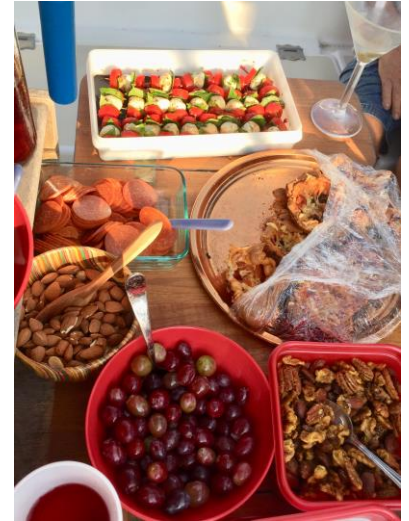


Hurricane Raft-up (September 18-19, 2021)

By Joan Criscuolo

Thank you, Ed and Joan Criscuolo, for hosting the recent Hurricane raft-up. Joan shared, The Hurricane Raft Up was a huge success especially since there were no hurricanes spoiling the fun! We had 6 boats rafted together, 5 Pearsons and 1 Island Packard which belongs to friends of ours who joined our event. The attendees were Jack Janos with his crew of Anne and John Martin, Marty Gaynor, Dave Kasper, Ron Harbin, and the hosts, Ed and Joan Criscuolo. Our honorary "Pearson" on their Island Packard were Jim and Faith Neale with their new 4-month-old Golden Retriever, Ginger. We played a get to know you game which caused a lot of laughter! A fun time was had by all! As always, there were delicious appetizers which actually serve as our dinners and some refreshing drinks! Joan made some cranberry vodka martinis; Dave Kasper brought interesting hard fruit flavored seltzers and authentic German Octoberfest beer.



Swan Point Bar Crossing

By Ron Harbin

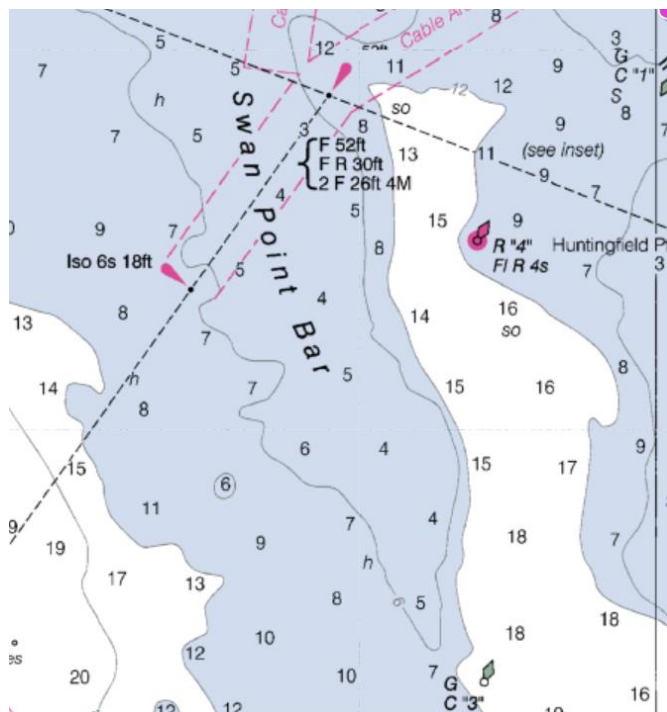
Shoaling extends south about 4 miles from Swan Point. I've always kept my boat in Middle River which is Northwest of Rock Hall. For years, I never considered crossing this shoal and always sailed south 4 miles and then back North another 4 miles to get into Rock Hall or Swan Creek. It was a long and time-consuming distance and it seemed that one of the two directions always had the wind right on the nose.

About 10 years ago, I began noticing cruising size boats sailing across the bar. I could never tell what they were using for navigation and sometimes thought they were nuts. I'd watch them, expecting a grounding. I don't think I ever did see one. About 6 or 7 years ago, I was told that it was safe to follow the Brewerton Channel Eastern Extension range lights. Since those range lights were installed for safe passage in waters between 3- and 10-miles WNW of where the range line crosses the bar, I didn't really see any reason why that area should be any different than any other area of the shoal. But on one calm day, with the tide rising and very little current, I decided to give it a try. Much to my delight, I made it across with no less than two feet of water under my keel. Since then, I've crossed the Bar using these range lights several times – again, with no issues.

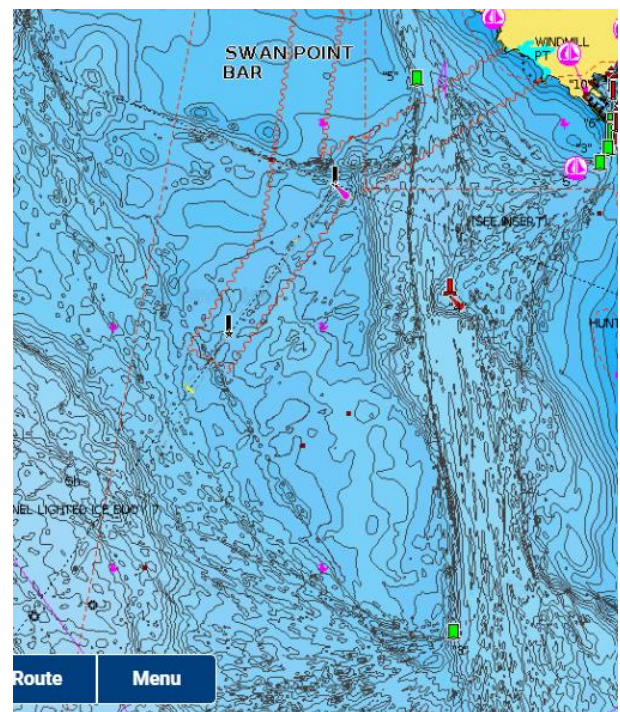
But what makes me nervous about this bar is that it is a large area, known for shoaling. And when major storms pass through, shoals tend to move around. And, as I stated above, the range lights were not meant for navigating this shoal, they were (and ARE) meant to navigate the East Brewerton Channel Extension. So, I don't consider this a reliable channel that I will use when there is any significant wind or current.

In the last few years, chart companies have begun using "crowd sourcing data" to make electronic charts more accurate. Below is a NOAA chart of the Bar. It looks similar in detail to the electronic charts of the area. Below that is a "Sonar" produced chart. It shows much more detail and is developed from depth data from boats like ours. For those of us with instruments that connect to the internet, our depth data is captured when we are out cruising and it is fed into computers of companies like Garmin. They, in turn produce much more detailed and up to date charts showing accurate depths. I use Navionics on my phone since Navionics has the Sonar charts.

NOAA Chart

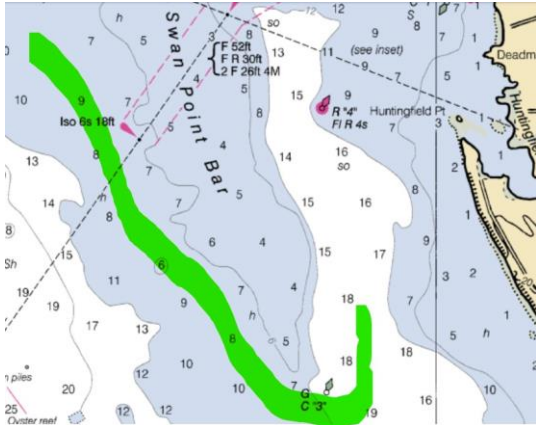


Sonar Chart

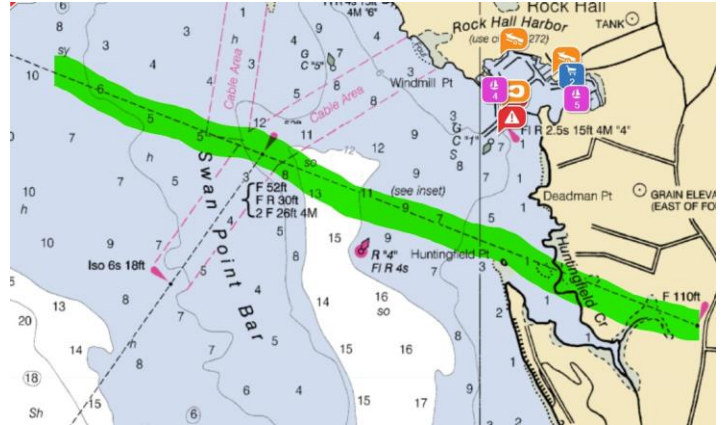


So, recently, I created a “route” to take advantage of this “crowd sourcing” to cross the Swan Point Bar. For the Pearson raft-up this last weekend, I used it to cross. It went pretty well but I don’t think it was much, if any better than crossing with the Brewerton East Channel Extension Range. Below are charts showing the three methods I have used to go to Rock Hall.

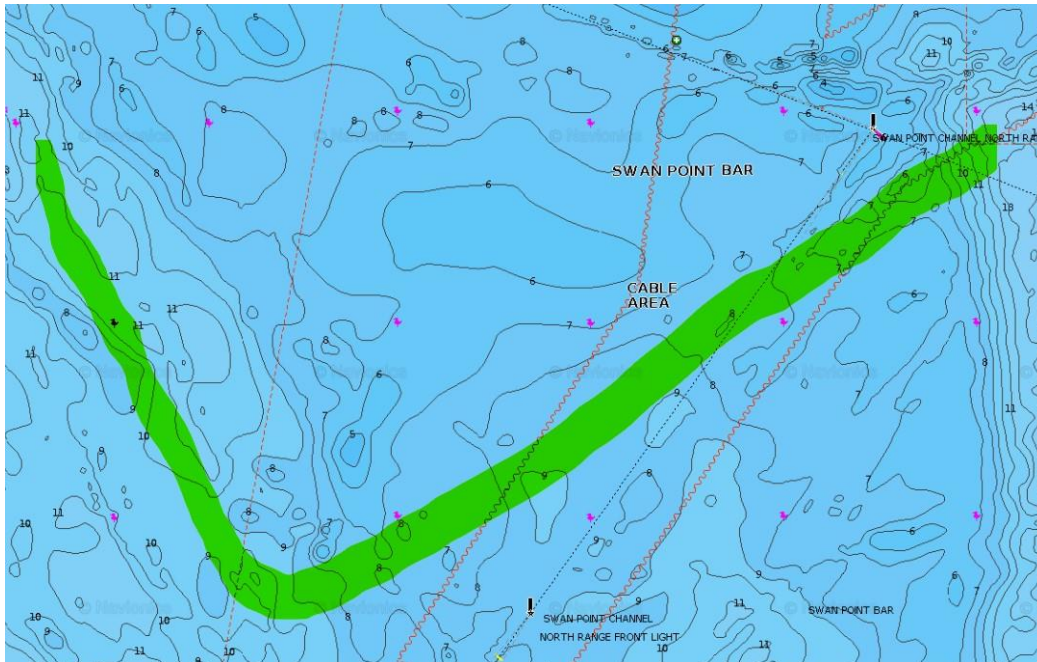
Rock Hall from the North via Green Can “3” (conservative)



Rock Hall from the North via Brewerton Channel East Extension Range Lights



Rock Hall from the North via Navionics Sonar Charts



One thing that IS clear, the traditional NOAA raster and most electronic charts show depths across the Bar that are shallower than the actual depths. Is crossing the Bar safe? At this point, I continue to cross only when the conditions are good (sea state, wind, current, etc.). I save tracks showing where I’ve been and I have saved a route to my Garmin chart plotter to help navigate what seems to be the best route. One thing is clear – the Coast Guard continues to place “nav aids” (buoys) at the south end of the Bar. The safest is GC “1” and then GC “3”. Do any of you have any other favorite routes across the Swan Point Bar? I’d love to hear what they are or what criteria you use for “crossing”.

Member Happenings

Lynn and Marty Lanham shared, "Marty and I sailed/motored to Chestertown, anchored at Comegys Byte Thurs. Docked at Chestertown Marina Friday night. Beautiful farmers market in town this Saturday morning. We are taking off down River soon and will probably anchor in Lankford Creek for the night, Saturday, August 7. We have enjoyed a good breeze at night and cooler temperatures which makes anchoring without AC Pleasant."



Martina Sestakova and Jordan Snyder shared, "We had a great adventure on the Choptank River. Our Base Camp flew across the Bay and we enjoyed a wonderful afternoon at Dun Cove. We then visited Oxford, MD, where our friend Bob hosted us in his home on the water. Next step: Cambridge, MD. The Municipal Marina was the perfect place to meet up with our friends, Deb and Dave. Dinner at a local tiki bar concluded a lovely visit. The marina provided free bikes and we explored the town and its neighborhoods before heading out back towards the Rhode River. The weather had gales in mind... Dun Cove provided a safe anchorage for an all-night wind and heavy rain. From shorts to multiple waterproof layers. Our Bay crossing turned out a great experience as we made our way from cloudy skies to the warmth filled home marina. We are already looking forward to our next adventure! We are ready!



**Do you have an update to share in an upcoming newsletter or with our club members via email?
Reach out to Martina at martinaprague@verizon.net.**

Our Club in the News

Cruising Club Notes presented by



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A Black Creek Yacht Club sailboat



Chesapeake Bay Pearson Sailing Association sailing



USA 7 members Charline and Joanne Andriks, all Navy Bay at Pirates and Wenchies Weekend in Rock Hill, MD



Sea Scout Ship 1009 helped restore National Chesapeake Light House



Randy Williamson, Nina Wygaard, Susan Williamson, and Sandy Netting. Photo courtesy of Wilmington Yacht and Power Squadron

Chesapeake Bay Pearson Sailing Association

By Martina Sestakova

Members of the Chesapeake Bay Pearson Sailing Association (CBPSA) had a fun Bastille Day rally in Wortons Creek July 17-18.

Bob Morrow hosted the event and had three Pearson member boats attend with four PSA groups: Scott and Sandy Hughes aboard *Caracas*, Jack James, Joan and Ed Criscuolo with *Jupiter* the dog aboard *Beacon*, and Bob Morrow aboard *Independence* with friend Keith Ziegler, who had a desire to take amazing photos. What a nice time of sharing and enjoying a lovely sailing season on the Chesapeake Bay and beyond.

During the sailing season, CBPSA holds monthly events. These consist of multiple rallies throughout the middle Chesapeake Bay as well as other social gatherings. We always welcome new club members to share sailing experiences, rendezvous, and stories. Learn more at cbpsa.org.



Sandy and Scott Hughes

A Thoroughly Enjoyable Cruise

Every June our Wilmington Yacht and Power Squadron (WYPS) members enjoy a weeklong cruise on the Chesapeake Bay, and this year did not disappoint! Eleven of the 12 boats, including sail and power, set off from North Point Marina in Rock Hill, MD, to go north.

With two days of good sailing for sail-boaters, we enjoyed sailing up in Wortons

Creek and the Susquehanna River before settling in at Tidewater Marina in Hare de Grace for two nights. The 32 boaters took full advantage of all that Hare de Grace has to offer!

Thanks to the thorough research of Bruce Wygaard aboard *Brio*, with his wife, Leafe, and our energetic daughter Nina, many completed the self-guided tour

of historic Hare de Grace. Our WYPS boaters also delighted in the nature trail, the Maritime Museum, the Dooey Museum, antique shops, and the book store. A stop in Bombay's homemade ice cream shop was mandatory.

Mark Atkinson, aboard *Willow* with wife Chris reflected, "I often think that

arriving at even the most familiar place by water makes a new experience. So it was at Hare de Grace. It really felt as if we arrived at a destination at the head of the Bay after a narrow channel through the Susquehanna Plains. And after we arrived, it was a place so vibrant with its preserved and remembered history."

Following our visit to Hare de Grace, we proceeded to anchor out in Still Pond and spent the final day at Annapolis Marina at Potts Point in Baltimore.

Randy Williamson commented, "My most favorite experience was having Dore and Sandy Netting join Susan and me onboard *Windward Passage* and seeing them enjoy visiting anchorages that they had first visited to nearly 50 years before." Sandy replied how much they enjoyed their time with the Williamson, particularly in the coziness of warmth and dryness on a rainy Thursday sailing south.

The group sincerely appreciates the great work of Donna Zimmerman for her efforts in coordinating the cruise, with support from the trusty captain of *Mythic Star*, Bill Z. Overall, we had a thoroughly enjoyable week with great friends and great weather. Now, how to top this for next year? wilmingtonyachtandpowersquadron.org



SAIL ON!

Questions/comments? Contact the 2021 CLUB OFFICERS * www.cbpsa.org

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