



NEWSLETTER

The Official Publication of the Chesapeake Bay Grand Banks Owners Association

Spring/Summer 2006

President's Message:

Geoff Holmes

First, I must apologize for the tardiness of this newsletter. On our way home from cruising the Florida waters during this past winter, we received notice that our home in Oxford had a contract of sale. This was good news but prompted us to "put the petal to the medal" so we could pack and be able to move by May 1st. Well we did it and are still unpacking boxes. Our new address, just 7 miles up the road is:

28713 Emanuel Street
Easton, MD 21601
410.820.6430

We will still be available to meet with you when you arrive in Oxford for a trip to the grocery store or just to talk about our boating experiences.

This Newsletter is the largest we have ever published, primarily due to the great response from members providing articles of interest. Thank you and please continue to send information to Donna Hasslinger (dhasslinger@cox.net) for future publications.

The following are just some random thoughts:

- Our trip down and back the ICW was without incident. We did not break anything, run into anything or even run aground. Fuel was a bit more expensive, but slowing the boat to essentially hull speed resulted in a fuel burn of about 5 gallons per hour. We also tried to purchase fuel from commercial suppliers along the way that have better prices due to large volume distribution. The ICW depths were adequate with the exception of a few areas in Georgia. I suspect this will be come a serious problem if dredging is not soon a priority.
- A number of marinas in Florida are being converted to "Dockaminiums" or were damaged in past hurricanes. This resulted in a bit more advanced planning when looking for overnight dockage.
- We met lots of friends along the way including nine member boats from CBGBOA.

- FLGBOA voted to acknowledge membership to any of the Grand Banks Owners Associations with regards to attendance at our respective Rendezvous.
- An exciting cruising schedule for monthly weekend trips on the Chesapeake Bay was formulated by Bill Hohwiesner. We plan to attend as many of these outings as possible. If you have not received his e-mail messages, we may not have your correct address. Please send me a message, so we can update our records.
- The Spring Lawn Party at the Sarnowski's on Dymer Creek is coming up shortly. As of today 12 boats are signed up. We hope you will be able to attend this great event.

Treasurer's Report:

Sam Nicholson

1 October 2005 through 31 December 2005:

Balance on 1 OCT 05:	\$2925.09
Costs:	\$2079.45
(Last set of Rendezvous 05 charges, new pennants, deposits for Rendezvous 06)	
Receipts:	\$6554.00
(GB/OYA contributions and marina refund for Rendezvous 05, new memberships)	
Balance 31 DEC	\$7399.64

1 January 2006 through 31 March 2006:

Balance on 1 JAN 06:	\$7399.64
Costs:	\$ 0.00
Receipts:	\$1880.00
(New memberships, deposits for Lawn Party 06)	
Balance:	\$9279.64

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 84 boat owners are current members of the Association having paid their annual dues of \$25. It is also of interest that 26 new member boats have joined since last Spring's Newsletter. A complete list of the members can be found on the OYA website (OYA.com) and will be updated as frequently as possible.

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

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

Cruising Medicine

Dr. Jim Watson

MAL DE MAR (SEA SICKNESS)

As Spring arrives and we again "put to sea" or for those of you lucky enough to have spent the winter in warm southern waters or are still "at sea" the problem of sea sickness will plague at least some of us as it has since the time of ancient mariners. I have taken sometime to review the current treatment of this condition, with particular attention to the several studies funded by NASA, as motion sickness is a serious problem in space travel.

The cause of sea sickness is excessive stimulation of that portion of the inner ear which relates to balance, the vestibular system. Susceptibility to motion sickness is very variable, but all humans will develop it give enough excess vestibular stimulation. Factors which work to precipitate an attack include visual stimulation (a moving horizon), poor ventilation (fumes, smoke, or carbon monoxide) and emotional factors such as fear or anxiety.

The classic symptoms are cyclic nausea and vomiting. However these may be preceded by lesser symptoms of rapid breathing, excessive salivation, profuse sweating, dizziness, and headache. The best treatment is prevention including minimizing exposure to motion by staying low on the boat (stay off the flybridge), avoid visual fixation of the waves and other moving objects, and stay out on deck as much as possible. Drug and herbal treatments have been tried as long as man has gone to sea. The classic ancient remedy was ginger root. The recent controlled studies sponsored by NASA have generally shown ginger to have little or not effect in controlling sea sickness. However, some experimental studies from Great Britain show some positive effect leaving the question of its benefit unsettled.

There are currently several drugs used to help prevent mal de mar. Those available over the counter without a prescription include DRAMINE – dimenhydrinate, BONINE – meclizine, MARIZINE – cyclizine, and BENADRYL – diphenhydramine. All of these have some

effect in preventing motion sickness but it can be highly variable between individuals. The more effective drugs are all prescription medications and will require consultation with your physician prior to their use. These include PHENERGAN -

Promethazine and VALIUM – diazepam, and scopolamine. According to the classic medical textbook The Pharmacological Basis of Therapeutics by Goodman & Gilman scopolamine "is the most effective prophylactic agent for exposure to severe motion". The transdermal scopolamine patch, the "patch" as it is commonly known, is only available with a prescription.

The latest adaptation with some scientific basis is called a "Relief Band" (price \$90). It is reported to have FDA clearance and works by minimally stimulating the median nerve at the wrist, thus providing some feedback to the brain blocking or overriding the excessive vestibular input. I have no personnel or antidotal experience with it and am unaware of any large controlled series testing its use in a scientific way.

For my money if you or your crew are sensitive to the motion of the sea and prone to mal de mar I recommend you consult your physician about obtaining a prescription for the "patch". Remember it should be applied three hours prior to the expected encounter with rough seas.

Potomac Cruise -"Finlaggan" Gordy & Janie McDonald

During the Chesapeake Bay Grand Banks Association rendezvous last fall we asked a number of folks about cruising up the Potomac and found that very few boats had made the trip. As we headed South at the conclusion of the rendezvous our interest in cruising up the Potomac to Washington DC remained strong. Since we did not have any pressing dates we turned right at **Point Lookout** and what follows is an account of the cruise. My hope is that others will enjoy this trip in the future. It is quite lovely in the fall, there are few other boats, the navigation is easy, plenty of water, nice anchorages and all in all an enjoyable addition to the many wonderful spots on Chesapeake Bay.

October 3, 2005

After some necessary phone calls and minor outboard engine repairs we left **Solomons Island** in the early afternoon and came around Point Lookout about 5:30pm. The mouth of the Potomac is a big body of water 6-7 miles across and if the wind is up it can be rough.

Rather than go all the way up **St Mary's River** we headed into **Smith Creek** about 3 miles up on the starboard side. There are several small bays big enough for two or three boats and we picked a spot that was quiet, protected and empty. There is a marina near by and other anchorages on the port side of St Mary's River in **St George Creek**.

October 4, 2005

As many before us have discovered, the anchorage at **Horseshoe Bend** off of St Mary's City is a beauty. About 7 miles up the river it has excellent holding in 15 feet of water and the old city is worth the time to investigate. Guides are in period clothes and many buildings were restored. We kayaked in and took the tour then stopped for lunch. The afternoon included watching the St Mary's College sailing team practice their starts.

October 5, 2005

Before getting underway we tied up at the college dock, filled the water tanks and hosed off some of the salt. Back down the river to the Potomac and we began the journey up to Washington. The wind was blowing out of the Southeast so getting a reading on the impact of tide and current on our speed was difficult. It never seemed significant. Easy cruising with few boats and no navigation issues. As the Potomac narrows down to 2-3 miles the bluffs on the shore become higher with beautiful countryside.

Because of the wind direction we choose to go into the protected harbor at **Colonial Beach** on the VA side of the river about 30 miles from the mouth of the St Marys. There are good anchorages up the **Wicomico River** but seemed exposed in the prevailing conditions. We anchored off the town and went ashore for a walk around. A low key town with a marina on the point as you enter the harbor. Good restaurant/bar at the marina. The depth in the marina is a problem so check before heading in for fuel or supplies. We had no problems anchoring off the town and little traffic/wakes to deal with.

October 6, 2005

The upper Potomac river narrows and winds West and North as it gets closer to Washington DC—we continue to have the river to ourselves and interesting to see the helicopter training going on at Quantico. Mid afternoon we pulled into Mattawoman Creek about 35 miles from Colonial Beach on the starboard side. A peaceful spot with a couple of other boats. We continued on to a spot off the Sweden State Park. The park has good facilities but was nearly empty. There is a dock available but the water appears very shallow. Fine for our kayaks and a short hike in the park.

October 7, 2005

We got underway early as the weather sounded bad—drenching rain for the next several days. Even with the overcast sky and chilly wind it was exciting to see Mt Vernon up on the high bluffs to port. We passed Alexandria VA but would recommend a stop as there are good docks and the town is fun to tour.

About 30 miles from Mattawoman we entered the Washington Channel, cruised past the Gang Plank marina (no room) and found our slip at the Washington Yacht Club marina. A good spot with helpful staff, free internet usage, nice bar, laundry and a good restaurant upstairs. The location is excellent with easy access to the metro and a

short walk over to the mall. Our arrival was well timed as the rain started and did not stop for several days.

We ended up staying in Washington 4 nights – touring, visiting friends and the highlight was the reception at the Naval Academy honoring fellow CBGBOA member, Buzz Busby on his promotion to Admiral in the US Navy.

October 11, 2005

Still cloudy after 4 straight days of bad weather but time to start back. On the way out we passed the former Presidential yacht Sequoia and watched as it headed in to Mt. Vernon with a number of passengers. This is the only boat allowed to tie up at Mt Vernon.

We picked up the pace a bit on the return trip and made only one stop at Colonial Beach on the 100 mile trip back to Chesapeake Bay. A week would be about right to have a good cruise, time to see the sights on the way up and a few days in Washington. We recommend it highly.

Trip of a Lifetime Gordon & Mary Lou Hamilton

Buy our first large power boat, a GB 36C that's in Waukeegan, Ill, 1,700 miles from our Edgewater, Md home, wait until spring, bring it home through the Great Lakes, Erie Canal, Hudson River, Atlantic, Delaware Bay to the Chesapeake. Our first cruise and the "trip of a lifetime". It all started in mid 1998, following retirement, with trips to OYA. With lifelong boating experience limited to Chesapeake cruising under sail and 21' power we felt a 36 was all we could handle but were anxious to get going. The boat we found and named Aquarius, was located at the Larsen yard on Lake Michigan and it was November. Offer, survey and sea trial and it was back in storage to wait until the Erie Canal opened in the Spring.

May 13, 1999, Mary Lou, our daughter Trish a sailor and RN-FNP and I set out from Waukeegan for Milwaukee accompanied by a GB captain provided for the day by OYA. It was the crew's first day on a "large" powerboat and what a baptism. By afternoon seas had built to 6' and, although Aquarius did fine, considerable skepticism as to the wise ness of our venture developed. Fortunately, Great Lake harbors are excellent and as soon as we were inside the breakwater it was like a mill pond. Our captain departed with instructions to stay in port if conditions did not improve. We were on our own.

With better weather, the Great Lakes part of the voyage was what inland cruising is all about. Navigation is easy, the water is deep, and the manmade harbors are about 50 miles apart and easy to find. In Michigan a large percentage of the slips are reserved for transients. High spots: Charlevoix, Mackinac Is. And Put-in Bay /Bass Island on Lake Erie where we spent 5 days due to high winds.

The Erie Canal begins in Buffalo, NY and here we were joined by Trish's 8 year old daughter Abbey to complete our crew. Canal clearance is 15.5' from Lake Erie to

Oswego, NY. This avoids the Welland Ship canal and Lake Ontario. Clearance is 20.5' from Oswego to the Hudson. Down came the mast and bimini. A simple task on a GB. I had fashioned an easily stored and assembled mast/boom crutch from galvanized pipe painted white and we looked pretty ship-shape in our low profile configuration. Still, however, the first bridge appeared a lot lower than the boat and it took assurances from the fly bridge lookout to get us through. At the first lock, upon presentation of ships papers, we purchased an annual pass and explained our inexperience. We were pleasantly assured that the lockmasters would be "very gentle" with our little ship and its crew and we began our climb up from the Niagara River and then down to the Hudson at Waterford NY, 35 locks later.

The canal experience is great, although the locks themselves can be intimidating. Some have lifts as high as 40' and the lines simply hang down the walls. A GB Classic is ideal with the walk around decks and substantial rub strakes. You'll want plenty of fenders (we had several round ones on each side), boat hooks fore and aft and substantial rubber gloves since the lines are always wet and usually "scummy". Once the line is through the hawse hole and around a cleat even an 8 year old can do it.

Don't hurry. It took us 7 days to go the roughly 400 statute miles. The speed limit is 10mph except for the 21 mile Lake Oneida crossing and you may have to wait at the next lock anyway. For us, early in the season, there was little traffic. Several times the first Lockmaster of the day would ask our planned destination for the day and call ahead. Frequently the locks were waiting with the green light on when we got there. Dockage is easy. At many towns you can simply tie up to the wall and water and electricity free, or very inexpensive. At 10 mph fuel should not be a problem but remember that this is gasoline boat country, so plan ahead. On several occasions we encountered the canal company's bright blue and yellow maintenance boats and they were always most accommodating and anxious to get us safely on our way. The Erie canal is a wonderful cruising experience and the final 7 stair step locks taking you down to the Hudson at Waterford unforgettable.

We raised the mast and bimini at Catskill, NY, an easy task with our 5:1 block and tackle from the radar mount to a fitting on the fly bridge, and began our trip down the spectacular Hudson River: West Point, the Tappansee Bridge and Palisades, fast commuter ferries, the NYC skyline and finally the Statue of Liberty. We were almost home.

As bad as our first day on Lake Michigan had been, the Atlantic from Manesquam NJ to Cape My was flat calm. Up the Delaware and down the Chesapeake, 5 days from Catskill to Annapolis and 29 days from our start.

So don't hesitate. Sometimes circumstances such as a boat you want, far from your home port, can jump start a great adventure. This trip made us gain the experience and confidence to begin what has been a 7 year wintertime

pastime cruising the ICW from Annapolis to Florida's West Coast and Keys, some 20,000 cruising miles on Aquarius and our current GB42, September Song. See you on the water!

Trends in Boat Buying

Donna Hasslinger

I thought it was interesting to see how the Baby Boomer generation is affecting the boating industry. Baby boomers are adding to their recreational activities. Living longer means being active longer.

In some areas of the U.S.* the following "trends" are being noted:

The typical age of boat owners will increase from 47 to 57. Boat length – boats lengths on the average are increasing. The average boat length will increase from 26 to 40 feet. By the year 2010, 35% of existing boat owners will trade up to a larger vessel.

Baby boomers are spending more free time on the water. They will include their extended family in cruising activities.

The number and length of trips taken will increase as well as the distance cruised. New boats will be outfitted for "destination cruising".

Today, fishing is the primary use of boating. However, in the future, fishing use will decrease and cruising will increase.

Many more people will use their boat during what is commonly called the "shoulder seasons" – April – May and Sept – October.

25% of all boating activities will take place in the slip.

In addition to the above, boat owners will demand more services from marinas. Slips will need to accommodate wider and longer boats. Utilities provided by marinas, such as electricity, will need to be upgraded, as well as telephone, cable TV and internet services.

Fuel, clean and modern restrooms, the ability to purchase groceries and basic supplies, restaurants and laundry facilities will become common upgrades. Marinas may also have to accommodate vendors hired by boaters to perform maintenance, installations, and other services.

**Trend data includes the Midwest and Northwest area of the U.S.*

Cruising the Chesapeake with the CBGBOA

Bill Hohweiser

Weekend cruises to some of the beautiful creeks and anchorages along the eastern shore have made for some of the most enjoyable times that Patty and I have had with "BreakAway". They've been nice when we have been by ourselves; and we've had great fun when we could share the time with friends.

At the fall rendezvous I volunteered to try to loosely coordinate a few cruises this season. My thoughts about how to do that was first to suggest a tentative list of dates

and anchorages that you all could look at and consider. Tentative is the important word here.

This tentative, “living,” cruising plan (shown below) will be posted on the CBGBOA web site and periodically e-mailed by me to those of you who have agreed to accept e-mails (most everyone to begin with). Through e-mails, phones, etc, I would hope that we can refine both the places and the dates to facilitate the greatest participation.

While the “living” cruising plan will remain fluid, the date for the next upcoming cruise will be frozen at least by the Sunday night prior. For example, we’ll freeze the Rhode River date and location at least by Sunday, May 14, and I’ll send out an e-mail noting this. Where there is strong interest in any particular date/destination, we may freeze the date earlier. As we get into the season, I’ll also try to find a way to post the names of the boats planning to join a particular cruise.

CBGBOA Tentative Cruise Plan for 2006

Rhode River	May 20/21
Leeds Creek	June 24/25
Fairlee Creek	July 15/16
Shaw Bay	July 28/29
Trippe Creek	Aug 26/27
Magothy River	Sep 2/3/4
Long Haul Cr	Oct 14/15

As you’ll quickly note, I’ve avoided the marinas. They’re nice, but for Patty and me the real beauty of the Chesapeake is in the many creeks and anchorages. If you’re uncertain about anchoring overnight, there are many of us eager to offer insight and advice – but it’s pretty much just like going to a marina, except it’s prettier, quieter, cheaper, and easier. However, if there is strong interest in cruising to a marina, we’ll add it.

So please consider our tentative plan, and tell us all your thoughts. Then start making plans to join us.

Problems and Solutions:

Dick Seed

On my Bahamas cruise this year, I had occasion to test the pros and cons of my decision, based on the popular wisdom from last year’s rendezvous, to switch from 30-micron to 2-micron fuel filters on my *Racors*. After a 3-day, 3-hop, mostly following sea, passage from Nassau to Lake Worth, we were making a coastal run to Ft. Pierce. About an hour out, we started losing rpms on the port engine, in one instance, all the way to a stall. A check found the *Racor* on that engine badly clogged. I replaced it with another 2, but the problem recurred in about 30 minutes. The math of my filter inventory didn’t bode well to getting to Ft. Pierce with my remaining 2s, particularly if the starboard engine started acting up, so I switched back to a 30, and got a couple of hours out of it. Since my vacuum guage didn’t show any problem, I then replaced the engine filter (Legend has 3208T Cats), and went to a 10 on the *Racor*. That got us all the way to Daytona without any further problems. In Daytona, after buying out the local 2-micron supply, I replaced the engine filter again and went back to the 2s on the *Racor*. I also changed the

Racor on the starboard engine on general principles. That got us home to Virginia with no further problems.

I’ve never had a bad-fuel before, so I don’t know what caused the scenario. I did take on 100 gallons of “insurance” diesel as we were leaving Lucaya, adding to the port tank first, but that was two days before the blockages. Perhaps crud in that fuel settled out overnight in the Lake Worth anchorage. I also do not understand why the problem did not cross over to the starboard engine through the fuel manifold. My normal fuel regimen is to add 1 quart of Marvel Mystery Oil/100 gallons of diesel and, since I replaced my tanks two years ago, I doubt that I had a “bug/sludge” issue.

Lesson Learned

1. You can’t carry too many spare filters.
2. Although I still think that using 2s on the *Racors* is the best way to go, I was surprised to find that the main engine filter, and the fuel in it, was not even warm, let alone dangerously hot. Although it was certainly more convenient to change the *Racor* filters, it was surprisingly easy to change the engine filter, even underway in a 3-foot, quartering sea.
3. If you experience a loss of rpm, idle the engine for a while. If it’s the filter, the vacuum will ease, and it will run normally for a couple of minutes before losing rpms again.
4. It would probably be a good idea to carry some stabilized diesel fuel in an appropriate container, so you can fill the *Racors* if you have to replace them. If your fuel-tank level is below the filters, they will not gravity fill; also, they will drain out if you leave the shut-off valve into your tank open. The first time I replaced the filter, the fuel level was fairly high in the filter holder, but the second time, there wasn’t much left, so rather than risk an air lock, I used fuel salvaged from the replaced main filter to top it off. I have a clear plastic funnel with a screen and shutoff valve, which gave me no-spill control, and a clear view of what appeared to be good fuel, certainly OK in the circumstances.
5. It may not be a good idea to take on fuel right before starting an ocean crossing.
6. An early warning of clogged filter is that the engine will start to run roughly. This translates to a vibration through the drive train, which feels very much like a running-gear problem. You might want to check that out before you do a haul-out or hire a diver.

Teak Refacing

Geoff Holmes

Some of our older boats show fading on the doors inserts and cabinet doors under the salon seats. Rosetta needs some Teak refacing and we think we have found just the product. It has been successfully used on a “Fleming” which had been damaged in a hurricane and the owners were pleased to show us the repair. The company listed below provides teak-paper to relaminate the “tired” areas.

We haven't placed our order as yet, (just got home), but plan to do the face-lift in the new future.

Ultra Wood Products, Inc.
3005 NW 25th Avenue
Pompano Beach, Fl. 33069
954-971-9663
MTRNBOW@ultrawood.com

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.

Fundy Traffic

Randy & Fiona Woods

In July of 2005 Randy and Fiona Woods, aboard Moonshadow, their Eastbay 49, enjoyed an extraordinary voyage through the Bay of Fundy and into the New Brunswick heartland. The following is taken from their email log to friends:

July 18: Shore day in Northeast Harbor. Rain followed by deepening fog.

Provision for push east into Bay of Fundy, including:

- 710 gallons diesel
- 194 gallons ships water
- 45 liters drinking water
- Food for six days
- Spirituous liquors for medicinal purposes

July 19: Depart Northeast Harbor 1000 on GPS and radar, in forecasted "clearing" fog. Creep through harbor into visibility of three boat lengths. Round Bear Island and East Bunker Ledge, where John D. Rockefeller is secretly buried under large concrete pyramid, and point east northeast. Do not see Bear Island, East Bunker Ledge or anything other than bow rail until arrival at Roque Island 46 nm and 4 hours distant.

Make course offshore in deep water attempting to avoid plague of lobster floats, but realize lobstermen here rig a "toggle" with secondary float attached to first with a 20' line, logarithmically increasing chance of running onto lobster tackle, particularly if line is carried across ones course by wind or current.

Enter Roque Harbor via narrow, 16' deep passage east of Great Spruce Island. Fog parts in anchorage to reveal spectacular crescent of white sand beach. Drop anchor on 15' datum and deploy 120' of chain honoring expected tide. Observed solitary lobster boat working ledges, otherwise alone among bald eagles, harbor seals, cormorants and scoters. Magical afternoon with wispy trailers of fog. Water temperature is 50 F; do not swim ashore. Dinghy onto pristine strand, hauling Zodiac high on rising tide. Collect rocks, errant lobster buoys and sand sample. Evening aboard with warm supper, cozy bunk, and silent anchor alarm.

July 20: Wake to brilliant sunlight penetrating overhead hatches. Find atmosphere clearing and oddly warm. Three lobster boats working pots to seaward in retreating fog.

1030 recover anchor in good visibility, depart eastward via Anguilla Island Passage and slam into fog bank of unimaginable density! Back on instruments, motoring at 9 knots encounter fewer lobster snares but larger lobster floats, some 24" in diameter on 300' water.

Tedious fog until US/Canadian line when miasma inexplicably vaporizes into crystal views of western cliffs of Grand Manan Island. Hoist Canadian courtesy flag, sing first verse of "Oh Canada", and nearly over-run pod of Minke whales breaching within a few meters of boat. Sight large pod of porpoise off port quarter near Northern Head Light.

Reduce speed at large herd of seals feeding near entrance to North Head Harbour. Yield to car ferry and enter harbor. Attempt to contact Harbourmaster, Harold Ingles, who has arranged berthing. No cell phone service, no contact on VHF, or using hand-signals or semaphore. Land at vacant spot amidst commercial fishing vessels on west side of "Fisherman's Wharf". Assistance with lines from friendly fishing lads who advise we can stand alongside until we locate aforementioned Harbourmaster and Customs.

Proceed onshore to Customs Office, which is closed today, and most days, but beg phone from adjoining Post Office. Clear in via telephone CANPASS and unexpectedly encounter Harbourmaster's daughter, who loans us cell phone to call Dad (speed dial #3). Harold advises to reposition to east side of wharf and raft up alongside "Azalea". Maneuver as requested, secure lines to pink lobster boat and worry about falling 26' tide as our stern lies only 1 meter from rocky bulkhead.

Exquisite dinner ashore at recommended Whale Cove Inn followed by visit of Harbourmaster's entire family back onboard for tour. Visiting yachts are rare; we receive numerous visitors and onlookers during our stay.

Grand Manan is the friendliest place one could ever hope to visit. Every passing acquaintance proposes something generous: ride, car, loan, phone use, kippers, excellent conversation, etc.

Retire to bunk after late arrival of commercial Salmon fleet, whose flagship is named "Aqua Smelt".

July 21: Sunny morning on Grand Manan. Harbormaster appears punctually at 0900 with family Chrysler loaned to us for the day. Drive to Ingalls family's new used clothing store and all eighteen miles of Grand Manan roads, visiting Dark Harbour, home of itinerant "dulse" (sea-vegetable) harvesters and Ingalls Head Harbour where Newfoundlanders are unloading scows filled to gunwales with "rock-weed" (another profitable commodity sold to mostly to Koreans for some peculiar use).

Return to boat, now in 24' deep hole below wharf at low-tide. Harbourmaster appears at 1800 hours with more family members to tour "The Yacht". Noisy evening aboard with lobster men and women, salmon farmers, purse-seiners, pile drivers, ferries, and barges loading and unloading nearby.

July 22: Awake to another sparkling Grand Manan sunrise, which confuses the locals because Grand Manan "is whers all th' fag's made". Depart harbor after challenging extrication from floating docks amidst arriving

scallop dredgers. Recommendation for Grand Banks: design a vessel that hinges in the middle!

Set course for Dipper Harbour on the mainland of New Brunswick to investigate future anchorage. Oh the joy of it all: throttle up in gleeful realization that lobster season had ended in Canada June 30th. No pots, no floats, no traps, no toggles, no nothing! Glorious day with 1400 horsepower!

Poke bow into Dipper to discover one big challenge of Fundy waters: small harbors with little swing room needed for big tides, all moorings and dockage occupied by active fishing fleets; might raft up, but no one to ask.

to Saint John anticipating timely navigation of intimidating Reversing Falls into Saint John River. Having verified almanac for slack water 65 times in the last six months, double check again with a) returning fishing boat who advises that we are "too late" and b) Fundy Traffic, (indispensable marine traffic control offering advisories on channel 12), which indicates we should make 1530 transit of rapids as planned. No secure place to land in Saint John Harbour with its massive tides and currents boiling the harbor; and we are eager to motor up river.

Reversing Falls is actually two extreme reversing tidal rapids in a narrow, serpentine gorge partially dammed by a submerged ledge, navigable only at slack tide for about 20 minutes. Sounds fun, eh?

We steer into a remarkable following current in lower reaches of Saint John River, trailing small tour vessel with huge outdrives, "Falls Explorer". Upon reaching lower falls 20 minutes ahead of recommended passage, *Falls* skipper waves us on with a grin, thumbs-up, and a "Let's go for it, Yankee!" and blasts ahead into the rapids. We advance astern of him, into the first rapids, but "Explorer" abruptly bails out to port mid passage, leaving Yankees aboard *Moonshadow* to careen and jog through the turbulence, unattended. We emerge like a shot on northern side, to the amazement of several vessels sensibly awaiting slack tide 15 minutes hence. Ah, those Canadian jokesters! We sound 60 to 100 feet of water through gorge, but the combination of wake and following current creates a spectacular wave aft.

Blissfully uneventful passage upriver to Royal Kennebecasis Yacht Club wharf where hundreds of small sailboats participating in Canadian Junior Sailing Championships greet our arrival. However at sunset we are alone on the dock with much appreciated 20 INCH tides in brackish water. Dinner ashore in Saint John, an industrial city owned by Irving Oil Company, its heirs and assigns.

Rain is forecast; a cold night. Vessel name of the day: "Tropic of Canada"

July 23: 0300 Hail storm of unimaginable violence. Rapid-fire lightning followed by torrential rain and high winds. Check fenders and lines. 0900 Canadian Teen Champions arrive en masse. 500 lasers, bytes etc., ready for another day of competition.

Desire to leave confounded by 20 knot onshore wind pinning *Moonshadow* to rusticated wharf. Take aboard 1500 liters over-taxed Canadian diesel, top water tanks; housekeeping. Provision at local "Superstore" and depart in abating northerlies at 1530, upriver bound.

Proceed 36 nm up Saint John River under sunny skies, light cumulus, into bucolic New Brunswick heartland. Fascinating transit of river system plied by a few sailboats, small motor vessels, and charming houseboats. Cross 4 cable ferries (car-carriers propelled across river narrows by winched steel cable). Cable taught ahead, slack behind. Best to contact ferry captain on channel 16 to request permission to cross. Ferries depart every few minutes so timing is critical.

Hilly countryside with grazing cattle along banks with marshy pasture provides lovely prospects reminiscent of England. Another violent thunderstorm interrupts languid conclusion to day's cruise with cloud-to-ground lightning and wind blasts whipping the water into a steep chop.

Warm, rainy welcome at Gagetown Marina with boats from Quebec and points north. Dinner at highly recommended Steamer Stop Inn, unfortunately impaired by recent purchase by adjacent retirement home, with a menu modified to suit same.

Our most northerly point of cruise: 45.47N 66.08W

July 24: Rain at dawn, then clear skies, northerly breeze. Explore tiny, charming village of Gagetown, which smells like apples and mown hay. Attend gospel church service at annual Gagetown Jubilee Fair. Visit museums, potteries and weavers. 1330 depart Gagetown for relaxing passage southward to familiar berth at Kennebecasis. Wind now north again 20 knots and forecast to increase.

July 25th: Quiet night after northwesterly blow. Departure determined by time of slack water at Reversing Falls, 1325 hours as confirmed by friends at Fundy Traffic. Perform maintenance including deep cleaning of engine room. Depart dock 1230 for meandering 6 mile run to approach of Falls in continuous drizzle. Passage of falls uneventful as timing was correct. Where's that damn "Falls Explorer" now?!

High speed ride through Saint John Harbour via busy ship channel to Bay of Fundy, now heading west three miles off shore. Winds increase to 20+ knots off Point Lepreau, home of Canada's oldest nuclear power plant. *Moonshadow* tracks along well turning for 21 knots in difficult beam sea. Squalls; boat is awash. Crew humming theme music from *Das Boot*!

45 mile Fundy run ends rounding East Quoddy Head at Campobello Island. Straightforward navigation in thickening fog, but lessening wind and rain towards Eastport, Maine. Telephone US Customs to report ETA, and Port Authority office to confirm berthing at south side of "Green Fish Dock" across from tug boats.

Tie up at 1530 gaining one hour from Atlantic zone. Clear customs, pay dockage (\$37.50) and stroll by "Sundowner Casket Company", one of the few remaining businesses in the small village of Eastport which seems "closed for the season."

Pleasant and quiet evening aboard in fog and 55 degree temperatures alongside increasing height of looming steel bulkhead as tide, and *Moonshadow*, drop one foot every fifteen minutes. Wharf is home to NOAA water measurement station and millions of tiny barnacles that sing (rather gasp) as one walks by, a strange and

provocative phenomenon. Water is astoundingly clear, and very cold.

July 26: Depart Eastport at 1100 hours in watery sun. Back out Friar Roads through Canadian waters where amazing amount of floating debris, including trees, telephone poles, dimensioned lumber, and other flotsam makes navigation hazardous, this due to extremely high tides on previous days, washing shorelines clean. Next, we rounded Campobello Island heading west out of Fundy into the Gulf of Maine.

Homeward cruise goes well for first 90 minutes across big rolling southwest swell with patchy fog until raucous metallic clanging rouses shocked crew into action. Throttles to neutral, shut down engines in sequence, ascertain trouble lies at or near port engine. Captain makes tentative investigation wearing sound-muffs and determines that port engine alternator belt cover has ripped apart like a piece of paper, generating metal against metal cacophony. Fix found using yoga poses around hot iron, and bungee cord to restrain cowling from alternator pulley.

Caterpillar part number: 22-114—OD.

Revise navigational strategy to rejoin civilized world prematurely, adding three hours to float plan, now into Southwest Harbor. Tie up stern-to at 1630 in Great Harbor Marina next to Cranberry Isles Ferry, happy to be plugged in to yacht world again!

July 27: Busy day with practical mechanic who expeditiously removes broken cowling, welds same for a remarkably reasonable fee. Dinner ashore foiled by inexplicable island-wide power outage resulting from violent thunderstorms elsewhere (probably New Brunswick). Crank generator and cook small rib roast onboard. 2000 hours 180 degree wind shift from south to north concludes frontal passage. All is well!
Randy & Fiona (moonshadow@teamrat.com)

Cruising Down East Maine & The Bay of Fundy

- You must have spurs or cutters fitted on running gear or you will need a 6 mm wetsuit, scuba tanks and a hacksaw. Lobster tackle is unavoidable.
- Make certain you have 300 feet or more of anchor rode and a large spare anchor kit for very large tides.
- Load up with all the fuel and water possible, both are difficult to find, and diesel is expensive in Canada.
- Don't go without a good chart plotter and radar set, two of each is better; you will certainly use them! Fog is ubiquitous.
- Obtain Canadian paper charts in advance, which are lovely, but unavailable in kits; you'll have them spread all over the boat!
- Call harbormasters well ahead to arrange for dockage or moorings; most are extremely welcoming and can find you space on floats. Ports beyond Mount Desert Island do not offer facilities for cruising yachts.

- Get a US Customs Decal and Canadian CANPASS in advance of your cruise to save time and hassle.
- Buy and read *A Cruising Guide to the Maine Coast* (also online). This fabulous resource contains essential and frequently updated information for Maine and New Brunswick.

Adaptive Boating **Pepper Holmes**

While visiting with fellow CBGBOA members at Marco Island, I was impressed at the manner in which the Calascibetta's on Betta Times faced their *new* boating life together. I'm sure we have all had a visitor aboard with some sort of disability, poor sight, hearing etc. John and Julie have faced and dealt with a stroke yet still managed to cruise from their home in New York to Florida. The following is their story, in their own words:

John Calascibetta:

"As boaters, we all face challenges in the pursuit of our chosen lifestyle. We may long for distant shores, pristine waters and calm seas, but the way there is often bumpy, as in a beam sea, or laced with impediments to be overcome. One such obstacle is the subject of this report.

Perhaps the most difficult of challenges is a blow to the health of a partner. The needs of my spouse, who endured a stroke, necessitated adjustments in the boating regimen of our lives. My crew member had impairment to both her left arm and leg.

The positive mental attitude of Julie, was the key to the continuation of our boating lifestyle. The realization that even the most routine of tasks would present a new dare, enabled us to find a way to get the job done. It was extremely important to accept that the disability would change the way we would accomplish our goals, rather than preventing us from doing them.

The first order of business was getting on and off the boat. Sea stairs were the answer for floating docks, but fixed docks and walls required more planning and effort. The boating community always seems to rise to the occasion when assistance is required for safe egress or boarding. Using a cruising guide to determine what marinas had fixed vs. floating docks also helped us choose the most "handicapped friendly" ports. Once ashore, it took some time to determine the areas and activities within wheelchair distance, as well as securing transportation to restaurants and other places of interest. Thankfully, the world has become more aware of the needs of the disabled, but there is still a long way to go.

The old adage – one hand for you and one for the boat – was amended to reflect the use of only *one hand*.

We examined each area of the boat to determine the positioning of additional grab rails or hand holds. Try this exercise on your own boat with one hand tied behind your back, what a revelation! When the "needy" locations were identified, original equipment rails were ordered from the boat manufacturer so as to avoid a mixture of design and the jungle gym appearance. Even with these adaptations in place, much care was still required to safely negotiate the pitfalls that abound on a boat. Open spaces on the vessel

pose a problem which can only be solved by mutual cooperation; for example, the use of the head was planned only when assistance was available. Since the captain was sometimes unable to address this need, we chose to travel with another couple aboard when anticipating a run of several hours. Having company provided several pros and very few con's. We both enjoy the diversion of personalities, sharing of responsibilities and added enjoyment of spending time with good friends.

The activities of daily living (ADL's), washing, dressing, grooming, cooking, eating, and coping with grumpy crew become all the more difficult while afloat. Just using the not so luxurious shower requires an adjustment in the positioning of rails, shower seat, soap, shampoo and towels so the user could be as independent as possible without compromising safety. It took time to get into a comfortable routine, and the crew must be willing to cooperate.

Cooking on a boat, "the art of making something other than reservations for a meal", is sometimes challenging while traveling aboard. Doing it when impaired is worthy of commendation. Easy grip utensils (pots, pans, silverware etc.), that are stored within reach, large print recipes and a captain who was willing to take instruction, are all keys to success. We, in the boating community, enjoy our evening cocktails. Be sure you know if your crew needs to be concerned regarding drug interactions and the spirit of their choice (your physician or pharmacist are your best guide). If the handicapped person aboard is a guest who takes daily medication, it is a good practice to make certain someone on your vessel is aware of the drug/s they take. Emergency rooms love to have all the help (lists) they can get. Remember the person with the disability needs to feel valued as a crew member and not only a passenger. Give them an assignment regarding the meal and clean up and then be willing to provide the time for its completion.

Remove accent rugs that may look beautiful but represent a hazard to someone with impaired vision or unsteady gait. If the crew member is going to be aboard frequently and does have diminished vision, consider using a color, easily seen by him/her, to identify the location of your new safety adaptations.

Planning for health care needs and a therapy regimen is critical to sustained recovery and good health. Routine medical exams and lab tests (how many of us must have our lipid, blood sugar or coumadin levels tracked) need to be scheduled with an eye on the timing of your next port of call and the available health care facilities. I'm aware of at least one cruising guide that now includes information regarding regional based local medical facilities. Use this information in planning your trip, you may need to modify your destinations but important therapy sessions or lab visits will be timely.

Remember boating is supposed to be fun. Your approach to getting underway may need to be altered due to weather and sea conditions. Cruising with someone aboard who has a disability requires you both be flexible, have a great sense of humor, and be willing to put safety ahead of a rigid time schedule. YOU CAN DO IT!"

New Logo for CBGBOA

A number of great designs were submitted to Bruce Krause for consideration. A decision will be made at the Spring Lawn Party, which is another reason why you should attend.

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.

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 the **3rd Annual Spring Lawn Party** get together in the southern bay area are set for the weekend of June 9-11, 2006. The event will take place on Dyer Creek at the home of Joe and Carol Sarnowski.
- **Great Lakes Grand Banks Owners Association** Greetings to all of you good folks at the CBGBOA from the crew of the Bonnie Banks. We enjoyed meeting many of you while cruising the Bay last fall. For any who are doing the Loop and plan to be in the Great Lakes in late July, we extend a cordial invitation to come to the Great Lakes rendezvous to be held in Rogers City, Michigan from July 27-29, 2006. Rogers City is on the eastern shore of Lake Huron not far from the straits of Mackinac and the beautiful cruising grounds of the North Channel. We will have seminars, tours of the local area, great meals and a chance to meet some of your fellow Brand Banks owners, and of course an opportunity to soak up some of that precious "local knowledge". Cost will be \$150 per person which includes all meals and tours. You will be responsible to arrange your own dockage direct with the Rogers City Marina at (989) 734-3808. We are NOT using the Michigan Reservation System. Please contact Floyd and Maggi Lewis at (313) 580-9297 or lewis@eaglequest.com for registration forms and details. Hope to see you in Rogers City!
- **The 2006 Rendezvous** plans are set with Solomon's Island as the final destination following the Predicted Log Cruise that will start

in Cambridge. This event will start in Oxford on September 27th and conclude at Solomon's 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!**

GB Forums

Oxford Yacht Agency maintains a long standing, excellent interactive forum with >1540 registered members to exchange ideas and get information regarding our floating investments. To access this valuable resource, log onto www.OYA.com and click on "The Board" to post your questions or just see what topics are being discussed.

A few months ago, Grand Banks launched their own Discussion Forum, hosted at www.GrandBanks.com. Few people know about this additional resource. GB owners and enthusiasts across the globe are being contacted to go online and register to engage in this "virtual community," and they want you to join in. With already over 300 registered users, Grand Banks hopes to build upon the generations of GB owners who are actively turning online to research the breadth and depth of information available.

ASSOCIATIONS

Grand Banks Associations:

Florida Grand Banks Owners' Association
Contact: Carol Jones
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GB Cruising Club of British Columbia
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abkeir@saturnacan.net
250.539.2717

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

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