



NEWSLETTER

The Official Publication of the Chesapeake Bay Grand Banks
Owners Association

Fall/Winter 2005

President's Message:

Geoff Holmes

At last, we have been able to get to the Newsletter, only after reconciling the books, representing CBGBOA at the Annapolis Boat Show, delivering a few boats, and getting Rosetta to Savannah, GA. We have returned to Oxford to share Thanksgiving and Christmas with our children and friends.

This edition has contributions from a number of members and is a direct response to my request at the business meeting (no more stories about Duffy).

The 2005 Rendezvous was a tremendous success to spite the weather delay. We had the largest number of boats and attendees yet. Thank you all for coming and contributing. Since we had to cancel the program the Friday program, the NOAA speaker has provided his discussion to us and is available on line. Excerpts are included in this publication.

The venues and dates for the 2006 Rendezvous have been set. Please refer to the Upcoming Events section for details. We are excited about the full use of the Hyatt facilities (schedule your massage now) and a wine tasting party upon arrival at Soloman's Island. We are currently negotiating with the caterers.

Thanks again to all the members for making the 2005 Rendezvous a success and also to Oxford Yacht Agency and to Grand Banks, Ltd for their generous support.

One last point, as noted in the Secretaries Report, three Officers (Sam Nicholson, Jim Watson and I) will be cycling out of office after the upcoming year. Be thinking about accepting the excitement of responsibility for the next term.

Pepper and I will be in southern waters this winter but easily accessible via e-mail (gholmes357@aol.com) or telephone (443.786.5241). Please keep in touch.

Secretaries Report:

Bill Fink

Geoff welcomed attendees with a brief history of the group and then opened the silent auction activity.

Secretary Bill Fink accepted approval of last years minutes by acclamation. Treasurer Sam Nicholson advised a current account balance at \$2,375 with \$2,500 in

receivables. After the rendezvous income and expenses are settled he forecast a balance of \$4,859. The report was accepted.

Geoff introduced the slate of officers serving and running for election this year.

Geoff Holmes, President (1 year remaining)

Jim Watson' Vice President (1 year remaining)

Sam Nicholson' Treasurer (1 year remaining)

Joe Sarnowski' Secretary (2 year term)

Donna Hasslinger, Director (2 year term)

Lynn Hendershot, Director (2 year term)

All were elected by unanimous acclamation.

Old Business:

- Geoff recognized the Woods family for the design of our club pennant. Fifty pieces of the striking design pennant were ordered and have been sold. A second order of 25 pieces was authorized.
- Articles were solicited for the newsletter. Geoff threatened more stories about Duffy the salty dog if members did not contribute pieces. Donna Hasslinger has agreed to gather submissions and help with the newsletter publication.
- Dr. Jim Watson asked for suggested topics for his cruising health column and received a request for info on AED devices and Crushing injuries.
- A "Never Again" column was suggested for sharing lessons learned afloat.
- Submission deadline for the December Newsletter was set for November 1, 2005.
- Electronic distribution of the newsletter was discussed and it was agreed to try this form at a future date to reduce duplication and mailing expense.
- Members agreed to have their email addresses shared on the membership roster, to promote communication among new and old friends. No distribution outside of the club is planned.

New Business:

- Two bylaws changes were proposed governing term of officers and directors to be two years, with staggering of election to allow overlap.
- A discussion of potential reciprocity with other associations was discussed. This would allow cruising members to register and attend other associations' rendezvous' without guest cruisers joining the host association. CBGBOA is willing to participate. Bill Fink will poll other associations to see if they are interested in this approach and report findings to Geoff.
- Floyd Lewis invited loop cruisers to attend the Great Lakes rendezvous at Rogers City Michigan on 27 July 2006.
- Association events for 2006 were discussed. Due to lower than expected attendance it was agreed to change the southern bay lawn party to a later date of 9-10 June 2006. Joe and Carol Sarnowski agreed to host the party again at their lovely Dymer Creek setting.
- Hendershots and Holmes have volunteered to serve as co-chairs for next years rendezvous. A lengthy discussion of dates for next years event was held. Conflicts with Norwalk and Annapolis boat shows, TrawlerFest, and hurricane season were discussed. Alternative venues suggested included Solomons, Rock Hall, St. Michaels, Bay Creek and other south bay destinations. The format of the rendezvous was discussed with overwhelming support for continuing some form cruising within the event.
- A suggestion to move the rendezvous to early summer was made to avoid the less predictable weather and sea nettles of the early fall. Bill agreed to obtain dates for the above mentioned conflicting events and submit to the rendezvous co-chairs.
- It was agreed that the rendezvous date, venue, and format would be decided by the rendezvous committee with the approval of the club officers.
- Bill Hohwiesner agreed to become the coordinator for short boating cruises in the Chesapeake Bay during the summer months. Contact him via email (baphohwiesner@yahoo.com) with your comments or suggestions.
- The club logo may be changed from the circled heritage trawler. Bruce Krause agreed to prepare suggestions that would incorporate the design from our club pennant and submit them to the officers for consideration. Final decision will be made by the officers.
- Over \$4000 worth of Marina overnight coupons and other valuables were donated by various bay suppliers. Each boat crew at the meeting was awarded one of these gifts. A stroke of pure genius was demonstrated by Pepper Holmes, who thoughtfully included a thank note and stamped addressed envelope to send to the provider.

- A raffle coupon was drawn and gift basket number one was awarded to the crew of Betta Times.
Geoff closed the meeting.

Membership News:

At the close of our fiscal year we had 88 boats representing 15 states on our roster. The year begins anew following the fall rendezvous and 67 boat owners are current members of the Association having paid their annual dues of \$25. It is also of interest that 23 new member boats have joined since the Spring Newsletter. A complete list of the members is found on the OYA website and will be updated as frequently as possible.

Please Note: Make sure your dues are up to date. If you have misplaced the invoice mailed to you earlier this year, simply send a \$25 check marked "Dues" to:

**CBGBOA
c/o Oxford Yacht Agency
317 South Morris Street
Oxford, MD 21654**

2005 CBGBOA Rendezvous Recap

Bruce Krause, Pepper Holmes

One by one they kept coming, grandly cruising up the Tred Avon, docking at the Oxford Yacht Agency and neighboring slips. Defying all odds, and under the superb direction of the docking committee (Bruce Krause, Bob Jordan, Bob Taylor and Geoff Holmes), 20 boat handlers squeezed their vessels into their assigned spots, sometimes with only inches to spare. "It was pure skill we witnessed" and wonderful entertainment for the Oxford residents sitting on lawn chairs, enjoying the arrival of the fleet. Joan Jordan made sure not one boat arrived without her official greeting and presentation of gifts (compliments of Grand Banks) which included, a large mum plant, a CD entitled "Songs of the Chesapeake" and a book featuring aerial pictures of popular Chesapeake Bay harbors. The annual cocktail party was hosted by Lynn Hendershot will be difficult to top next year. A large groaning table was decorated with our new burgee and crowded with an assortment of hardy appetizers supplied by members who partied late into the evening. By the amount of hugs and handshakes it was apparent this group of boaters were happy to enjoy each others company and another adventure. However; everyone went to bed that night knowing that a strong cold front was coming in so breakfast and the captains meeting for the predicted log cruise to Gibson Island was called for 6:30am

Thursday morning was gray and blustery. Members kept an eye on the computers and NOAA reports, and our "safety first" president Geoff finally cancelled the predicted log event to Gibson Island. Bob Taylor, a NOAA retiree realizing the gaping hole in our program, arranged a visit to the NOAA Fisheries Laboratory in Oxford and later in the afternoon boat visitation commenced. We could hardly pass up Betsy Randall's invitation to visit Gibson Island so a "Land Yacht"; yes, a bus was hired to transport

the group. Like “kids on a class trip” we boarded the bus and like kids we were chatty and playful. On arrival, we were joined by yet more members and their boats, enjoyed fantastic food and dancing and even the sun came out so we could absorb the wonderful location.

A modified predicted log race took place the following day as we cruised from Oxford to Baltimore Inner Harbor. The weather was bright with a slight northerly breeze, just right for a fall cruise. Captain Geoff was kept busy on the VHF recording log times and Pepper did her best to keep the pointed end of Rosetta heading up the Chesapeake Bay. Again, we were joined by additional members who had already docked in Baltimore. Our final count was 36 boating couples, 32 by boat and 4 by land. A full spectrum of GB yachts were displayed and included: GB32/2, GB36/9, GB42/11, GB46/3, GBAlaskan/1, GB 52/1, EB38/2, EB43/1, EB49/3. Baltimore will never be the same!

The business meeting showed active participation among our members, please see the New Business section of this newsletter for a detailed description of the activities. Geoff presented each committee member with GB gifts and complimentary marina certificates were distributed to all. A special “Thank You” was extended to Carol Stone and Ethel Palmer for their initiative regarding a gift basket fund raiser. With the formal part of the morning concluded, we all did our best to enhance the economy of Baltimore and the Fells Point Annual Festival.

Our Gala at McCormick and Schmidt was lively and over much too soon, but not before a poem (**Ode to the 42**) authored by Aime Lerner (m/v Lady M) was read. Awards presented, some very tired boaters returned to their vessels vowing to meet again next year.

Ode to the 42 by Aime Lerner

I think that I shall never view
A sight as grand as the 42
The boat for which the Company prayed
The boat for which the public paid.

The boat which had shock and awe
The boat that captured hearts galore
The captains pride, its lines so sleek
The first mates’ lament “why so much teak?”

But teak it had and to this day
We thank the Lord for “Deck –o-lay”
In 65 the debut came
The trawler world won’t be the same.

The boat had all the class, the look
And \$38,000 was all it took
The women loved the great décor
GB beige and parquet floor

The way the boat has been designed
Both speed and safety kept in mind,
The size is great—There’s room for more
While 6 is possible, it’s best with 4.

We know they’ll fit, but they’ll make it rough
Who wants the kids with all their stuff?
Systems simple you can’t miss
The motto is sealed with a KISS

Hanging lockers, storage under the floor
Stow it in the V birth and close the door
The initial boat was made of wood
We knew maintenance would not be good.

So glass came next, so easy, so nice
And Grand Banks smiles, up goes the price!
With engines meant to get you there
With fuel consumption no so dear.

The bridge, the helm, the engine room
The space for clothes makes first makes swoon
The 46 – the 49
The 36 – They’re also fine

But when it comes to the perfect boat
The folks at GB stand up and gloat
We say from owners, mates and crew
“God bless Grand Banks and the 42”

Marine Navigation Products and Services **Ed Martin: NOAA Office of Coast Survey**

The mandate to create nautical charts of the nation's coasts dates back to 1807, when President Thomas Jefferson ordered a survey of the young nation's coast. The Organic Act of 1807 authorized the newly formed coastal survey agency (then known as the Survey of the Coast) to construct and maintain the nation's nautical charts. The successor agency, the NOAA Office of Coast Survey, is the oldest federal government scientific organization in the United States. It has been a part of the NOAA National Ocean Service since 1970, when NOAA was created.

The use of marine navigation tools is necessary to ensure safe and efficient marine transportation and commerce, offshore engineering projects, naval operations and recreational activities. The NOAA Office of Coast Survey, which is part of the NOAA Oceans and Coasts Service, is responsible for providing many of these tools, such as nautical charts and hydrographic surveys. These NOAA products must be kept accurate and up to date at all times.

NOAA Navigation Response Teams are highly mobile survey teams that conduct "hazardous obstructions" surveys, Coast Pilot updates and chart verifications. The six regionally-based teams use dive operations, electronic navigation data collection and mapping support capabilities to promote safe navigation and are available to respond on short notice to emergency situations requiring hydrographic survey support (e.g., vessel groundings, hurricane damage to ports and waterways, etc.) 365 days a year throughout U.S. waters. NOAA's hydrographic survey vessels and Navigation Response Teams have used side scan and multibeam sonar to perform highly accurate surveys as part of NOAA's homeland security support to the U.S. Navy and the Coast Guard.

NowCOAST — An Internet Mapping Portal: The NOAA NowCOAST is an Internet mapping portal that provides spatially-referenced links to real-time information from meteorological, oceanographic and river-observing networks, as well as NOAA's weather and marine forecasts and forecast guidance for major estuaries and seaports, the Great Lakes and coastal regions. Within a mouse click, users can access thousands of real-time observing stations and forecast locations in support of safe and efficient marine transportation.

Historical Maps and Charts Collection: The NOAA National Ocean Service makes available more than 20,000 maps and charts dating back to the late 1700's. The collection includes the nation's earliest nautical charts, hydrographic surveys, topographic surveys, geodetic surveys, city plans and Civil War battle maps. Historical maps and charts are scanned and made available via the Internet.

What's in a Name:

GROWING UP WITH JERRY LAND: 30 YEARS OF PAINT, VARNISH, TEAK AND MEMORIES:

"Buz" Buzby

Why would anyone want to deal with the expense and bother of maintaining a 35 year old "woodie" with so many easier to maintain boats so readily available? I often ask myself that very question while, chisel in hand, I dig out a piece of rotten wood, or with dust flying, sand the freeboard in preparation for a fresh coat of paint. Each time I come to the same conclusion: my vessel's purposeful "shippy" lines are as pleasing to my eye today as they were when I first set eyes on her in May 1975. Like a giant splinter, JERRY LAND has managed to get under my skin, and against all logic, I don't want to let her go. Let me tell you OUR story.

May 1975 found me a high school senior walking the grounds of the U.S. Merchant Marine Academy in Kings Point, NY on Orientation Day, looking over the school I would be attending later that summer. Long before, I had set my sights on a career at sea as a Naval officer, and Kings Point seemed to offer the best "hands-on" sea going training around – Naval Academy included! As we toured the campus and eventually came to the waterfront, there she sat, moored among the fleet of training vessels in the basin: a shipshape little vessel called JERRY LAND. I was immediately struck by the ruggedness of her DeFever-designed lines and made a mental note to check out this smart looking vessel when I returned as a Midshipman in July.

Later that Summer when I finally made it down to the waterfront, I began to learn more about JERRY LAND: she had arrived from Newport RI the previous Fall after having been donated to serve as tender for Kings Point Foundation sponsored 12 Meter yachts MARINER and VALIANT in the 1974 America's Cup defense trials. When neither of the two sailing yachts were selected to defend the Cup that year, JERRY LAND was turned over to the Academy to serve as a midshipman training vessel. She came to Kings Point in late 1974 having been "ridden

hard and put away wet" after many hard months of towing and tending duties and in need of plenty of TLC. I joined her crew that following Summer of '75 as her makeover was in progress: sanding, painting, varnishing, degreasing the engine room, scrubbing teak decks – tasks that would become all too familiar in the coming years! Growing up on the Jersey coast with plenty of power boat experience already under my belt, I was quickly appointed as second in command, and a few months later, promoted to Captain – my first Command!

I had a crew of five Midshipmen assisting me in those days to maintain the boat (boy, I wish I had that kind of help now....) and we spent most of our non-classroom hours either underway conducting shiphandling and navigation training, or painting, polishing, and primping. JERRY LAND's other mission was to serve as the Admiral's Barge whenever our Superintendent wanted to entertain visiting dignitaries. Favorite cruise destinations included yacht clubs along Long Island Sound or trips through Hell Gate and down the East River to tour lower Manhattan. It was all good fun and a wonderful experience for us young Mids. One memorable assignment in June 1976 was to escort the schooner yacht AMERICA II to Newport, RI and serve as her tender during her week-long stay for OPSAIL 76. While in Newport, we were designated to take Jackie Kennedy Onassis and several members of the Kennedy clan for a harbor cruise to review the assembled Tall Ships. What a thrill for us young Midshipman to be hosting American royalty! As I recall, she was a very warm and genuine lady who thoroughly enjoyed her time cruising Newport Harbor with us.

Three more years captaining the vessel only served to convince me how much I wanted my own "JERRY LAND" someday. On graduation day in June 1979, I very reluctantly turned over "my" boat to a trusted underclassman and walked down the pier for the last time, casting one more admiring glance over my shoulder before climbing into my car to head to Newport RI and the start of my Navy career.

Five years later found me at sea serving as Weapons officer in a hydrofoil patrol vessel off the coast of Nicaragua. The boredom of a very uneventful afternoon Bridge watch was broken when one of our radiomen came up to deliver a personal radio message we'd just received from Kings Point addressed to me. My heart leaped as I read the words: "JERRY LAND for sale. Contact me soonest if interested. Signed CAPT Joe Prosser, Sailing Master" I dashed off a quick "affirmative" response, flew up to Kings Point to survey the boat a few weeks later, and on Veteran's Day 1984 handed the Academy a check making "my" boat "my" boat for real.

Since that time, JERRY LAND has been a constant source of pleasure, relaxation, heartache, backache, wallet-ache and above all pride. She was my home for twelve years, including my first year of marriage to Gina. Naval assignments have kept us moving up and down the East Coast in recent years, and although we've no longer live aboard, Gina has grown to love our old woodie and looks forward with me to many more years of cruises and entertaining our friends afloat.

The love affair continues!

CRUISING MEDICINE

Dr. Jim Watson

Crushing injuries among boaters are fairly common as extremity members become entrapped between the proverbial “rock and a hard place” such as the boat and the dock, anchor chain and the windless chain gypsy, and free swinging cabin doors to name a few. Physiologically these injuries occur when sufficient force is applied to a body part to disrupt the underlying tissues. The most vulnerable structures are the small blood vessels, which rupture producing the usual bruising and swelling. As the amount of force increases other structures such as muscles, nerves and large blood vessels may be affected. Finally with large forces even the bone may be crushed.

Recognizing these injuries and the degree of severity is important in their treatment. Some appreciation for the amount of force involved in producing the injury as well as the clinical appearance of the injured part is useful. Minor crushes are produced by low forces and usually present with mild swelling, slight bruising, and little pain. There is no significant deformity of the injured part. As the level of injury increases the swelling becomes more marked, the bruising greater although this may take some time to become visible, and the pain intensifies. The most serious type of crushing injury is one in which large forces are involved causing extreme swelling and pressure within the extremity producing ischemia (loss of blood supply) in the injured part. This situation is known as a “Compartment Syndrome” and can result in death of the soft tissue and eventual loss of the extremity. An impending compartment syndrome is recognized by the four P’s. They are; pain (severe and out proportion to the apparent injury), pallor, pulselessness, and paresthesia (absent or decreased sensation with a pins and needle feeling). A true compartment syndrome is rare and usually occurs in the leg or forearm but may occur with crushing injuries of the hands and feet.

Treatment of the usual crushing injury consists of protection of the injured part, elevation and application of local cooling to help control swelling, and mild pain medication as needed. Avoid applying excessive cold as it will produce further injury.

When dealing a severe crushing injury and a possible compartment syndrome the above measures may temporize but trained medical help is required as soon as possible as surgery may be needed to save the limb. A developing compartment syndrome is a LIMB THREATENING EMERGENCY.

Problems and Solutions:

Dick Seed

This portion of the Newsletter is a place for CBGBOA members to share their ideas about innovations, solutions, to problems, etc. The following is a summary of some of the topics discussed during the “Ideas” session at the 2005

Rendezvous. All information submitted to this forum comes with the “usual guarantees”, i.e., NONE. Ideas that work for one, may not work for someone else’s boat. The Submitter, CBGBOA and Oxford Yacht Agency assume no responsibility for any of the ideas presented, and are not liable for any damages caused by their implementation.

M/Y *Legend* a 1986 42’ GB went through the fuel-tank replacement process. Dick Seed’s design included replacing each 300-gallon, rolled steel tank with two long, skinny (inboard, outboard) aluminum tanks with a 2½” flex-hose interconnect, and eliminating the portion of the tank that “wrap” around the exhaust hoses. The resulting loss of approximately 60 gallons of tankage was partially offset by lower take-off bib placement on the squared-off aluminum tanks. The advantage of this design is that the resulting tanks were 17¾” wide and would fit through the 18” door. Thus not having to remove a window and clearing the 3208 Cats without having to partially dismantle them. Of course, the gen-set had to be removed. Aluminum tanks are now coated with an epoxy covering and are seated on and cribbed by neoprene or other non-hygroscopic pads. This supposedly eliminates water-contact corrosion on the outside, a big problem with aluminum tanks in the past.

John Shannahan suggested the addition of two small fans, connected to the blower-fan system, to ventilate the space between the tanks and the exhaust hoses. This will dissipate some of the heat, thereby reducing fuel-“bug” contamination.

A Few Other suggestions presented were:

- Touch up interior varnish using *Bartley’s Gel Varnish*. It has an axel-grease consistency; just wipe on and smooth out with a rag. You can wipe it to a zero thickness to blend it, so you don’t have to do the entire surface. Recoat after 6 hours. Works great to repair water and sun damage on window frames, and even larger projects like shelves and tables. They make it with various stains, but the “satin-clear” version matches GB interior varnish almost perfectly. No clean-up!
- Trimming replacement plugs is much easier by using a flush-cut saw. The flexible blade will trim the plug sooth and flush, will not mar the adjoining finish.
- Wood plugs “bung” come out much easier if you insert a wood screw into the center of the plug and screw it against the underlying fastener. The plug usually backs out with no damage to the plughole or surrounding area. If you have a lot of plus to remove, it’s worth it to take the time to first drill a small hole in the center of the plug. If the plug is short, and the screw does not bite, try a larger screw.

If you have any comments or suggestions, or an idea of your own to submit, please send them directly to Dick Seed, Donna Hasslinger or the editor for submission in the next newsletter.

It's Not Just a Boat:

Pepper Holmes

The next time you are looking at your bill for recent boat work or storage, take time to consider what your vessel represents, before you explode.

Tell me another luxury item that can tickle all your senses or allow you such wonderful armchair reverie. We are fun loving people that believe in our dreams. While cruising we stockpile memories that only get better with time.

Has coffee ever smelled and tasted as good as it does on the bridge or where have you experienced such peace as you have at your favorite anchorage? Is it possible that colors are more intense, reds seem redder, blues seem bluer when we are aboard. Snuggling into bed on a cool night is like crawling into a woolly mitten and the sound of water lapping against the freeboard enhances our sleep with a sweet cadence.

Where have you been challenged as you have on your boat? I'm not just suggesting the last time, with adrenaline raging, you docked 20 tons of fiberglass into a questionable slip, while an angry storm was breathing down your transome. What about the storage of all the essential items that assure the cruise aboard your "Water Winnebago" is comfortable, now that's a stretch of your imagination!

Get real, all of you who claim a boat is just a hole in the water to pour money into, allow yourself to accept she does have a heartbeat. You have felt it, as she put her bow down and plowed against the current, bound to complete the days' journey. Water crashing at your windows, wipers cranking, items in your cupboards screaming to fly out, that wonderful vessel has provided sanctuary and the sound of the engine's cycle has been the reassuring rhythm we needed. Like a family member, we know when she is feeling well and we also know the sound of her failing which requires a visit to the bowels of the engine room (the Holy Place) to identify the infection that has invaded her space.

Don't be afraid to confess she has a personality (they refer to a boat by "she" for a reason). Have you ever docked and been onboard when someone has passed your boat and made a comment that made you want to pull the cork from their dinghy? "Nice boat, but not seaworthy" or, "I hear they are comfortable but just not sleek enough for me." I tell myself they are just jealous.

Like most woman, myself included, when I think I look good, I walk a little taller and smile a little more. I like to believe when our boat looks good she runs better, of course we have just put countless hours into her maintenance. She seems to "strut her stuff" when dressed with flags, and I know she loves to be in the company of other GB's. My captain and I love to share our cosmetic as well as maintenance ideas and are the first in line to view someone else's creativity and innovation.

Do you find yourself straining your neck to identify the pennants or burgees flying on our masts, looking for a club member that will make you, at the very least, a "blood brother"? Isn't it a hoot to unexpectedly encounter some cruising buddies along the way! It may be years since you have last shared a glass of wine and your conversation continues as if you were together just yesterday. We are a fraternity of passionate serious boat owners, anxious to explore, and eager to share.

"Rosetta" is a boat, our boat, but she is so much more. She is the drug in which we escape from the mundane, experience our dreams, dare our abilities and just "Cool Out". She is our therapy!

Crew Overboard Maneuvers:

It is unfortunate that we had to cancel our speaker program on Friday of the Rendezvous, but fortunately the November issue of the BoatU.S. Magazine has an excellent preliminary report regarding a recently held Crew Overboard Retrieval Symposium. The full report will be published sometime in the future however important information can now be obtained from the BoatU.S. Foundation website (www.boatus.com/foundation).

It is interesting that one of the boats used in these test was a Grand Banks Europa with an electric davit. It is also interesting that an early observation regarding the practicality of a swim platform to get a person back on-board is not recommended in choppy water. The report presents information about three main elements of crew overboard rescue: maneuvering back to the victim, making contact, and reboarding.

I think this is an important topic that we all need to keep in mind and look forward to the additional information as it becomes available.

Thank You

The operation of the Chesapeake Bay Grand Banks Owners Association is made possible thanks to the support and efforts of the Oxford Yacht Agency.

A special Thank You.

Your board of officers voted unanimously to award Alan Willoughby a \$100 gift certificate to the Avalon Theatre in Easton, MD. Alan manages our website, CBGBOA@oya.com

Pennant Update

Our inventory of Pennants has been replenished. If you have not ordered yours and would like to fly the CBGBOA Pennant on your boat, please send a check for \$30 made payable to CBGBOA and marked "Pennant" to:

CBGBOA
c/o Oxford Yacht Agency
317 south Morris Street
Oxford, MD 21654

The price includes shipping.

Upcoming Events:

- Plans for a late spring get together in the southern bay area are set for the weekend of June 9-10, 2006. The event will take place on Dymer Creek at the home of Joe and Carol Sarnowski. **Jim Watson** would love your help with this event. **Please e-mail Jim (jwatson@inteliport.com) or telephone (252.330.2273) by mid January.**
- The 2006 Rendezvous plans are set with Solomons Island as the destination following the Predicted Log Cruise that will start in Cambridge. This event will start in Oxford on September 27th and conclude in Solomons Island on the 30th. We welcome your help and hope you will volunteer to coordinate a portion of the activities, e.g. speakers, dinners, side-trips, welcome party or Captains Breakfast. **Please e-mail Pepper or Geoff at gholmes357@aol.com.** Watch for updates via the OYA website and mark your calendar **NOW!**

ASSOCIATIONS

Grand Banks Associations

Florida Grand Banks Owners' Association
Contact: Mary Ellen Parisi
maryelln@hjcycachts.com
Hal Jones & Co.
1900SE 15th Street
Ft. Lauderdale, FL 33316
Phone: 954.527.1778

Great Lakes Grand Banks Owners Association
Contact: John Gadow
gadow@mailbag.com
3300 Westview Lane
Madison, WI 53713
Phone: 608.274.2940

New England Grand Banks Owners' Association
Contact: David Pearson
negb-org@cox.net
Phone: 401.954.0806

Northern California Grand Banks Owners' Association
Contact: Cheryl Clarke
cclarke@eccta.org
50 Glen Ellen Court
Oakley, CA 94561
Phone: 925.625.2773

Puget Sound Grand Banks Owners' Association
Contact: Susan Bland
editor@psgbowners.org
PO Box 477
Fox Island, WA 98333
Phone 253.549.3324

Great Loop Cruisers' Association

If you are considering taking the great circle cruise, this organization is a great source of information. To become a member, you can respond to the following address:

America's Great Loop Cruisers' Association
PO Box 168
Greenback, TN 37742-0168
restob@aol.com
Website: www.greatloop.com

Travel's Note

For those of you that will be traveling in Florida this winter, you may want to check out this rendezvous:

Florida Grand Banks Owners' Association
Vero Beach, FL
March 2-5, 2006
Contact: Mary Ellen Parisi
Hal Jones & Co.

Editors: Geoff & Pepper Holmes
(gholmes357@aol.com)



We have looked into printing this newsletter in color and with lots of pictures. Our source has quoted a charge of \$500 to print 100 copies. Therefore, we will continue to print in black & white but have included some pictures from the Rendezvous. Any suggestions regarding future Newsletters will be appreciated. Please let Donna Hasslinger (dhasslinger@cox.net) know your thoughts

Pepper and I wish you a Merry Christmas and Happy New Year