

FIRST WATCH

BROTHERHOOD OF THE COAST
- UNITED STATES -
OFFICIAL NEWSLETTER

FOR THE THIRD QUARTER OF 2024

LETTER FROM THE EDITOR

This edition of the First Watch was delayed because the I was up cruising in the northeast all summer and did not spend much time worrying about it! That cruise is chronicled in the *Cruising the Northeast* article which started with a passage to NYC with Swiss Brother Rock Hopper. Then Big Hopper continues the story of cruising with *Nausicaa* during the Nova Scotia segment of the tour in *Cruising Nova Scotia*.

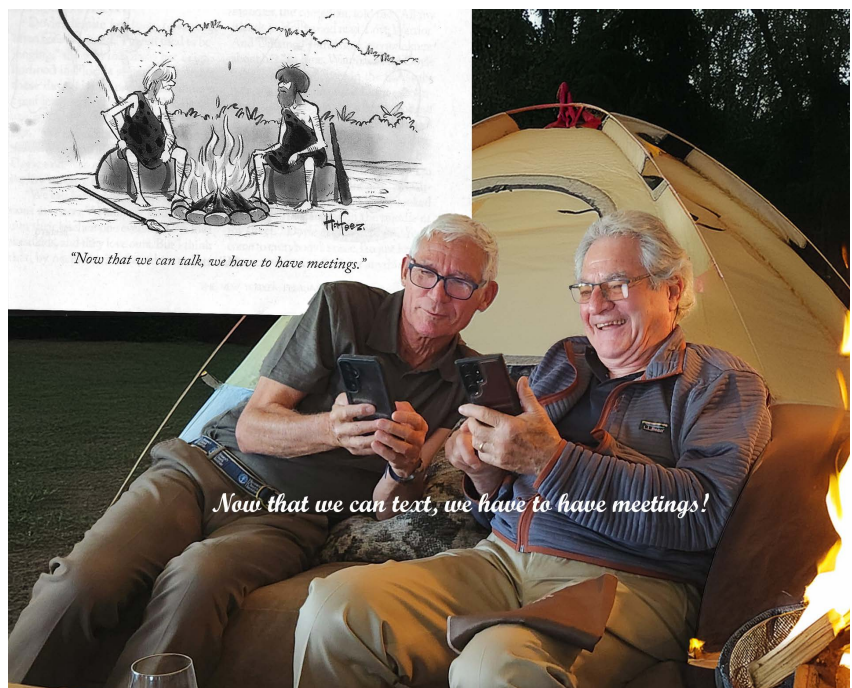
As the summer draws to a close, this issue takes a look at what took place at the Tables over the active summer season in the **Table Reports** section. For the Tables reporting in, it looks like it was a enjoyable season of events.

Many of you have noted the passing of two Brothers this past summer: Don "Big Dog" Peterson and Jerry "Gumbeaux" Jones. *First Watch* will honor these Brothers in the next edition's **In Memoriam** tribute section.

While we have lost four Brothers this year, the BOCUS has only added two new Brothers during that same period. As you might imagine, this is unsustainable in the long run. The long range viability of the BOCUS Tables will be a hot topic for the in-person Captain's Meeting scheduled for early November.

In this issue...

- Letter from the Editor
- Cruising the Northeast
- Cruising Nova Scotia
- 2024 Rafterrancho
- Minutes from the 3rd Quarter Table Captain's meeting.
- Table Reports
- New Brothers

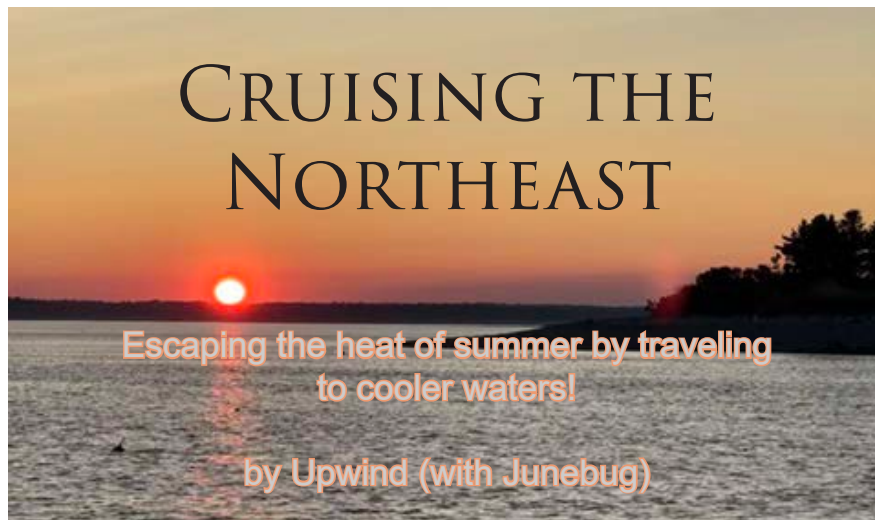


SOME THINGS NEVER CHANGE!

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for the United States Brotherhood of the Coast

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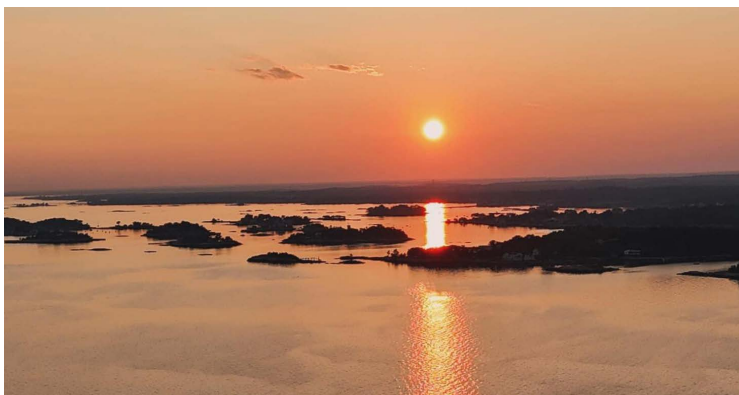


What is on your bucket list? For me it was traveling to Maine on a sailboat. I had toured the coast during a motorcycle trip in 1977 which left me wanting more. A few years later, I left Connecticut to start a family in Wisconsin. Thoughts of visiting Maine – especially on a sailboat - fell to low status on my list of things I needed to do! Through a short stay in Hawaii, I settled in coastal Virginia at the south end of the Chesapeake Bay. There, I started to think about boating again. A successful career provided me the opportunity to purchase a small, older sailboat in 1999. A nice lady from my step-aerobics class helped me find financing at the bank where she worked. I married her 10 months later. We have been sailing together since then.

My “Good Angels” have been just that over my life. One that may have been snuffed out years ago had I not had them! Through a comedy of errors in 2022, I had the good fortune to end up with a real yacht in my late sixties. At 43 feet, this sailboat provided many luxuries I never thought I could afford: Bow thruster; generator; two heads; a large salon and galley area including a freezer that was cold enough to make ice; an on-board sanitation treatment system and; plenty of tankage for water, fuel & sewage. This was the boat to take to Maine!



TALISMAN ON THE MOORING BALL IN THE THIMBLE ISLANDS



ARIEL SHOT OF THE THIMBLE ISLANDS AT SUNSET

I had the boat, the means and - I thought - the health to run it so, after a successful season with it in the Chesapeake Bay in 2023, First Mate, June, and I started planning our trip to Maine that autumn. During the winter, preparation included; replacing all the aging canvas which included a full cockpit enclosure; design and (eventual) installation of dinghy davits and; rebuilding the anchor windless. Apart from the dinghy davits, everything was ready to go by Memorial Day of 2024.

My age and health threw an unexpected curve my way in late May when I failed a stress test. My LAD artery was very clogged and I was close to a major heart attack. The plumbing problem was taken care of and, with sufficient warnings concerning weight and diet, I was cleared to go cruising. We left on June 8th, 2024, an hour after the dinghy davit installation was completed, with a NE heading.

The cruise up the Delmarva and New Jersey coasts, meet-up with Nausicaa and Zaf with the New York Table in Stamford, CT, were well chronicled in the last First Watch (“*Update on Nausicaa*”) so I will not duplicate it.



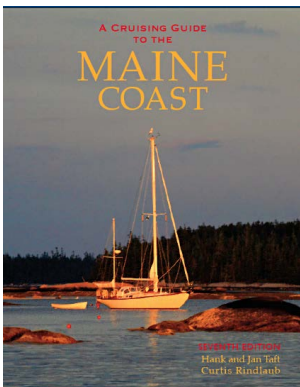
A FOGGY NIGHT AT THE MOORING FIELD IN NEWPORT, RI

The Piscataqua River is also the state line between New Hampshire on the south (Portsmouth) and Maine on the north (Kittery). It is here we learned about the fierce currents the afflict all southwest Maine's rivers. The rivers are not large or long. They are subject to strong tidal variations which keep them in constant motion except for a few minutes at slack tide. The 3+ knot current in the Piscataqua River forced me to put Talisman's transmission in gear to stop the propeller from turning. With the current ripping by the boat, we had a restless night. The next morning, we continued our way up Maine's coast to the Portland area with our first stop at Great Diamond Island.

Our trip had two primary goals: Avoid the heat domes of summer that plague the mid-Atlantic coast and explore the beauty of Maine while learning how to navigate it. In addition to the Portland area, we made port calls to the Dolphin Marina in Basin Point (hot coffee and blueberry muffins delivered fresh to the boat every morning!), Linekin Bay, Port Clyde, Rockland, Camden, North Haven and Seal Bay. While I could make this more of a travelogue than it already is, I want to focus more on the practical aspects of cruising in Maine.

Things you will need

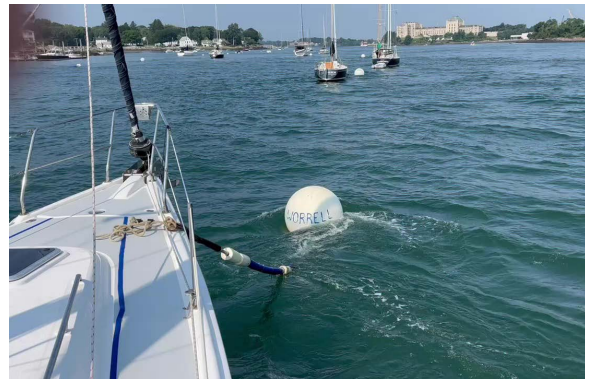
- At least 300' of anchor rode. The problem in Maine is not just finding a nice place to anchor...it is having enough ground tackle to deal with the depths found in many anchorages (20' – 30' average). You also need to consider the depth of the anchorage at high tide which will be 8' to 10' higher than the depth at low tide (MLLW is the measurement found on the charts). At 30', a 7:1 anchoring ratio is 210'. Add another 70' for the 10' tidal variation and you have 280' of rode out.
- Radar – fog is frequent. There is no substitute for navigation when you find yourself surrounded by a thick, Maine fog. If you have a chart plotter that overlays the chart with radar information, so much the better!



- Radar reflector – some power boats and most sailboats do not reflect a radar signal from another boat well. A radar reflector, designed specifically for marine band (X-Band) frequencies, will send a stronger signal back to the radar from whence it came, making your boat more visible - especially in the thick fog found in Maine.
- *A Cruising Guide to The Maine Coast* is the guide everyone told us we should have. We could not secure a copy of it when we were there.

Nausicaa returned to Oyster Bay (see "Cruising Nova Scotia" in this issue) for repairs while June and I continued up the Connecticut coast to the Thimble Islands of Branford, where I once live as a young man. We took up a mooring ball in the "Thimbles" and visited with old friends while waiting for Regis to arrive. Nausicaa arrived a few days later but, because he had lost so much time and with a schedule to keep, left the next morning and sped his way up the New England coast. This was the last time we saw him.

Being a recently retired couple, June and I were content to take our time getting to Maine as the fogs of spring usually last into early July. We stayed in the Thimbles for a few days before moving east and north. Along the way, we made port calls in Newport, RI; Cuttyhunk Island, MA; Sesuit Creek on Cape Cod; Salem, MA; Gloucester, MA and Portsmouth, NH.



CURRENT RIPS BY OUR MOORING BALL AT THE PORTSMOUTH



TALISMAN ON A MOORING BALL AT DOLPHIN MARINA



OWL'S HEAD LIGHT (NEAR ROCKLAND, ME)

Cautions

- Many of the ports we visited, including those in Newport, RI, and Dennis (Sesuit Harbor), MA, had stunningly bad wireless infrastructure (read: cellular phone, data and, Wi-Fi access)! This is especially true in Maine where sometimes all we could get was “SOS” service. If you are staying on a paid mooring ball, chances are you will not be able to make use of the service from the marina or yacht club unless you have an on-board Wi-Fi booster. If you absolutely need connectivity while cruising in these areas, StarLink may be your only option. [Note: I purchased a StarLink system in Connecticut on my way back. It is an excellent service for cruising!]
- Just about everywhere in the NE is classified as a “no discharge” zone. This includes the discharge from on-board sewage treatment systems.
- Fog happens in Maine but people have been navigating it for years. Just remember that you still need to steer clear of the lobster pot floats when they are obscured by fog. It also helps to have a working fog horn.
- If you visit an anchorage with the intent of taking a mooring ball or setting the hook and you see a good number of lobster boats in that port, you may want to consider finding another place to stay: Those lobstermen get going at the crack-of-dawn. You will wake up early whether you want to or not!

Things We Learned

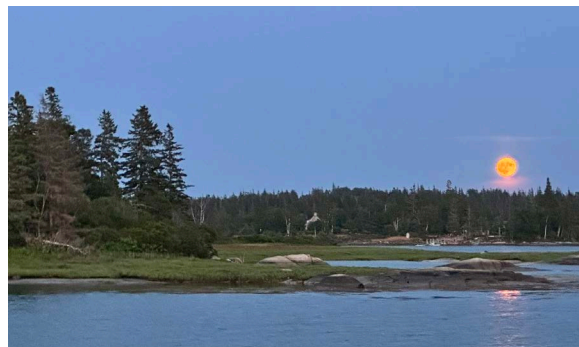
- For some reason, it seems lobstermen are exempt from the rules and regulations applicable to other boaters, especially adherence to no wake zones!
- There is a reason Lobstermen and other Watermen run noisy air exhausts on their engines: It is so they can be heard through the fog!
- Wind and fog CAN occur at the same time.
- Lobster pot floats are REALLY a pain-in-the-ass!
- Navigating in fog and avoiding lobster pot floats is as nerve-racking as driving in a blizzard!!
- Many of the anchorages shown in the cruising guides and electronic charts are now full of mooring balls. That makes finding a good anchorage difficult. The whole of the northeast really is the land of mooring balls. There seems to be a rule of thumb there that says, “If no one is on that ball, I’m going to take it and I’ll move if someone shows up and asks me to.” But, you do not know if the health of the ground tackle will support your boat through the night!
- Mooring balls – about a third of the mooring balls are for rent to transient boaters. These typically will cost between \$40 - \$65 a night. In situations where the municipality manages the mooring balls, launches and pump-out boats are usually available on request and keep convenient hours during the summer. Some of the yacht clubs that offer mooring ball rentals will also have a complementary launch service.
- The short boating season (July 4th – Labor Day) means there are a lot of people on the water. If you want to be in a popular area for the weekend, you had better be there by Thursday afternoon!
- The Dockwa service/mobile phone app does a decent job requesting and reserving mooring balls or slips.



CURTIS ISLAND LIGHT - CAMDEN MAINE



SUMMER SUNSET AT CAMDEN, MAINE



**FULL MOON RISE - JULY 20, 2024
SEAL BAY (VINALHAVEN ISLAND)**



LINEKIN BAY ANCHORAGE



THE INNER HARBOR OF MENEMSHA, A SMALL FISHING VILLAGE IN WESTERN MARTHAS VINEYARD (NOTE SAILBOATS RAFTED TO SINGLE MOORING BALL)



CUTTYHUNK FIREWORKS

A quick trip across Vineyard Sound took us to the Menemsha Harbor in western Marthas Vineyard, a small fishing harbor that tourism has not yet ruined. There are two transient mooring balls there that the Harbormaster exploits by putting three boats on each (everyone pays the same price!). But, it is a great way to meet new friends! Then, we headed east to Block Island where we stayed in the Great Salt Pond and waited while the remnants of Hurricane Debby past to our west.



**BIG HOPPER SAILS OUT TO GREET
TALISMAN**

On the Way Home

In addition to our first trip to Maine, we wanted to enjoy some of the southern New England maritimes (defined here as waters south of Cape Cod) on our way home. So, we left Maine in late July and headed south with stops in Portsmouth, NH; Gloucester, MA; and Scituate, MA before transiting the Cape Cod Canal. We left Scituate on a calm, windless day with flat seas so we motored to and through the canal. When we emerged on the north end of Buzzards Bay, it was a raging mess with high winds and waves from the southeast. We diverted to a nicely sheltered area on the east side of Barretts Island for the night. In the morning we made our way down to Cuttyhunk Island for the annual fireworks festival (1st Saturday in August). This is a popular event so all of the mooring balls were taken and the outside anchorage was full.



MENEMSHA HARBOR FISHING SHACK

After the stormy seas calmed down, we headed west to Noyack Harbor and yet another rendezvous with Big Hopper who sailed out to greet us. We visited with Robert at Kathleen's summer "cottage" there. This included a personal tour of the Hamptons by Robert.

After a quick stop at Shelter Island for a night, we went back to the Thimble Islands to celebrate my 70th birthday with friends. Toward Labor Day, we stopped in Stamford to see Rascal and Theo again before heading down to NYC and south along the New Jersey shore toward our home port of Norfolk.



**WWII TUG BOAT "PETERSBURG" IN BLOCK ISLAND'S
GREAT SALT POND**

CRUISING NOVA SCOTIA

Big Hopper joins Rock Hopper for the
Nova Scotia leg of *Nausicaa's* cruise.

By Big Hopper

Nausicaa is the Solaris 44' owned by our Swiss brother Regis "Rock Hopper" Menétrey. Rock Hopper took delivery of the boat in 2023 at the yard in Italy and almost immediately headed west to the North American Continent. After a successful cruise - starting in Canada and ending in Norfolk – he left his boat in the care of the CBT Brothers. His son, Ambroise, picked up the boat in November, 2023, and headed to Bermuda. Then, on the way to St Maarten, the boat struck a hard submerged object which damaged the port rudder. Fortunately, with twin rudders in play, the sailboat could still be operated with one damaged rudder. A replacement rudder was ordered and sent to Norfolk where *Nausicaa* was scheduled for repair and maintenance in May 2024. The new rudder was replaced by a boat yard personnel and *Nausicaa* was ready for Rock Hopper to begin a summer of sailing from the lower Chesapeake Bay to Nova Scotia.



Along the journey up the New Jersey coast, the new rudder started to vibrate wildly and the crew were worried it could damage that rudder tube! The boat was still operational but, clearly, this was an issue that would have to be fixed before the rest of the cruise.

With the help of Brothers from the New York Table, a marina that had a deep enough well to haul *Nausicaa* was found in Oyster Bay (Long Island). Better yet, the Seawanhaka Boat Yard ("SBY") had enough bandwidth to handle the repair within a few days! A first tentative approach to the travel-lift failed with a high tide of 6.4 feet. Morale did not hit rock bottom but the bulb did! The yard promised that the next day would lift the crew's spirits, although high tide prediction was only 6.3ft. The yard managed to haul with less than 2" clearance. (They never revealed their secret.)

When the troublesome rudder was removed, it was discovered that the boat yard in Norfolk had used a synthetic material to add diameter to the lower part of the rudder's shaft. (The factory had not shipped the exact rudder replacement needed for the repair.) It had been assumed that the Norfolk boat yard had a stainless-steel sleeve manufactured and fitted in May. The problem was not necessarily the sleeve material...it was that it was not glued or otherwise fixed to the lower part of the rudder's shaft. That allowed the sleeve to work its way up the shaft, leaving the lower section improperly supported and subject to lateral play when underway.

SBY repaired the bushing with a part expedited from Italy. While at the yard, Rock Hopper asked the staff if they could address some other nagging problems with navigation electronics and the troublesome windlass: The B&G electronics were re-calibrated but the Lewmar windlass was still "lazy" and needed a motor replacement. Although the Lewmar warehouse was in NY state, it had to be sent through an authorized dealer. A delivery delay of three weeks would be a major setback of the voyage to Maine. Instead, Regis decided to sail north without the repair, and invited Robert "Big Hopper" Coles to fly into Bar Harbor carrying the new motor for the windlass. The two "Hoppers" had developed a deep friendship during their cruise from Sag Harbor to NYC last August, followed by a race months later on Lake Lemman, Switzerland. Rock Hopper was inducted into the Brotherhood in Lausanne after the race.

Christian, one of the Swiss crew for this leg of the trip, used his electro-mechanical engineering skills to replace the motor in less than one hour but there were still problems with the system! It was discovered that the old 100AMP circuit breaker had fried. *Nausicaa's* crew then had to jury rig the circuit on one of the electrical winches circuit breakers. This was safe since none of the winches are used concurrently, especially when pulling up the anchor. *Nausicaa* received a new circuit breaker in Halifax.



None of these challenges spoiled the Nova Scotia experience. The crew got enough wind to take two reefs for a shake down dance on day one. They motored quite a bit but were also gifted many light hours under yellow asymmetrical spinnaker while cheering on the dolphins.

Nova Scotia navigation can be cold. Big Hopper adorned ski thermals, a heavy wool sweater, foul weather gear, a thick beanie and Rascal's silk BOC scarf. The Swiss crew wore khaki shorts... The Northeast wind carried sea fog that sliced the landscape, revealing tree tops, blue sky, and rocks piercing the surface of the water. The latter thrilled Regis, who clearly showed us how he earned his battle name. Rock Hopper could not resist squeezing Nausicaa into the tiniest creeks and caressing the sharpest rocks. Nausicaa made many a detour in supposedly inaccessible bays and very protected creeks. These explorations would have been bold and reckless without multiple redundant chart plotters. The last stop was particularly exceptional: The whole crew went ashore on a deserted island and climbed a high moraine. Once back in Halifax, Big Hopper and Christian disembarked, and Rock Hopper welcomed his partner. Regis' son took over in Bras d'Or to sail further to Nova Scotia.



This cruise reached astronomical levels of gastronomy... Michel prepared a Muesli breakfast with blueberries, bananas, strawberries, and nuts. The crew visited a fishery, brought back halibut cheeks and lobster with which Michel concocted a delectable risotto. Another day, Michel presented his delightful Ciabatta bread. Another crew outing was to an organic tea and saffron farm in Eastern Canada. Christian's birthday was celebrated with Belgian chocolate mousse, faro dancing, and 1970's French songs.

This cruise was both a rewarding Brotherhood and cultural experience because even though the Swiss crew and Belgian crew (Big Hopper) speak French as their native tongue, Belgian and Swiss colloquial expressions can be very different, leading to lots of teasing, fun and blue jokes.



2024 RAFTARRANCHO

by Tortuga



2024 CEDAR BEACH RAFT-UP

The Raftarrancho is an annual event intended to bring the Chesapeake Bay and Solomon Island Tables together at a place in between the two. For years, this has been in Indian Creek - near Kilmarnock, Virginia. The official "Raft" day of the event happened on Wednesday June 19th. Brothers Tortuga and Deacon had arrived earlier in the week and fended off interlopers while we waited upon the arrival of our other Brothers. One by one they came. All dropping a hook while we waited on the Mother ship; *ORZA*. Once Brother Cruz arrived the rafting began. With *ORZA* in the center, we put *LIFE SONG* and *HONU* on the starboard side with *TARDIS*, *AMARA* and *GYSPY BLUE* on the port side. *SOJOURNER* and *SCOTT FREE* preferred to stay on their own hooks for the night.

We did some dinghy riding and discovered the bottom with our props in several locations. Funny how that happens in the Chesapeake Bay! We all gathered for a great evening of fun on *ORZA* that night. We decided against the bon fire on the beach as our fire-leader, Brother Upwind, was off cruising in Maine. We spent a good deal of time cooling off in the water.

On Thursday morning, we all headed into Indian Creek to the Indian Creek Yacht and Country Club (ICYCC) to meet with our brothers from Solomons Island. We ended up with a total of eight boats from The Chesapeake Bay Table and four boats from the Solomons Table. With a total of 29 for dinner. Not our biggest turn out but still it was a big enough crowd for us to have a lot of fun.

The other item of note that occurred on Thursday was the induction of our newest Brother, **Kent "Poco Loco" Utley**, flag number 716. I will not go into the details of the induction as that is not to be shared publicly - it must be experienced first-hand. Suffice it to say that Poco Loco is a great new Brother and we are very happy to have him joining this motley group. He is a very experienced sailor, having raced his boats for many years up and down the bay.

That evening, we once again donned our battle gear for dinner at the yacht club where the food was very good, but the company was even better. We had Brothers Country Boy and Piper play for us after dinner with all joining in for the singing of *Pirate Looks at 40* as is our tradition.

The weather for Sunday was not looking as good so several of the slow boats (read: sailboats) left early on Saturday before going to farewell breakfast so that we could make the trip down the Bay in a one day. All in all, it was a wonderful time. I am looking forward to next year's Raftarrancho already. By the way the date has already been set for the 2025 Raftarrancho: June 19th through June 21st. The 2025 Summer Solstice will be on June 20th at 10:41pm. Mark your calendars now and start preparing, you will not regret it!



KENT "POCO LOCO" UTLEY
WITH TABLE CAPTAIN TORTUGA



CHESAPEAKE BAY BROTHERS AND MATES



KEEPING COOL AT THE
CEDAR BEACH RAFT-UP



PIRATE ENTERTAINMENT

MINUTES OF THE ASSEMBLY OF TABLE CAPTAINS

[ZOOM MEETING: JULY 17, 2024]

Officers

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

Attendees

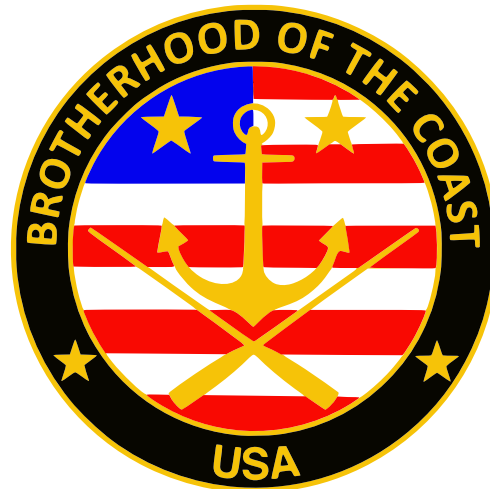
Tony Olmer
Joe Citarella
Tom Connery (Savannah Scribe)
Troy Leek

Table Captains

| | |
|-----------------|-----------------|
| Chesapeake Bay | (n/a) |
| Corpus Christi | Brad Stokes |
| Gold Coast | (n/a) |
| Houston | JD Thompson |
| New York | (n/a) |
| Sailing Capital | Ramzi Bannura |
| San Antonio | Rick Fink |
| Puerto Rico | Graham Castillo |
| Savannah | John Byrne |
| Solomons Island | Scott Redfield |
| Sun Coast | John D'Alusio |

Contributors

| | | |
|--------------------|--------------|---------------------|
| Int'l Vigie | Scott Ripley | (Sage, NC Emeritus) |
| Webmaster | (n/a) | |
| First Watch Editor | (cruising) | |
| Nat'l Historian | John Byrne | |



- The Octalog was read by Brother Sparks aka Joe Citarella
- **Introduction by the National Captain Tony "Rascal" Olmer:**
 - Recognized the work of Ramzi and Dave on the Roster.
 - Tony mentioned that he called Texas Tables about the storms and had not heard back from them, but Texas Brothers indicated they are in good shape: Everyone is fine.
 - Meeting Minutes of 04/23/24 unanimously approved.
- **Treasurer's Report:**
 - Account Balance is \$2,482.59. Another \$1,000 was transferred to Chile to help Brothers impacted by the wildfires. The World Zaf is all paid for.
- **Norfolk 2026 Zafarrancho:** No update.
- **The Guide** - Houston approved the Guide but have not heard from other Tables. Decided to wait until the November meeting to comment on and approve the Guide.
- **The Roster:**

Ramzi showed that the Roster is now in a position for Table Captains to enter data. The Roster has multiple uses. Table Captains can use this to keep current on Brother's contact information and to determine the status of the Table's Brothers. Manipulating the Roster will be familiar to anyone who is familiar with an Excel spreadsheet. Each Table's data is password protected so that Table Captains can only change their own data. Ramzi and Dave populated the Roster with current data so that Table Captains have a head start on inputting their data. All data fields are identified in detail.

Ramzi shared a link to the Roster for Captains to begin inputting and updating information. The Roster data will serve as the information for SECOIN's reporting requirement. The Roster can be manipulated to produce any aggregate BOC reports based on data collected.

A user Guide will be developed and more hands-on guidance will be offered at the November Captains Meeting.

Graham stated that the Puerto Rico Table needs the Roster in Spanish. Dave indicated that is doable and will work on it.

- **Committee to Address Technical Efforts** - This is a continuing effort to ensure that no one person is in the critical path and that sufficient depth is developed to ensure that data is protected. Dave is working to ensure that he is conversant with Robert Cole's operations and can serve as another technical resource to manage these efforts.
- **Gold Coast** - The Gold Coast Table currently is not viable and John D stated that there does not appear to be any desire to rejuvenate it. The consensus is that this Table is not salvageable. Final disposition will be discussed at the November National Assembly of Captains Meeting.
- **National Assembly of Captains Meeting** - John D reviewed the Agenda for the National Assembly of Captains Meeting - copy attached.

New Business

- **Puerto Rico** - Graham spent some time on the current status of the Puerto Rican Table. Graham has been very busy with Regattas and Brothers are busy sailing and racing. Graham has been very busy with the Puerto Rican Sailing Federation and the Olympics. Once that is done, Graham will spend more time on the Puerto Rican Table. He is committed to ensuring that the Puerto Rican Table will be active in the US BOC.

Respectfully submitted.

*Joe "Sparks" Citarella
Scribe*

UPCOMING EVENTS

- **National Captain's Meeting** - November 8 - 10, 2024: Sponsored by the Sun Coast Table (Sarasota/ Bradenton, FL)
- **Key West Gathering of Brothers** - Week of February 15 - 22, 2025: This is an evolving event in Key West that is being sponsored by the Solomon Island Table.
- **2025 Rafterrancho** - June 19 - 21, 2025: Annual gathering of the Tables of the Chesapeake Bay in Kilmarnock, VA. Sponsored by the Solomon Island and Chesapeake Bay Tables.
- **Sail 250** - June 18 - 21, **2026**: This event - still in the planning stages - will be sponsored by the Chesapeake Bay Table. Many of the world's remaining tall ships will visit the port in celebration of the 250th year of the founding of the United States. This event will be held in conjunction with the annual **Harborfest** celebration.

Please forward upcoming events for your Table
to the Editor of the First Watch

TABLE REPORTS

August Tip-A-Few Boucan



A Tip-A-Few Boucan was held August 1st at the Azalea Inn. This event was hosted by Brother Cruz and Michele. It had been a little while since we last had a gathering of the Chesapeake Bay Table. This is always a busy time of the year in the boating community of Hampton Roads. Several Brothers are still away traveling on their boats while others are preparing for new adventures.



BUI, JACQUE & ROUX-GA-ROUX

Brother Cruz and Michele are gearing up to join Brothers from the San Antonio Table for a trip to the South Pacific. Hopefully we will get a story out of that, so the rest of us can live vicariously through them.



ALLY, KIM, POCO-LOGO AND MICHELE

There was plenty of Beer, Wine and pizza to be had. As always, we had much catching up to do. It always surprises me how fast time goes by when such good friends gather together. We just get started and the next thing you know, 3 hours have passed and it is time for us all to go our separate ways once again.



CRUZ, FRANCINE AND ROUX-GA-ROUX



LABOR DAY 2024 RAFT-UP



LANAI, LIFE SONG & HONU IN MOBJACK BAY'S EAST RIVER

The Labor Day Raft-up is kind of a tradition for the Chesapeake Bay Table. This year was no exception even though our numbers were not what they have been in the past. For 2025 it was decided that we would make the East River our destination. We rafted up three Brotherhood boats and had a fourth on their own hook not far for the others. The weather forecast was a bit questionable going into the weekend. Saturday was very much a "Trawler" kind of day: Not much wind and very little wave action out on the Bay.

Having just gotten my bottom cleaned S/V HONU made pretty good time getting up to the East River albeit just under motor power. Brother Deacon was the first to arrive and he had S/V LIFE SONG set her hook and became the anchor boat. I took up the port side. A bit after my arrival Brother Bui and M/V LANAI came and took up the starboard side. Brother Limey showed up as well and anchored a short distance from us. We did a bit of swimming and had a truly great evening.



DEACON AND NAVIGATOR, RUBY

On Sunday we did a bit of dinghy riding and some more swimming. HONU hosted another of our *Zweigle* Hot dog lunches. The tides did not work out for a trip up Put In Creek. We started to walk into town from the boat ramp but thought better of it after only a half a mile. I am too old to do all that walking. There had been some forecasts calling for some weather in the afternoon on Sunday, but it didn't arrive until the wee hours on Monday morning. That made for another fantastic evening. We did decide to stay rafted even with the potential bad weather during the night. LIFE SONG's anchor held fast, and we didn't even drag a little. But it did rain!

Alas all good times must end and with storm passed we all headed home Monday morning. Now the forecast had been for winds at 20 knots then diminishing down to 15 from the North. With steady winds for several days from the South we figured the waves would not be too bad when they turn to the North. Boy were we wrong! First the winds were in the mid-20's with gusts in the 30's and they stayed like that all day. They never settled down. The weather apps said the waves were 2.5 feet but, when in them, they looked more like 4-footers, and they were like that for 30 miles, from Mobjack Bay to Willoughby Bay. HONU was a bit light for the wind and waves, so I had to pull down all my sails and just use the motor once we got out of Mobjack. The weather helm kept getting us broadside to the waves. We did make great time surfing the waves back home hitting 10 knots at times. To have the good times you have to endure a few times that are just a bit harder. All in all, it was a holiday to remember. Great Brothers and Mates spending time together. I can't wait to do it again.



STARTING THE WALK INTO TOWN



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.

“Off the Water but with a View of the Water Zaf”



LOOKING SOUTH ACROSS LONG ISLAND SOUND TO LONG ISLAND

At this time of year, we always try to have “On the Water” Zafs. Alas this year we have fewer boats, some sold, some with engine problems. So, we had the view from the large living room window to the water. Leslie and Stewart “Napoleon” hosted us for Brunch with a large table of “heavy appetizers

and desserts” in their 6th floor apartment in Greenwich, CT. We were missing several Brothers and Mates who were unable to join us. During the afternoon we had a serious discussion on how to expand our Table with new sailors. Since our homes and boats are not all in the same location this is a bigger challenge. We are spread across 3 states. There also seemed to be several deep discussions about engines – their failings and possible solutions.

Kevin “Cool Wood”, always in a whimsical mind, spotted Tony “Rascal” and Robert “Big Hopper” on the couch with their cell phones and decided it was a photo op, named it and joined them. Good Brothers all.



“HEAR NO EVIL, SPEAK NO EVIL AND SEE NO EVIL

POST SCRIPT FOR “BIRDS AND BOATS”

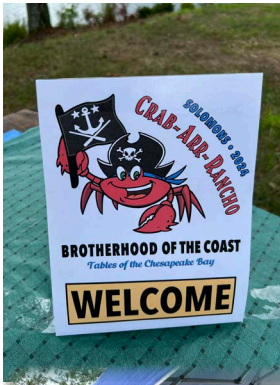
by *Andrea Jortens*

Upon my return to the **Salem Witch**, to decommission her for the season, it turned out my mitigation for keeping the birds off my boat was mostly successful. My neighboring boats, not so much. The boat with the flags and tinsel, as you can see, removed all sails, boom and all. The other boat with the dark blue dodger and sail cover was, let's say, more white than blue. For some, more than others, it was a shitty end to the sailing season. Here's to better luck in 2025!



CRAB-ARR-RANCHO

by Loose Cannon



This past August 10th, on a beautiful summer day, the Solomons table hosted a 'Crab-Arr-Rancho' party at the home of Pat "Loose Cannon" and Barbara Whalen (until recently the home of Bernie "Snapper King" and Margie Dove).



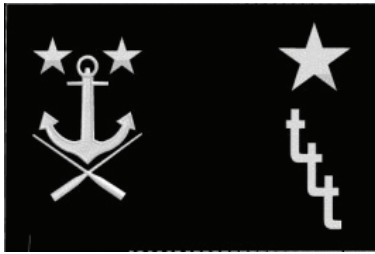
The event was intended for the Brothers of the 3 Chesapeake Bay area tables to gather together for an impromptu party. All the Solomons brothers (and engage!) that were in town were in attendance. There were five brothers and mates from the Chesapeake Table of Norfolk and two from the Sailing Capital table of Annapolis. We also welcomed back the Tom "Salty" and Andrea Connery from the Savannah table. The Solomons brothers also invited a few pasajeros to introduce them to the Brotherhood, and show them how we in the BOCUS have fun!



The Solomons table provided over 225 crabs caught fresh from the brother's docks in the area. Not a single crab had to be bought: Quite an impressive feat! Much thanks go to those brothers that caught and fed crabs in the weeks approaching the event, as well as those that helped to set up and break down the party. All those in attendance came with appetizers or desserts. Additionally, Marie Redfield introduced us to her Cooler Corn, a way to prepare large amounts of fresh and perfectly cooked local MD corn for the masses.



All in all, a great day, with everyone walking away with crab-filled bellies, a crab mallet, and a t-shirt (purchased) to commemorate the event. The Solomons table looks forward to holding this event again in future years, so watch this space!



SAN ANTONIO

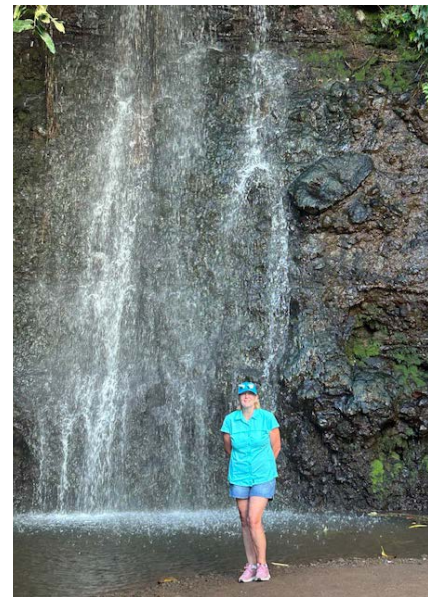
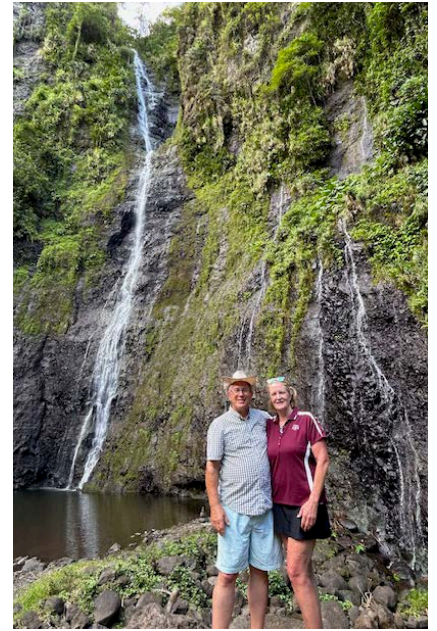


It has been another hot and dry this summer for the San Antonio Table. Canyon Lake was down to 55% capacity so our normal summer Raft Up was postponed.

In June we had a Low Country Shrimp Boil at Mike Sasser's Barn. Jim Benjamin and Wayne McNeil did a super job cooking. A good time was had by all!

Many Brothers opted to go on trips this summer to destinations near and far. We have a busy Fall schedule with Fajita Dinner in September, Oktoberfest the next month and Barbecue at the Fink Ranch in November.

One of the notable far-flung trips this summer was to French Polynesia ("FP"). Bill and Jan Streep along with Rick and Diana Fink made their third trip to FP. Joining us this year were Scott and Michelle Ripley and Charles Hankins. While the intrepid sailors arrived on different schedules, we all managed to meet for the two-week bareboat charter aboard a Lagoon 46 catamaran. Steep's, Fink's and Ripley's started the trip with AIRBNB stays on the island of Tahiti then ferried to Moorea for 3 days. We did self-driving land tours of both islands and a small boat Humpback Whale watching excursion where some of us open-water snorkeled as close as 20 feet from a whale. We all got to see whales breaching nearby, multiple times. We then flew to Raiatea where the



charter base is located and where we met Charles. After provisioning and getting checked out on the catamaran we began the sailing part of the trip. Captain Bill had plenty of help since we had multiple experienced sailors. During the two-week trip we made open water sails to Bora Bora; back to Tahaa; then to Huahine; and back to Raiatea. Each of those crossing takes about 4 hours. Each of the islands is surrounded by a lagoon and reef system so seas inside are fairly calm most of the time. Snorkeling in FP is some of the best in the world so we spent a lot of time in the water.





As the Savannah Table says good-bye to the summer of 2024, we want to share a couple of memorable parties!

Brothers, Captives, Active Captives, persons of interest, and friends gathered in late spring at the Savannah home of Brother Bob "Guzzler" and Karen Kinderman for an evening backyard gathering.



Karen outdid herself preparing a spread of food and drinks that everyone enjoyed while lounging around her amazing garden. The Connery's and Burn's took advantage of a great spring day before the party and got out on the water in Skidaway Island.



Late July, the Table held their summer Tybee Island Beach Bash at the home of Joa and Jessca Kelly, where all enjoyed a fantastic spread of food and drinks that any pirate would be proud of. We welcomed a couple of special guests – Bob "Chop" and Kathy Sweney from Solomons Table - who were in town staying with the Connery's for a few days. After a few hours of partying and a rousing Ananada, everyone piled into Breezy Riders "Love Bus" for the trip to the Crab Shack on Tybee for a great evening of seafood, drinks and comradery. Dinner was great, but the ride on the "Love Bus" was almost Life Changing!

The vibe throughout the entire evening was fantastic with a nice BOC feel to it!





This last quarter has been a bit of a rough go of it for our monthly boucans.

In May we had a successful gathering on beautiful Siesta Key. The next soiree was set for June 22nd hosted by Dan “Gimbal” and Bonnie Sagan; and Gregg “Windy” and Jann Knighton at Pier 22, an upscale restaurant/bar at the Bradenton Municipal Marina.

Pier 22 is a premier docking and dining destination on the Manatee River. It was in the process of being renovated the week of the boucan, which was set for 1500 on June 22nd. Over two dozen Sun Coast Table members were scheduled to attend along with guests Jim “Goose” and Linda Bailey, late of the Solomons Islands Table, but now living in Ft. Myers.

As bad luck would have it, the renovation of Pier 22’s kitchen took a bit longer than anticipated, with the result being the galley was closed on June 22nd until the evening. This information wasn’t conveyed to the Knightons until two days before the event!. By that time, it was too late to find an alternate venue for the number of people we expected, so the gathering was regrettably cancelled (though Enzo “Vinnie” and Elizabeth Anzellini didn’t get the word, and showed up at Pier 22 wondering where the rest of the group was).

Jim and Linda Bailey decided to come up for the weekend and stay at Chez D’Alusio overnight. With the boucan cancelled, we had to forge our own course. We decided to take a tour of several Lakewood Ranch purveyors of spirits. However, the debauchery started with Old Fashions upon arrival at the house. We then went to the Loaded Cannon Distillery where more Old Fashions were ordered. From there we visited Good Liquid Brewing Company where Jim and I switched to beer, and the captives ordered wine and a cocktail. That was followed by a visit to McGrath’s Irish Ale House for Happy Hour (more beer, wine, and Old Fashions). Did I mention we hadn’t eaten anything save a few small appetizers?

There were prime Porterhouse steaks, large baking potatoes, and asparagus awaiting our return to the house. However, by that time, we were all listing to port a bit, and about the only things that got cooked were the steaks as the various and totality of the libations had taken their toll. Our two dogs, Gunner and Riley, were even confused about our ambulation attempts. Rumor has it

that we had a good time, but I cannot personally confirm that.



For July, we were looking forward to a boucan hosted by Joe “Bubbles” and Claudia Hamrick. Unfortunately, the Hamricks mistakenly believed that they were on tap for August rather than July. By the time they realized they had gotten their month mixed up, they were unavailable to schedule a July gathering due to familial obligations.

Fortunately, Joe “Flaco” Vermeren and Julie Smith stepped up in August. They and hosted a very successful boucan on August 10th at Anna Maria Oyster Bar in Bradenton, attended by 28 people.

Jim and Linda Bailey made it up again from Ft. Meyers to add to our crowd. However, this time the Baileys and D'Alusios had sustenance that allowed alcohol absorption, so the Old Fashions were not as deadly as they were in June. We hit Inner Compass Brewing Company after the boucan had concluded and enjoyed the lively weekend atmosphere at this relatively new venue in Lakewood Ranch.

On tap for 9/28 is a boucan hosted by Brian "McGyver" and Suzie Schmitz at Woody's Roo on the River in Ellenton. Known as "The Roo with a View," this famous waterfront location has been serving boaters, bikers, and tourists for over two decades.

We are gearing up for the National Captains Meeting that will be hosted by the Sun Coast Table and held on November 9th at the Bradenton Yacht Club. We have a few social events surrounding that weekend for the attendees, as well as our own Table members. More on that in the next edition of First Watch.



NEW BROTHER



Kent "Poco Loco" Utley
Chesapeake Bay Table
Flag No. 716

Kent grew up around the water in Portsmouth, Virginia. As a kid, he spent all his time swimming, fishing, crabbing and surfing all along the East Coast. He was sure that surfing was his thing until, after college, he got his first sailboat, a Hobie 16. He started racing, because that was the quickest way to learn how to sail. He then started crewing on other peoples (OPs) lead sleds, doing PHRF racing in the Chesapeake Bay. He bought his first monohull, a C&C 30-2, and kept it for 30+ years. Kent and his mate Kim now own a Tartan 3700.

Kent has raced extensively on his and OP's boats in the Chesapeake Bay and Florida. He has captained multiple bare boat charters in the Caribbean. He also enjoys cruising and gunkholing on the Chesapeake Bay. A round trip sail to Bermuda and several trips down the ICW help to round out the resume. His love of the sea is obvious to anyone that knows him.

Kent has also been an avid snow skier, and spent many winter vacations in the Rocky mountains skiing.

Kent was inducted into the Brotherhood on June 20th 2024 at the exact time of the Summer Solstice.

Kent and Kim reside in Suffolk, VA, and keep their boat in Norfolk, VA. And they look forward to furthering relationships and making new ones in their association with the Brotherhood.

A long time ago, Kent went to pharmacy school with Brother Cruz. It was Cruz who introduced and sponsored him into the Brotherhood. Kent has practiced as a licensed Pharmacist for 40+ years.