kathy Pritchard on *Gone Away*, John and Barbara Locke on *Island Time*, Tom McGarry on *Ventriell Magh*, Joe and Kathy

Burke on *Mystic Traveler*, Craig and Linda Schilder on *Talisman III*, Roger Carp and Susan Harrison on *Livin' on the Edge*, Stefan Leader and Andrea Heintzleman on *Diva II*, and George and Barbara Phillips on *Summerwind* joined the cruise. Some of the boats that left later were able to sail part of the way on a freshening breeze.

The raft-up party on *Irresistible* spilled over onto *Diva II* and *Ventriell Magh* and continued until well after 7:00pm. Everyone enjoyed the usual spread of interesting and diverse hors de oeuvres while we exchanged many stories of sailing experiences.

The anchorage near Casson Point rewarded us with a pleasant cool evening and good sleeping weather. Sunday brought another bright sunny day with more light southerly breezes for the boats returning north to Herrington Harbour.

## **Southern Bay Cruise**

**Allen Wright, *Tzatsky Too***

Immediately following the Father's Day Cruise we continued on an extended cruise around the Southern Bay. On **Sunday June 17** Gary and Kathy Pritchard on *Gone Away*, George and Barbara Phillips on *Summerwind* and Ted Slotwinski on *Zalek* accompanied them to Solomon's Yachting Center. The very light southerly winds required a little motor assist to keep the sails full. After about 45 minutes the breeze died and we motored the last 9.3 NM to Solomon's. A nice swim in the pool provided welcome relief from the summer heat.

*Irresistible's* air-conditioned cabin proved to be ideal for our cocktail party. George, Barbara and Ted joined Bev, Tim and Allen for a delicious dinner at the "Dry Dock" Restaurant at Zahnheiser's. We can all attest to the good food and service. The facilities at Solomon's Yachting Center (the old Town Center Marina) have been up-dated with new floating piers and the rest rooms are individual private facilities.

We were greeted with light southerly winds on **Monday June 18** as *Summerwind* and *Irresistible* made our way South past the Navy target area and Point No Point and across the mouth of the Potomac to the Great Wicomico. It was another typical hot, humid and hazy day on the Bay and we noticed a dearth of recreational boats. At the entrance to the Great Wicomico we encountered a forest of crab traps and two large fish traps near Red Nun 2 causing us to wind our way carefully into Mill Creek. Mill Creek was its usual peaceful anchorage like the proverbial “mill pond” and afforded a pleasant place for our evening cocktails in *Summerwind’s* roomy cockpit.

For **Tuesday’s** trip further down the Bay to the Rappahanock, we had better winds and sailed closer hauled against a strong incoming tide. With the incoming tide limiting our progress, we resumed motoring after an hour and made our way past Fleets Bay and around Windmill Point. After turning into the Rappahanock the winds kicked up to 16 knots that gave us a pleasant beam reach up to the Corrotoman River. Distant thunder and a sudden drop in wind speed gave us good reason to roll in the sails and motor to our planned anchorage in 18 feet of water in the large bite on the North shore of the Western Branch of the Corrotoman past G-9. George and Barbara went further up the Corrotoman to visit some friends and spent the night tied up at their friend’s pier.

Our only bad weather on the cruise was on **Wednesday** as we made our way across the bay to Onancock. We made a brief stop at Yankee Point Marina on Meyer Creek for fresh water and fuel and motored out in light rain with overcast skies. At Windmill Point, the winds built to 24.9 knots as we set our course for Onancock. The seas built to 2.5 to 3 feet but were fortunately diagonal to our course. We followed a 42-foot Marek ketch and a J-38 as they sailed in company just ahead of us. We had all we could do to keep up with them as we elected to motor in the rough conditions.

When we arrived at the Eastern Shore, they continued to exhibit outstanding sailing ability as they sailed the entire 5 miles through

the narrow winding channel all the way to Onancock. They were part of a group from Gibson Island (Magothy River) that was generally following the same itinerary that we were.

Onancock is a quaint town to visit with some nice shops, art galleries and restaurants. The residents are very friendly and all extend greetings as you walk into town. The homes are well kept with neatly manicured lawns. We thought we would try Bizutto’s Art Gallery Restaurant for dinner but found it overcrowded by the visiting Gibson Island group. Charlotte’s Hotel just around the corner proved to be a very elegant (and pricey) place for dinner. The setting was quiet and reserved; the menu was limited but elegant; and the service was excellent. Even the “Necessary Room” (unisex rest room) was elegant and well equipped with individual terry cloth hand towels.

On **Thursday**, George joined Bev, Tim and I as we indulged ourselves with breakfast at Charlottes Hotel. I can report that the portions of scrambled eggs and thick sliced bacon were ample. After motoring out of Onancock Creek, we motored north on a light breeze past Tangier Island. From a distance it appeared to be more like an oil tank field. As we got closer, the homes and other features became more apparent. It was about two o’clock before the breeze came up enough to sail a close reach for about an hour and a quarter. We had to roll in the sails again near Jane’s Island horn and motored the rest of the way to Somer’s Cove Marina at Crisfield.

Crisfield has changed a lot in recent years. There are now several large four story condominiums right at the harbor and the old railroad tracks down to the wharf have been removed and been replaced with a grass median strip. The town is in a state of change from a true waterman’s town to a more gentrified city. The facilities at the State run Somer’s Cove Marina are excellent and well managed. We had plenty of time for a relaxing and refreshing swim in the pool before heading into town for dinner at the Sidestreet Restaurant. There was a huge fishing tournament in town and a band was playing very loudly at an outdoor bandstand set

up in the parking lot at the Sidestreet Restaurant. There was a large crowd of fishermen eating and drinking at outdoor tables. The Gibson Island group had arrived earlier and had reserved a private room on the second floor at the restaurant. We managed to find a relatively quiet corner of the restaurant as far from the music as possible.

On **Friday** we awoke to 15 to 20 knot winds out of the Northwest gusting to 25 knots in the marina. Small craft advisories were posted for the bay with seas 2 to 4 feet. We all agreed that this was not a good day to be on the Bay for a Northwest passage to Solomon's. No place was open for breakfast so we went shopping for groceries and liquor and returned to the boat for bacon and eggs and muffins. The rest of the day was spent shopping and relaxing. George and Barbara caught the excursion boat for a tour of Smith Island and returned in time for us to enjoy cocktails on *Summerwind*. George invited a North Carolina couple from an adjacent boat to join us and he turned out to be a retired commercial airline pilot like George who shared experiences with us. The winds had abated from 22 knots to about 13 knots by evening and the skies were clear. We agreed that it was not worth a 72-mile day on Saturday to attempt to meet up with the Beach Boys Cruise to La Trappe Creek being led by Gary and Kathy Pritchard. Instead we agreed to head back to Solomon's.

**Saturday** brought clear skies but no wind and we had an uneventful day of motoring through Tangier Sound and west through Kedges Strait to get to the bay.

We passed about 2.5 NM from the target ships and radio reports from the patrol boats warned boaters to stay clear because they were firing live rounds for target practice. Of course the winds picked up just as we approached Cedar Point at the Patuxent River, but it was too late for any decent sailing by then. George and Barbara had arrived back at Solomon's Yachting center earlier, and we shared cocktails under a beach umbrella in the nice cool evening breeze. It was a good evening to cook up all of the leftovers for the last night's dinner.

On **Sunday, June 24** we motored back to Selby Bay on a bright sunny day with no wind. All things considered, it was a very pleasant cruise but certainly not enough sailing. The Southern Bay has interesting places to visit, but most of the destinations are a lot farther apart than cruises in the Northern Bay.





