



FIRST WATCH

BROTHERHOOD OF THE COAST
~ UNITED STATES ~
OFFICIAL NEWSLETTER

FOR THE SECOND QUARTER OF 2024

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FROM THE CAPTAIN'S DESK

This year as of June 2024, the U.S. Brotherhood has bid farewell to two more of its esteemed Brothers, Peter "Sea Devil" Chabot and Bill "Cubiche" Butler. Their unwavering dedication made them pillars within our fraternity, and their loss leaves a void difficult to fill. We mourn their passing, recognizing that it was simply the inevitable toll of time.

Yet, their departure underscores a persistent challenge: the pressing need to induct new Brothers who will rise to the occasion and assume leadership roles within our fraternity.

While Tables operate autonomously, akin to ships navigating their own course, they must never lose sight of the larger entity to which they belong—the U.S. Brotherhood of the Coast. It is imperative that Tables unite in pursuit of a common goal: the vitality and prosperity of our esteemed Brotherhood.

In an effort to foster greater cohesion among Tables, we've taken proactive measures. We've increased the frequency of our meetings to quarterly gatherings via Zoom, a platform that, while convenient, cannot fully replicate the camaraderie of in-person interaction. Thus, it is with great anticipation and eagerness that we announce our decision to convene an in-person meeting on November 9, 2024.

We extend our gratitude to John "The Crab" D'Alusio and the Gold Coast Table for graciously offering to host this pivotal gathering in Bradenton, Florida. A face-to-face meeting holds immense significance, providing a platform for deeper connections and meaningful dialogue. We earnestly hope that all Table Captains will prioritize attendance at this pivotal event.

Unfortunately, this event cannot be a National Zaf. We are however planning a National Zaf for the 250th anniversary of our Nation's founding and Harbor Fest in Norfolk Virginia June 2026 hosted by the Chesapeake Bay Table.

Together, let us reaffirm our commitment to the enduring legacy of the U.S. Brotherhood of the Coast, forging bonds that will sustain us through the challenges ahead.

Rascal FM
National Captain U.S.A.



FIRST WATCH is edited and published by Peter Dennant
(peter.dennant@gmail.com)
for the United States Brotherhood of the Coast

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BROTHERHOOD PROFILE

Rene “Arcibald de la Cruz” Fiechter, FM, GHM, BDO New York Table Flag No. 51

A remembrance by Rascal



RENÉ FIECHTER was born in Lausanne, Switzerland, in 1920. He passed away peacefully at his home in Douglaston, New York, on June 19, 2009, at the age of 89. He was known for his remarkable intellect and inventive spirit, which led to patents in various fields such as railroading, watches, and epoxy resins.

René was not only a prolific inventor but also a beloved figure in his community. His home was often filled with the laughter and joy of grand costume balls, reflecting his vibrant social life. Despite his dedication to his work, he cherished time spent sailing the seas with his wife, and he eventually became the National Captain of the U.S. Brotherhood of the Coast. He is the recipient of the coveted GHM and For Merit awards.

Events in 1986 and 1996 will be fondly remembered by many in the Brotherhood: 1986 was the year of the first World Zafarrancho held in New York in conjunction with the bicentennial and the re-dedication of the Statue of Liberty. 1996 was the year of the first North South Zafarrancho (The All-America Zaf). All this was the brainchild of U.S. Brother No 51 Archibald de la Cruz aka René Fiechter which gives me the opportunity to reminisce about this great visionary.

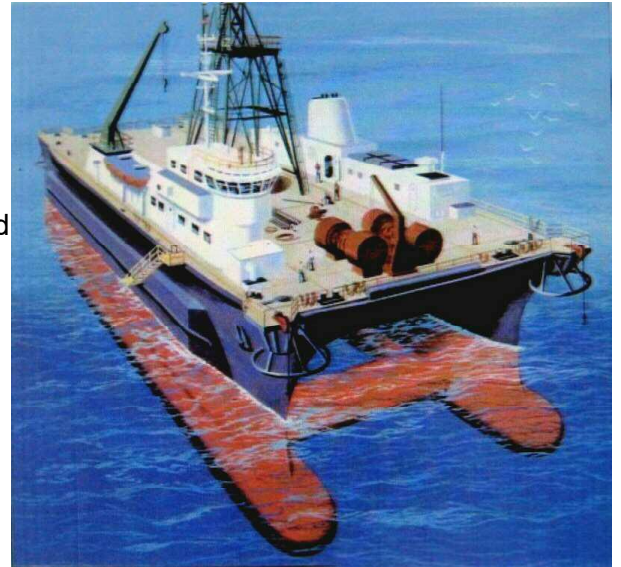
In 1983 René was given the chance to prove himself. At a meeting called by Scotty Smith joined by Fred Sinon and Art Steiner it was decided in René's absence to make him Captain of the ailing New York Table. Under his guidance regular meetings were held and contact with foreign National Captains was re-established. This resulted in invitations to visit Tables overseas. In 1986 René had the brilliant idea to host an international Zafarrancho in New York. With mixed reviews from some of the existing members of the Table, invitations to the First World Zafarrancho were mailed out. The response was overwhelming from Brothers and Captives from all over the world, Italy, France, Belgium, England, Switzerland, Chile and others including one of our founders **Dr. Miguel Romero** were represented. For the most part the event was a huge success but to say that it all went smoothly is an understatement. In order to keep the cost down most attendees were housed at Pace University dormitory's humble digs downtown.



Dr. Miguel Romero

Not all appreciated this cost-saving gesture, and some attendees verbalized their discontent, prompting René to make this statement; "My Brothers are my Brothers. Brothers who break my balls are not my Brothers."

Now, René had intended for participants to sail down the East River on local Brothers' boats to attend the Parade of Sail and Re-dedication ceremony. But with all his infinite wisdom, René was never one for details. There were just not enough small crafts to ferry all the guests to the ceremony. In came our savior Brother # 90, André Galerne, to the rescue. It so happened that André was fulfilling a salvage contract somewhere in New England. He weighed anchor and made for New York with his salvage and diving vessel the M/V Twin Drill supplying space and nourishment for all. The pinnacle of the event was a formal dinner at the Merchant Marine Academy at Kings Point and the Battle dress Beach Party at the West Fordham Street Beach Association on City Island.



Drawing by Mark Whitcomb
for the
Brotherhood of the Coast Liberty Party - July 4th, 1986



After so much work and aggravation you would think that René would just sit back and enjoy his success, but that was not the case. In fact, he kept thinking and scheming and almost 10 years later to the day he came up with the idea of The All-America Zaf, another huge success. In 1996 The All-America Zaf took place on Board the Tall Ship Star Flyer which started from the Caribbean Island of St Maarten and sailed, unfortunately against the wind, to Cape Haitian in Haiti.

What few knew about this trip is that the operator of the ship was only willing to go to Haiti if there was a bond posted in case of a law suit. René put up his house as collateral.



The All-America Zaf was a huge undertaking with logistic problems few understood. To his credit the buses taking us to Milot Castle, the walk up the mountain to the Citadel and the jaunt to Base Terre on the Ile a Vache all were flawless.



At the end of the trip and as New York Brothers arrived at the airport for our scheduled flight home, we found René in the middle of the waiting area sitting on top of a pile of cases of rum. The Barbancourt rum selected at a rum tasting in New York for this event several months prior to the zaf had to be returned to the U.S. As we arrived René would call us over and assign one or two cases to each with the direction to take them back through Customs. Needless to say that for many Zafs after this René would arrive at Zafs with a deliciously wicked rum punch. All well worth the effort.



As for me, René was a mentor, guiding me from the start and showing me the true essence of the Brotherhood. He made me understand that it went beyond sailors sharing tales - it was a community of ocean enthusiasts committed to mutual support and camaraderie. René loved the Brotherhood of the Coast and through his guidance I learned to love it as well.

As we age, I have noticed a decline in the fervor for our beloved Brotherhood. It's our responsibility to preserve the legacy of visionaries like René, ensuring their passion lives on.



PRIDE OF BALTIMORE II & THE BALTIMORE CLIPPERS

by Loose Cannon

Pat "Loose Cannon" Whalen took a two-day Guest Crew assignment on the Pride of Baltimore II for a trip from Annapolis to Solomons, May 7th to the 9th. He and his Mate, Barbara, had heard the Captain, Jan Miles, speak about the Pride II, which is a Baltimore Clipper designed schooner, and it sounded like a great experience.

In the 1790s, Maryland led the nation in shipbuilding; Baltimore was the undisputed leader of this industry on the Chesapeake Bay. Built to be swift and maneuverable in an era when speed on the high seas was synonymous with survival, Baltimore Clippers won the respect of the maritime nations of the world and helped establish Baltimore's reputation as a center of commerce and the home of some of the world's most creative shipbuilders.



The design for Baltimore Clippers, developed in, for, and unique to the Chesapeake Bay, expanded on the Southern Bay's Virginia Pilot Schooner design, with larger hulls and more extreme sailing rigs. The improved vessels emerged from the shipyards of Fells Point in response to the need for fast ships that could elude the powerful, but lumbering, British naval vessels that would seize any American shipping bound for France or her Allies during the Napoleonic Wars of the early 19th Century. Besides the need for speed, a combination of geography, settlement patterns, and even weather contributed to the design of the Baltimore Clipper.



The Chesapeake Bay, the largest estuary in the United States, stretches 200 miles, but is surprisingly shallow, with an average depth is about 21 feet. The Chesapeake Bay also has about 24 navigable tributaries, meaning that navigating between towns, when water transportation was the easiest form of transport, entailed navigating long, narrow, and shallow rivers. So, a relatively shallow draft—the distance between the surface of the water and the lowest point of the vessel—was part of the design.

As for weather, winds on shipbuilders combined different sailing conditions. Baltimore light air. These sleek, fast, and than all their contemporaries that Baltimore Clippers gained could outmaneuver and sail of these ships that the British And it was then and there, at Spangled Banner.



the Bay are often very light in the summer. Over time, Chesapeake Bay facets of design to build ships best suited to the local Clippers were designed with a lot of sail area to catch maneuverable vessels could sail closer to the wind and faster than most of them. It's no surprise then fame as privateers during the War of 1812—they faster than the full-rigged British ships. It is because attempted to seize Baltimore city and were rebuffed. Fort McHenry, that Francis Scott Key penned The Star

In 1975, the City of Baltimore adopted a proposal sailing vessel as the centerpiece of its Inner Baltimore Clipper was chosen because of the played in the War of 1812. Pride of Baltimore, the 150 years, and the first tall ship to represent a city and a state, was ceremony at the Inner Harbor attended by thousands. Unfortunately, from a successful European campaign, Pride of Baltimore was struck by a microburst squall north of Puerto Rico. Within minutes, the schooner sank; the ship, her captain, and three crew members were lost at sea.



for the construction of a replica Harbor revitalization efforts. An iconic pivotal role Baltimore privateer vessels first Baltimore Clipper to be built in commissioned on May 1, 1977, in a On May 14, 1986, on her way home

After the tragic sinking of Pride of Baltimore, an outpouring of unsolicited public support all but forced Pride of Baltimore, Inc. into going forward with a new ship. By late summer of 1986, plans for a replacement were under way. The ship was to be named Pride of Baltimore II and serve as a sailing memorial to the original Pride. Pride of Baltimore II was hoisted aloft and launched from her Inner Harbor birthplace on April 30, 1988. After being fitted out and rigged, she was commissioned on October 23, 1988, at Brown's Wharf in Fells Point, just blocks from the shipyard where Chasseur, the original "Pride of Baltimore," had been built

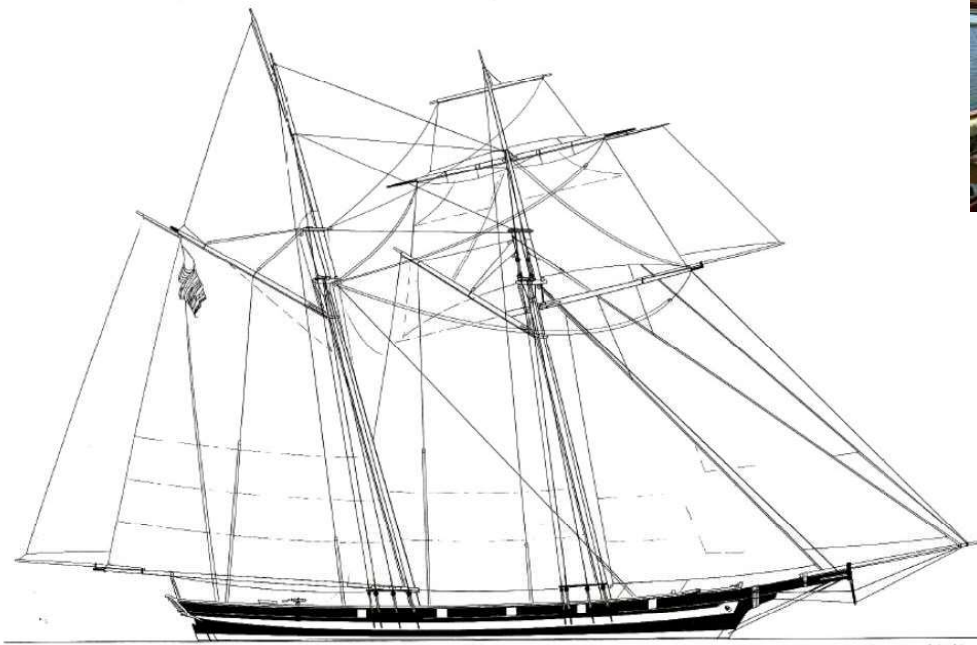


in 1812. Since her commissioning, Pride II has sailed over 275,000 nautical miles and visited more than 200 ports in 40 countries in North, South, and Central America; Europe; and Asia. Each season the vessel visits dozens of ports of call and welcomes aboard over 100,000 people for private sailing charters, deck tours, and day sails; and overnight guest crew experiences.

The Guest Crew experience was no luxury trip! There was light wind heading down the Bay from Annapolis and the Pride II initially motored out. After about halfway the Captain decided to proceed under full sail. That was the first time this year that the ship was going to have all her sails up! The crew was a bit shorthanded so anytime the sails needed to be raised they called on the Guest Crew (6 guests) to lend a hand. Never have you seen so many ropes! It was no surprise that the full-tie crew were all in their early 20's! And that doesn't even begin to describe the process of raising the anchor. For all of us with modern technology on our boats, we have no idea how good we have it!

As the Pride entered the Patuxent River, the sails were brought down and the ship anchored off of the coast of the Patuxent Naval Air base for the night. Once anchored the permanent crew had to climb all of the rigging to fold all of the sheets correctly and neatly. It was tempting to climb the mast and help out too, but in the end, wiser heads prevailed.

The next morning the Pride II entered Solomons Harbor and stayed for 5 days for visitors and day and sunset sails. One of the highlights of the trip is to sit and listen to Captain Miles tell stories of the history of the ships, as well as the War of 1812. It's an interesting history, a fascinating war, and the Chesapeake Bay played a very large part in the action. The Pride of Baltimore II is a beautiful ship and even with the hard work the experience of Guest Crew is highly recommended!



Thomas C. Gillmer, Naval Architect

MINUTES OF THE ASSEMBLY OF TABLE CAPTAINS

[ZOOM APRIL 23, 2024]

Officers

Nat'l Captain
Nat'l Scribe
Nat'l Bosun
Nat'l Treasurer

Attendees

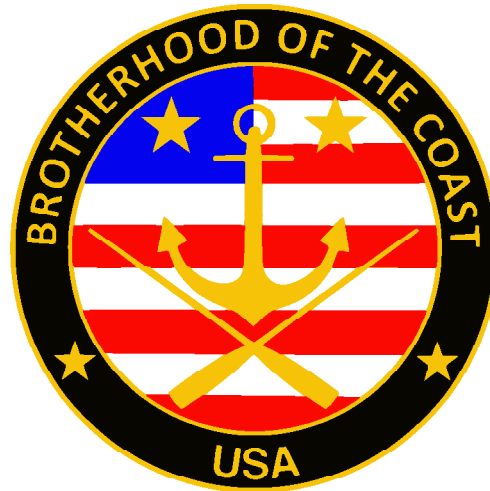
Tony Olmer
Joe Citarella
Tom Connery (Savannah Scribe)
Troy Leek

Table Captains

Chesapeake Bay	Peter Briggs
Corpus Christi	(n/a)
Gold Coast	(n/a)
Houston	Bill Hallmark (Sage)
New York	Jane Protzman
Sailing Capital	Ramzi Bannura
San Antonio	Rick Fink
Puerto Rico	(n/a)
Savannah	John Byrne
Solomons Island	John Dove
Sun Coast	John D'Alusio

Contributors

Int'l Vigie	Scott Ripley (Sage, NC Emeritus)
Webmaster	(n/a)
First Watch Editor	Peter Dennant (Chesapeake Scribe)
Nat'l Historian	John Byrne



- **The Octalog was read by Brother Sparks aka Joe Citarella**

- **Introduction by the National Captain Rascal aka Tony Olmer:**

- » Tony Olmer started the meeting by reviewing accomplishments after one year in office: "My primary goal has been to do all I can to unite the U.S. Brotherhood. Tables are autonomous in their operation, but they are forgetting that they are part of something bigger."
- » The USBOC has been meeting quarterly rather than once/year. This has resulted in more open communication among the Tables and with the National Office.
- » The BOC Roster has been updated so that we have a more accurate picture of each Table's status.
- » First Watch has successfully been improved by Peter Dennant making it more interesting.
- » An Award "*For Gratitude*" to recognize the contributions of First Mates was unanimously approved and awards given out to three deserving First Mates.
- » Recruiting efforts were enhanced with the development and dissemination of a BOC Brochure.
- » The GUIDE is being updated by the hard work of Bill Hallmark and will be sent to the National Captains for review when ready."

Approval of the January 16, 2024 Minutes

- The Minutes were approved without discussion. Minutes are now published in First Watch and will also be posted on BOCUS.Org.

Treasurer's Report

- Brother Troy "Old Man" Leek reported that there is \$2,553 in the National Treasury with the payment for SECOIN at the World Zaf resolved. Brothers sent \$4,350 to Chile for wildfire relief.

Old Business

- No updates on Norfolk 2026; many Brothers are traveling so more will be available for the next Zoom Meeting.
- Update of the Great Dictionary has been discussed with SECOIN about splitting it into two parts. SECOIN thought this was a good idea and it will be pursued with Tony Olmer leading the effort.

- Scott Ripley reported he had no real update on the World Zaf in Chile with an October date expected.
- The Guide:
 - » Bill Hallmark talked about the work the team has done on the Guide: “The proffered proposed changes to the Guide has been a collaborative team effort by Tony Olmer, Rick Hoekstra, Scott Ripley, Charlie Hankins, Bill Streep and Bill Hallmark. Our goal was to add more clarity while maintaining the intent and basic structure of the original document. It has been a pleasure working with Tony for the past few months and in prior years with the other team members. Tony has done a great job in his work describing the responsibilities and duties of the national captain and his officers as well as other content throughout The Guide. It has been an honor for me to be part of the team.
 - » It is suggested striking through “*Webster’s defines ‘fraternity’ as a male social organization.*” Due to Webster’s revised definition of Fraternity as, “*A body of people associated for a common purpose or interest, such as a guild. A group of people joined by similar backgrounds, occupations, interests, or tastes*”. I personally believe the intent of “fraternity” in the Guide and the worldwide BOC is understood to be a “male social organization” and I do not suggest it be changed.
 - » We recommend that the National Captain and his Officers must have a comprehensive knowledge of the Guide be included.
 - » Under Brotherhood Assets, we recommend removing “Paying Booty” that currently suggests that if a Brother is delinquent he can be punished by deactivation. Since it is the USBOC’s decree that “Once a Brother always a Brother” this paragraph should be deleted. Booty is levied against a Table, not an individual.
 - » An event to do with the election of the National Captain is also recommended.
 - » We now have Sub-Annual or Discretionary Meetings, which require a 30 day notice and 10 day Agenda delivery prior to the meeting. In the event that a Table vote is required, a sixty day notice and agenda requirement has been preserved.
 - » It is also recommended that the two vote per Table be changed to one vote per Table. A Table should not be punished for having only one representative at a meeting.
 - » The revised Guide will be distributed to all Table Captains, Officers, and Sages.”
- The Roster
 - Joe Citarella reviewed new entries for the Roster to include Brother’s Birth and Induction Year which will give an accurate picture of each Table’s demographic profile. Also contact data for First Mates will be included.
 - It is vital that going forward Table Captains take the responsibility to update their own Roster. There must be a way to make Table Captains accountable for doing this.
 - Ramzi Bannura reviewed an enhanced approach to collecting and maintaining Roster Data which would involve Tables entering their data directly into a Roster Database. The Database would facilitate easier data mining and enhance the integrity of the data so that reporting errors are minimized and required reports would be easily developed. It was agreed to begin to develop this approach.
- New Business
 - There was an extended discussion on the demise of the Gold Coast Table and what steps could be taken to arrest its decline. The Gold Coast Table currently is not viable and direct intervention is needed to bring it back to a viable Table. It was generally agreed that any rejuvenation effort must address the viability of the Table Captain. Those most familiar with this Table’s Brothers agreed that the current roster does not exist, and efforts to rescue this Table must address new Brother recruitment. Scott and Tony will work on this.
 - By letter from Captain Rick “Buzz” Fink, the San Antonio Table nominated Monty “Python” Rogers for the “For Merit” Award:
 - “By unanimous consent by the Brothers of the San Antonio Table I would like to nominate Monty "Python" Rogers for BOC Legion For Merit for the many years of service and leadership to Brotherhood of the Coast.”
 - Tony added that Monty published First Watch for eight years and he was an exemplary Brother. A motion was made by Tony Olmer duly seconded. The nomination was unanimously approved.
 - A National Assembly of Captains Meeting will be hosted by the Sun Coast Table November 8-10, 2024.
 - The next Assembly of Table Captains Zoom Meeting is scheduled for July 17th.
 - It was agreed that Ramzi Bannura, Dave Trawick and Peter Briggs will form a committee to address adding depth to our technical efforts to avoid only one person having the responsibility for critical BOC technical functions.

Respectfully submitted.

*Joe “Sparks” Citarella
Scribe*

DOGS OF THE BROTHERHOOD - CHESAPEAKE BAY TABLE -

Daschle "Dash" Dawg

Many years ago, my Mate, June, wanted a small dog in our life. Small enough to manage on the boat and non-shedding so there would not be fur everywhere! Daschle Dawg Dennant, a.k.a. Dash Dawg, came into our lives. A swabby from the start, he started sailing with us at the age of 12 weeks.

While underway, Dash knows his ability to help the captain with the boat is limited so he stays his mommy's lap most of the time. But he does have an important job that only an alert 7-pound dog can perform: dolphin watch! He just does not know what to make of them so, being a good watch dog, he alerts the rest of the crew when he spots them near the boat. He is quite persistent about his responsibilities; often continuing his barking long after we have moved out of the dolphins fishing area.



Dash tolerates the sailboat, it matches his laid-back temperament but, underneath all that hair, is a hard-charging power boater. His favorite on-water activity is going for a brisk dinghy ride with the rest of the crew. When the captain deploys the stern mounted swim ladder for access to the dinghy, he is at rapt attention, expressing his approval and enthusiasm so that everyone in the boat and anchorage know that he is ready-to-go! Dash is in his happy-boater zone when his long-haired ears are flying behind him as the dinghy speeds forward.



He has been with us for 13 seasons. Like a lot of sailors, he is less physically active than he was when he was younger. His eyesight is diminished from the days when he could spot a dolphin pod a quarter of a mile away. We leave for a summer-long cruise in early June: Dash is up for the adventure if he can get some dinghy riding in!

DOG-GONE A TRIBUTE TO THOSE THAT ARE GONE



Navigator "Zane" of Tardis



"Cpt. Jack Morgan" of Lanai



"Jack" of Orza

"Jema" of Bang-A-Rang

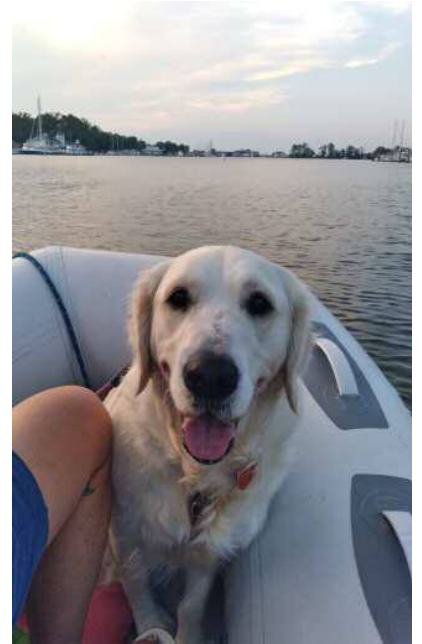


Hi, my name is Jema and as soon as my life with my forever family began at 6 weeks old I became a boat dog. On the very first day I met my family, we went to the boat. I have enjoyed "going to the boat" ever since - it is one of my favorite things to do!

I also enjoy going to the marina and look forward to seeing my dock family and the other boat dogs... checking out who is there and perhaps getting a treat now and then.

So far we traveled quite a bit of the lower Chesapeake Bay but since my family has recently retired I expect to do a lot more sailing now. The sailing part can be trying at times because I am a big girl and keeping to the low side can be tough. But it is worth it as it takes us to new and different locations. And so many new and different things to sniff when we go to shore!

I do love my dinghy rides and just chilling out on the boat. When not out on the water I do enjoy just hanging out on the dock as everybody is so friendly and fun to hang out with!



"Odie" of Lanai



John ("Bui") have been sailing with dogs since the beginning of our marriage. We had English Setters sailing with us before our children arrived!

Through many dogs, we now sail with Odie, our French Bichon. He was another rescue who came along just after we lost Morgan, our first Bichon, as a puppy at seven months old. We had been preparing for our first trip to Florida when he arrived so we were anxious about how a puppy would work out on a long cruise: He was a handful on the boat. His Bichon Blitzes (zoomies) happened on the bow of the boat. He did his personal business on the deck which was a blessing not having to find a piece of dry land every day. He became an amazing companion in social situations - restaurants, bars, grocery stores, etc. He did a lot of maturing during to our nautical adventures.



During our second trip south, Odie received his 'Captainship.' We crossed Lake Okeechobee in extreme weather and things that never moved on the boat, MOVED! During the 4-hour crossing, our little boy did not lose his cookies. [Anybody that does not puke in extreme weather is a keeper!] During our 403 days (2 trips) at sea (the ICW), not counting the odd month or weekend, he has been the best sea dog ever. BoatyOdie. OdieOdieO. Heart stealer of every old lady in the grocery store. He has been given all kinds of food in restaurants and bars due to his congenial personality!

TABLE REPORTS

SPECIAL REPORT FROM THE SOUTHERN EXTENSION OF THE CHESAPEAKE BAY TABLE AT THE SOUTH FLORIDA CROSSROADS

Brothers Larry "Broad Reach" Bryant and Stew "Blue Stache" Kaufman, along with their mates Jan and Diana, have had a busy cruising season even though we stayed home! What makes that work is the many northern-based Brothers passing through our area on their way to everywhere in south Florida – west coast via Lake Okeechobee (if height permits), across the Gulf Stream via Lake Worth, more southern coastal inlets to the Bahamas or onto the more southern points of interest in Miami, Marathon and Key West. And just to let you all know – we enjoy the heck out of the season!

Let us first say that this cruising season was far from typical for a south Florida winter - starting around Thanksgiving, lots of gray skies and way too much wind for the season to be enjoyed as usual. First to arrive was Br. Limey who from Vero Beach south to our Port St Lucie/Stuart location was trying to obtain a fix for a refrigeration issue. He remained in our area for several weeks (allowing for several TAFs and other gatherings) due to nasty winds, cool weather and no good 'crossing windows' for a Bahamas crossing. As you know, he did make the Bahamas right around Christmas by taking advantage of one of the only decent crossing windows of the early season.



(l-r) Kim & Kent Utley, Susan & John Williams with Otis

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Br. Bui and mate Susan were not far behind but the crappy weather being what it was and lack of decent moorings being available, moved directly on to the west coast – more later.

In early January, our Engage Kent and mate Kim arrived for a seasonal visit (allowing for more TAFs and meals together). Both did have to make an early return to Tidewater but were able to make it back in time for more events.

As February approached, our other seasonal Brother, Br. Viajero and mate Tuny arrived at their condo (permitting more TAFs and meals out). Now as each additional Brother came to our area, we had more folks to party with!

Next up was Br. Bui and mate Susan making their return to our area after visiting our west coast Brothers and just generally becoming familiar with that cruising ground – actually a better 'cruising ground' than here on the east coast. A TAF formed overnight with 10 folks in attendance at Br. Blue Stache and Diana's home. Life is good!



And then came Br. Rocket Boy and mate Sherry and another TAF/welcome event came together in a matter of hours. This party in downtown Stuart was a great evening with 12 folks in attendance!



Our last event of the season (at least as of this writing), was a farewell breakfast to say goodbye to our several month seasonal visitors at Maria's Café in downtown Stuart. We have heard that Br. Cruz and mate Michele, Br. Slash and mate Cathy, and Br. Country Boy and mate Frankie Ann spent some time this season in Florida waters – Key West, Bahamas and our west coastal/panhandle areas. Hope to see them and others pass through our waters next season – we do understand there is only so much time each year to have fun. And to all Brothers everywhere, let us know when you are in the area – we appreciate having you visit!



The length of days increased as the sun crossed the ecliptic and the Chesapeake Bay Table bloomed once again. Crews returned from the south and boat problems were sorted.

Our monthly get togethers - the infamous Tip-a-Few - started growing larger in April with that sponsored by Preston "Rocket Boy" Carraway and Mate Sherry at their downtown Norfolk condominium. It was a simple affair held in an elegant setting overlooking the Elizabeth River.

In between times, more and more of us met and talked about boating and the Brotherhood in the marinas and boatyards as we refurbished our boats for another season. Among those being refurbished was Regis "Rock

Hopper" Menetréy's Nausicaa that had returned after wintering in Bermuda, St. Marteen and the Bahamas. Brother Upwind supervised repairs during May before Regis returned to pick up his boat and travel to the NE in early June.



The May Tip-A-Few was rescheduled and combined with a reception (read: Emergency Party) for Regis, Yves "Le Traceur" Balmas and crew member Thomas Haasen the night before their intended departure on May 31st. Unfortunately, their flights were delayed for a day and they arrived in-country later that night. Everyone had a

great time at the Tip-A-Few. The Table moved the Emergency Party to Saturday night with a few less people. Regis and his crew headed up the Chesapeake Bay a day late.



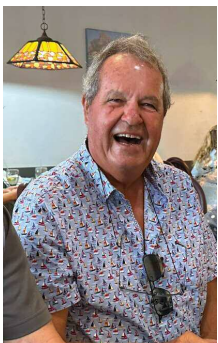
Upwind, (Mate) Junebug & Rock Hopper



Table Captain Tortuga (L) accepts the flag of the Lemanique Table from it's Captain, Tracer.

AND ANOTHER EMERGENCY PARTY!

A few days later on, June 5th, Jean "Jammin" Pommeret arrived aboard his aluminum hull sloop, Nao, along with two crew members, Jean and Bridgette Noel. Our Table had gathered two times a few days earlier so we decided it would be easier if we had the Emergency party for our French visitors at a local restaurant. We gathered at *Franco's* restaurant in the Ocean View section of Norfolk for a gentle evening of Italian food, many glasses of wine and good cheer! Jean's sailboat will stay in Norfolk for the summer.



IMG_1667.JPEG



The long dinner table for the Chesapeake Bay Table and guests at Franco's



UPDATE ON NAUSICAA

Captain "Rock Hopper" left Norfolk a day late with his crew and headed up the Chesapeake Bay. Along the way, he made stops in Solomon Island and Annapolis while dealing with a few boat problems. Due to a medical procedure and waiting on the installation of dinghy davits, Upwind, on Talisman³, was not able to leave on time. A week later, Upwind was ready-to-go. In order to make up time, his trusty First Mate, June, agreed to take the coastal route to Cape May where they had hoped to catch up with the crew of Nausicaa. But messages were mixed and Nausicaa rounded the southern cape of New Jersey and headed to NYC without stopping.



Talisman at anchor in the Liberty State Park (NJ) anchorage



Along the upper NJ shoreline, they realized something was wrong with the rudder that had been replaced in Norfolk: it had too much play and they could feel it shifting. Worried about the structural problems that could develop, they reached out to the NYC Brothers for a marina that could help them.

Pulling up the rear, Talisman³ arrived at the Ellis Island anchorage before dawn Tuesday morning only to find that Nausicaa had moved to Port Washington in search of a repair facility and supplies.

They did get resupplied but have not found any facility that can haul and repair the boat in short order. Wednesday they returned to NYC to spend with Upwind and June.

By this time, Talisman³ had enough at the bumpy Ellis Island anchorage which was adjacent to all the waterway traffic of



First Mate June helps prepare a meal for the crews of Talisman³ and Nausicaa

the lower Hudson River and had moved to the quiet anchorage adjacent to the Liberty State Park in NJ.

Unfortunately Nausicaa's 9-foot draft prevented

them from entering that anchorage so, they parked behind Lady Liberty, just outside the narrow channel to the anchorage.



Grill-master Upwind

That evening the two crews came together for dinner and rum on Talisman³. These two boats headed to Stamford, CT, for a reception at the NYC Table's annual Clam festival.

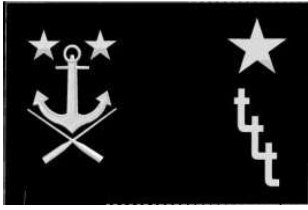
PASSING OF SEA DEVIL

Pete "Sea Devil" Chabot is gone, ship sailed over the horizon early in the morning of Memorial Day, 2024. A fitting day for departure for a patriot. This marked the end of his suffering.

Sea Devil was the founding Table Captain of the Solomons Table in 2006. When he and his Mate, Jan, relocated to Williamsburg, VA, Pete Moved his flag to the Chesapeake Bay Table.

Jan has forwarded this thanks to the outpouring of grief from the Brotherhood:





Corpus Christi

by Speedy

In March, Brother Steve "Gecko" Blivin and his captive, Paula, hosted the boucan at their waterfront home. We all feasted on a variety of self-harvested game meats including bacon-wrapped duck appetizers, mahi-mahi fish tacos, venison beer brats, pork carnitas and lots of other tasty items.



Tucking into the grub!



Line Up!



Brothers Salty Limey, Flash & Speedy



Barefoot and pasajero Dan Herrington taste test the final product



"Brother Oasis captivates the captives!"

In April, Brother Paul "Flash" Froeschner and his captive, Karen, hosted a boucan at their home. Brew-masters Flash and Mike "Salty Limey" Kneale brewed up some delicious Irish Red for us to try, along with a favorite, "Old Peculiar." They were also brewing a lager (which takes a long time) that will be available for the Table to try soon.



INTERNATIONAL ZOOM ZAFS:

We are still enjoying our monthly International Zoom Zafs. It is always interesting to hear what Brothers overseas are doing - sailing, traveling, and meeting. The schedule is first Sundays at 11 a.m. New York time. Email me if you are interested in joining us.

THE DELAYED ZAF:

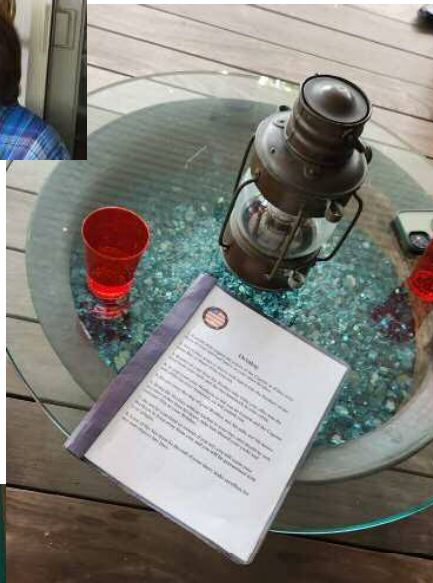
On Sunday, May 19 we held the **Real May 5th** Zaf at the Olmers. Due to a major fire under a bridge on I-95, access to their home would have been difficult for all of us using that major highway. So, the Real Zaf was held on a much better day. The State of Connecticut did an amazing job restoring I-95 traffic in 2-3 days. We had our usual potluck luncheon for the 16 of us able to attend.

by Jungle Jane

Robert "Big Hopper" Coles, having spent 4 weeks in Europe gave us his trip report. He was able to join a Zaf in Garmisch-Partenkirchen sponsored by the Dusseldorf Table and another one in Geneva at which Regis "Rockhopper" Menetrey was formally made a Brother. BH also gave us a report on his working with the New York Harbor events associated with the IMOCA Vendee Globe Challenge that left on May 29th for France. Check it out at www.vendee-globe.org.

Yours truly, Jj, gave a brief history of the founding of the New York Table in 1959 by reading the bios of the 8 founding Brothers. After reading our archives I learned that the founding Captain, John Pflieger, was a Belgian Brother before coming to live in New York City. He and members of the Slocum Society were the founders who stayed in contact with the Chilean Brotherhood.

In addition to enjoying adult beverages and more good conversation we were treated to Irish music by Len "Baggywrinkle" Sinowitz and his friend Miriam visiting from Ohio.



SPRING SAILING CHALLENGE:

I issued a challenge to our boat owning Brothers to send me photos of their first sail of 2024. First one in was from Paul "Mindaugus" Gudelis and Dawn. Their boat, "BuBu" is a Malo 36 sloop. Built in Sweden in 2003.

From Paul: "Here you go Jane! First sail of the season: Stamford to Mattituck on May 22nd. We are in Newport now on our way to Maine. Wishing you a great summer! FYI, our chute is the colors of the Lithuanian flag, in solidarity with Ukraine!"

Next one in was from Robert "Big Hopper" Coles sailing on May 26th on a ROCKET: "Nowadays, the ROCKET is the hull of choice with sails fabricated still by Scott & Farrar Sails.

[Previously they sailed Sunfishes. ed.] The ROCKET presents modern materials, very strong and light hull that shows exceptional accelerations and is faster and more stable than the Laser. Big Hopper is in the foreground."



Kevin "Cool Wood" Rathbone reported in on a sail on June 3rd on **Natanya**.

Kevin writes, "Natanya is a fiberglass boat. Its mold was made from a boat built in 1904. It was a lobster and fishing boat. It is gaff rigged with a staysail and jib, 31 feet on deck but, from the end of the boom to the end of the bowsprit it is 48 feet."



THE 5TH, 6TH, OR 7TH ANNUAL CLAM ZAF (BUT WHO IS COUNTING?):

Our Annual Clam Zaf was enhanced this year by having guests from elsewhere. On Friday, June 14 we collected in the late afternoon at the Schooner Cove Clubhouse (Stamford CT) sponsored by Tony "Rascal" Olmer USA Brotherhood Captain. The host/organizers were The Joe's, Joe "Sparks" Citarella and Joe "OldGaffer" Hliva and their Mates, Gail, and Maureen. First Mate Theo was on the team taking care of the 25 eager eaters. From the first appetizer to the last scoop of ice cream, and everything in between; it was terrific. Oh, and the wine too.

Our guests, who had left their sailboats at Tony's mooring in Stamford Harbor were Swiss Brothers Regis "RockHopper" Menetrey and his crew Yves "Le Traceur" Balmas on Nausicca, Baptiste and Madalina who had just flown in from Switzerland to be crew. Also joining us were Peter "Upwind" Dennant, Mate June and their small dog Dash on their sailboat Talisman³ from the Chesapeake Bay Table. The two boats are cruising their way up the New England coast to Maine and beyond. Afterward, Regis's plans are to head further East to the Canadian Maritimes.

Yves presented us with their flag of the Lemanique Table (Lake Geneva area) of which he is the Captain. This flag will be displayed, along with other Brotherhood flags presented to Tony at the Clubhouse.



Table Captain Yves "Le Traceur" Balmas and the crew of Nausicca present the Lemanique Table Flag to NYC Table Captain Jungle Jane.



Robert "Big Hopper" Coles presented Tony with a charming watercolor he painted of an IMOCA class boat under sail. It had been in the recent New York to France Vendee Globe race. Tony is a keen fan of these high-tech sailboats.

Tony & Theo
Brews

Brotherhood of the Coast Table of New York Clam Zaf 2024
Water color by Robert Coles presented to Theo and Tony by Robert
Autographed by Boris Hermans during the 2024 New York Vendee race.



As usual a major feature of the Clam Zafs is having local Long Island Sound oysters and clams carefully shucked for us by the experienced crew of Tony, Kevin "Cool Wind," Joe H and Lenny "Baggywrinkle" Sinowitz. Theo enhanced some of the oysters by serving them as Oysters Rockefeller. Norma's endless supply of empanadas added an Argentinian flavor. Our supper contributions were augmented by the grilled chicken and sausage, a la Citarella, a lot of wine and good conversation.



Desserts were thanks to Big Hopper's escape to a local market to buy ice cream. At this point a severe thunderstorm arrived in the area and no one wanted to drive home until it passed by. It seemed our guests were willing to stay longer. They had few miles to go; we had many.



by Loose Cannon



Spring and early summer are a bit slow in the Chesapeake with many brothers and mates either still in Florida or beginning their migration back to the Solomons area. That doesn't mean Brothers aren't active, though!

CLUB CARP COMES HOME TO SOLOMONS

Brother Jeff "Rhumb Line" Carpenter and John "Crabman" Dove moved Jeff's new (to him) 45' Beneteau from Vero Beach, FL, to home port Solomons in April. Leaving Vero Beach the afternoon of April 15th, the crew caught the Gulf Stream and a steady 15 knot breeze the first evening and were averaging 10-12 knots thinking this will be a great 5-day trip. But as the weatherman always has a sailor's best interest, the wind died day 2 and 3 and the pace slowed, but a 3 knot Gulf Stream current always helps. Then to make matters worse, the wind picked up and changed directions to come out of the North which is a no-go for rounding Cape Hatteras. So the crew headed into Beaufort, NC. Rhumb Line has not traveled the ICW, but Crabman has a few times - although in a power boat. Traversing the ICW with a 64.5' mast makes navigating and planning interesting as there are a number of 65' bridges and one 64' bridge. The 64' bridge was caught at mid-tide and the decision was to go for it to save 6 hours, although very slowly. The antennas on top of the mast scraped a little but no damage was done. The planned 5-day trip turned into 8 days, but the next iteration of Club Carp is safe in Solomons!



THE FINAL TRAILER TRASH

In late April, the Solomons Table had good representation at the final Trailer Trash: 'Craig's Last Stand' in San Antonio as Jim "Goose" Bailey and his Mate, Linda; Bob "Chop" Sweeney and his Mate, Kathy; and Pat "Loose Cannon" Whalen were all in attendance at the Ranch for the party. Many thanks to the San Antonio Table, and our hosts, for making the whole weekend a blast. And it was sure great to see National Brothers again!



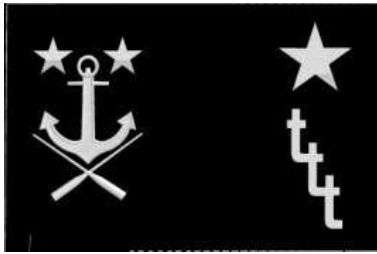
JUNE MEETING AND BBQ

Sunday, June 9th the Table had a business meeting and barbecue at the home of Snapper King (Bernie Dove) and his mate, Margie. After many months apart it was a great day to gather, the weather was beautiful, and many issues were discussed as well as stories shared. A great time was had by all, and it was decided that Scott "Captain Tuna" Redfield would serve as the new Table Captain, relieving John "Crabman" Dove after 3 years in charge. Thank you, John, for taking on the task during COVID and keeping the brothers together and the Table active! And welcome Scott to the new position leading the Table into the next few years of growth and activity.



The Brothers are looking forward to the Annual Raftarrancho June 20th-22nd with the Chesapeake Table at Indian Creek Yacht and Country Club. Thanks to Captain Tuna for all of the organization!

There are rumors of a Crab Feast hosted by the Solomons Table on August 10th! Watch for further news...



SAN ANTONIO



THE LAST TRAILER TRASH

On the weekend of April 27, 2024, the illustrious San Antonio Table gathered to ZAF the Final Trailer Trash. This event was a memorial to our Brother, Craig Wright, and to honor his property and barn that was the site of many parties, cook outs, and late night car projects. The party was named after the run-down trailer on the property.

This year 23 Table Brothers and Mates, 17 out-of-town Table Brothers and Mates and, several friends celebrated the Final Trailer Trash together. Berths were found for all out-of-town guests.

The weekend started with two meet and greet gatherings. One hosted by Charles Hankins and Marcia Mandel at their San Antonio home. A second gathering was at Rick and Diana Fink's ranch in Bandera. The Saturday ZAF was at Bob Wills ranch and the Blue Wildebeest Saloon. Music was provided John Marquette. Audrey Rogers displayed a beautiful slide show presentation celebrating Craig Wright and previous Trailer Trash events.

Bill Streep and Rick Fink served up a fine meal of Texas barbecued brisket and smoked chicken with plenty of appetizers, sides and desserts. It was phenomenal! Sunday concluded with a brunch gathering at Jan and Bill Streep's house.

Great times and memories were plentiful!

This may have been the Final Trailer Trash, but a suitable San Antonio Table replacement ZAF will be forthcoming!





It's summer in Florida. The snowbirds have made a tactical retreat to points north leaving the Sunshine State largely to us full-time occupants. We can always count on the "crock-pot" type atmosphere of May-October to purge the roads of traffic.

The month of March began disappointingly. The Table was scheduled for an alfresco soiree at Brian "McGyver" and Suzie Schmitz' beautiful waterfront home in Gulfport. Regrettably, a weather front sporting high winds and rain moved in on the established date causing the gathering to be canceled. We were all sorry for the freak weather pattern, but we endeavored to persevere.

April saw a boucan hosted by Ed "Brillo" and Nancy Loke at a local watering hole named "Duffy's." The turn-out was solid (20 folks) and everyone had an enjoyable time. I was also "ambushed" with a "Happy Birthday" attack compete with balloon and massive ice cream Sundae dessert, which I wisely shared with the entire table because no could have consumed this monstrous portion without becoming both sick and fat.



A few of our Table went on long range cruises before summer and our annual hurricane season set in. Brian and Suzie Schmitz took their 44' Aquila power cat to the Bahamas for two months to bask in the warm sparkling aqua waters of the islands, while Steve "Falcon" and Jean Herb cruised through the Okeechobee waterway (replete with 5 annoying locks) on their 46' Sea Ray Sundancer to the east coast of Florida. Brian and Suzie Schmitz were just re-entering the US waters from their sojourn and were able to meet Steve and Jean one evening for a pleasant dinner repast (reportedly, alcohol was somehow also involved).

On April 24th, a sub-section of the Table gathered at Siesta Key Oyster Bar (SKOB) for cold drafts and shucked oysters. Joe "Bubbles" Hamrick, Dan "Gimbal" Sagan, Bob "Barnacle" Lagenbach, Roger "Maineiac" Marquis, Ed Brillo" Loke and yours truly met for SKOB's afternoon Oyster Happy Hour. Cold PBR drafts are \$3, and freshly shucked oysters are \$12 a dozen. What's not to like?

Steve and Jean Herb, fresh back from their cruise, hosted a May Tip-A-Few at Captain Curt's on Siesta Key. Captain Curt's is famous for their New England style clam chowder that actually sports three times as many clams as potatoes. It has won numerous chowder competitions in Newport, RI, and so was a "must have" to the 14 attendees (of course accompanied by a cold adult beverage or two). It was as good as advertised, and we all said a prayer for the clams who gave their bi-valve lives to make the chowder most memorable.

Some may be aware that Jim "Goose" and Linda Bailey have relocated from Solomons Islands to Fort Meyers, FL. Jim emailed me on June 3rd and indicated he and Linda were coming up to the St. Pete area for two nights before they flew north to visit with Jim's daughter. Well, it was a sterling opportunity to get together with a brother and captive for a few cocktails and comestibles. On June 5th Mariann and I met Jim and Linda at the iconic St. Pete Brewing Company (first microbrewery to open in St. Pete) for several libations before transitioning to dinner at Stillwater Tavern. Predictably, it was a great time. While growing up Jim spent several years in Bradenton (among other widely diverse locales) and still has family in the area. I'm hoping that at some point Jim and Linda seriously think about selling their condo in a high rise off the Caloosahatchee River and moving northward to the Sarasota/Bradenton area to be part of the Sun Coast Table. It may never happen but hope springs eternal.



Our next boucan is 22 June at Pier 22/Twin Dolphin Marina on the mighty Manatee River. The hosts are Gregg "Windy" and Jan Knighton, our newest addition to the Table, and Dan "Gimbal" and Bonnie Sagan. This locale allows arrival by both car and boat. I have extended an invitation to Jim and Linda Bailey to join the festivities.

Stay thirsty my friends!

BROTHERS HELPING BROTHERS

by Upwind

I met Regis "Rock Hopper" Menetry when he and his crew came down the Chesapeake Bay in August 2023. We immediately became friends. As reported in earlier editions of the First Watch, he left his (Solaris 44) sailboat Nausicaa in Norfolk during the fall and asked Brother Cruz and I if we could arrange some repairs for him before his son, Ambroise, picked it up in early November. This was the start of regular conversations with my new friend and Brother (even though he was still an Engage at the time).

As Regis and I continued to talk through the winter months, we started to formulate a plan to sail north and east from Norfolk at the beginning of June. Regis asked me if he could have his boat, Nausicaa, sent to Norfolk to replace the starboard keel that had been damaged in an underwater collision with an unknown object. I agreed and we hauled the boat on May 1st for a month of maintenance in the boatyard.



Rock Hopper (l) and Upwind (r)

I had almost daily conversations with him. On one of those recent days, I thought to ask him about a little tightness I had been experiencing in my chest while working out on an elliptical machine at the gym. He quickly stopped the boating conversation we had been having and, in that moment, became my cardiologist. We had been talking as he was driving home. He immediately pulled his car over to the side of the road, asked me a number of questions and, after a swift assessment of my risk factors made me promise I would see my doctor ASAP because, in his words, "There is little I can do for you on the water if you have a heart failure." That led to a nuclear stress test that revealed blockage to my arteries. During this time, Regis called me about my condition every day! At one point, after hearing how long it would take to see a local cardiologist, he offered to fly me to Switzerland where he would perform the cauterization himself!

During my cauterization they found my LAD was 100% blocked with an adjacent artery at 80%. I mention all of this to point out that the Brotherhood works in mysterious and valuable ways. I now have two stents keeping things flowing. I also have my friend and Brother, Regis, to thank for saving me from a heart attack!