



# Chesapeake Sailing Club

Annapolis, Maryland

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March 2012

## SCUTTLEBUTT

### Newsletter of the Chesapeake Sailing Club

Calendar at a Glance

Mar 17 - Winter Party - Joe and Margie host

April 21 - Food - The Italian Market

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#### Commodore's Column

Mal Singerman, *Tieve Owna*

In February, the crew of *Tieve Owna* were pleased to have Dave Nance and Lois Carey join us for a cruise from Fort Lauderdale to Key West. Since Dave is (by far) a better writer than I am, I have prevailed on him to submit a report on our adventure for publication in this month's Scuttlebutt. As I don't want to duplicate his efforts, my comments on the voyage will be brief.

Although *Tieve Owna's* captain, Anne Marie, boasts more than 15 years sailing experience, and while my own experience as doughty First Mate tops the 10 year mark, our qualifications do not match those of Lois and Dave in terms of miles sailed, time on the water and difficulties faced and overcome. This being the case, it became our custom during the cruise to offer the helm to Captain Dave Nance in difficult or tricky situations.

Of these situations, two in particular come to mind:

1. Taking our boat, with its 5 foot 1 inch draft, across a harbor entrance with a MLW depth of 4 foot 6 inches (accomplished with a few bumps).
2. Taking our boat, with its 57 foot 6 inch mast under a bridge with a clearance of 56 feet (accomplished with a few pings of the antenna on the underside of the bridge).

In the midst of both of these rather daunting undertakings, I could not help noticing that Dave remained calm and collected, with never a sign of hesitation or nervousness.

When we reached home, I approached David, and told him how I admired his unruffled demeanor in two nerve wracking situations. "What can I do", I asked him, "to achieve your worry free attitude in such potentially dangerous circumstances?"

Dave considered my question for a moment, while I waited expectantly for a discourse on tides, timing, wave heights, wind and similar nautical considerations. Then in a thoughtful and deliberate manner, he spoke.. "Well," he said, "when it comes to the sort of close quarters situations that we were facing , it is always a lot easier to stay calm if you use someone else's boat."

#### Vice Commodore's Report

Joe Powers, *Aquavit*

We had to cancel February's dinner for lack of a quorum. It seems that too many people are spending their winters in warmer locales. We attempted to at least keep the club going during the winter by pulling together some snow birds who are reasonably close. So we set up a temporary Southeast Division of the CSC. This was just an experiment. Margie has written up a summary



of that luncheon (see below). If we can get more people to participate maybe we'll do it again. We can discuss it at any of our upcoming dinners.

The next two months will be on-shore gatherings. The March event will be on St. Patrick's day at Joe and Margie's house. This will be a corned beef and cabbage dinner, starting at 5:00 PM. We will put out a call about it next week.

The last on-shore Spring event will be at the Italian Market on April 21, also at 5:00 PM. Last year was the first year we used this restaurant and it seemed to go over well.

Following is Margie's writeup of our luncheon with CSC snowbirds

**CSC "SOUTHEAST" HOLDS LUNCHEON**  
by Margie

Five members of the "Southeast" contingent met at the Cove Restaurant in Deerfield Beach, FL, on Thursday, February 16, 2012, for a luncheon to discuss winter activities, upcoming plans, and when they were returning to Maryland. Mary Jo Harris, Janet and Dave Ewing, and Margie and Joe Powers attended the affair. Unfortunately, Anne Marie and Mal Singerman were unable to come due to a friend's death.

The food was good and the talk centered around horror stories while anchoring, mishaps involving gear cable/transmission breakdowns, and Facebook technical problems and issues.

It was a gorgeous day with temps in the 80's as they watched several sailboats go through the Hillsboro Bridge along the ICW and multiple small power boats try to dock at the restaurant in the strong current.

After the luncheon, the group went to the South Inlet Beach in Boca Raton, sat on a bench looking out to the ocean, and wished they were on their boats sailing in the cobalt blue waters.

### **Fleet Captain's Report**

Dave Nance, *Ariel*

#### **Winter Cruise to Key West**

Late last summer Lois and I were having a glass of wine with Commodore Mal and Anne Marie, and telling stories of sailing in the Florida Keys and the translucent waters of Hawk Channel. As the stories continued, Mal mentioned that the Key West Food and Wine Festival would be in late January. As they were going to take *Tieve Owna* to Fort Lauderdale for the winter, a plan was born. Sail to Key West for the festival!

Hawk Channel, off the Florida Keys, is a winter paradise for sailors. The channel begins off Cape Florida on Key Biscayne and bends to the west as it ends at Key West. It is sheltered on the west by the Florida Keys and to the east by the Florida Reef. The reef, anywhere from three to seven miles east of the Keys, calms the ocean swell from the North Atlantic and leaves smooth water with the ocean breeze. It's a sailor's delight with warm crystal clear water provided by the Gulf Stream.

With visions of tapas, key lime pie, warm summer like sun and days of great sailing in our heads, we set off on this great sailing adventure.

We left Port Everglades on the ebb with gentle easterly winds and set sails for Cape Florida. After several course changes to dodge a menacing submarine doing calibration checks along the sixty foot contour line, we gained our heading to the cape for the night. Flocks of egrets in perfect formation flew south, just skimming the wave tops. This confirmed that we were headed in the right direction. We gently rocked our way to the first night anchored off No Name Harbor on Key Biscayne. We planned for short daily sails so that anchorages could be selected based on weather and sea conditions, and for ample time for wine and cheese in the cockpit before dinner preparations. The first days sail provided all the above.

Morning brought easterly winds at ten to fifteen knots and smooth seas. We weighed anchor and navigated the tricky Cape Florida channel toward Fowery Rocks light. Once in Hawk Channel we bore off and set all sail in a steady fifteen knot wind. All day we sailed south at six to seven knots with the autopilot doing most of the work. As the boat rocked, and our bodies warmed by the sun, everyone spent some, or most, of the time napping. Key Largo welcomed us for the night, but it was close. The marinas on Key Largo are all located on man made canals cut into the corral when the Overseas Highway was built in the 1930's. Unfortunately these twenty foot deep canals do not match the shallow entrance channel. Nearing low tide as we entered, we bumped along and cleaned the paint off the bottom of the keel.

Dawn of the third day brought strengthening wind of fifteen to twenty knots from the north and beautiful blue skies with puffy white clouds. *Tieve Owna* was now in her element. She flew southwest to west at seven to over eight knots. We found that the pitch and roll of the boat was in perfect harmony with Dvorak's "New World Symphony." The crew just enjoyed the sun, wind and beautiful water. Oh! And Anne Marie had the chore of pushing the auto pilot's keys to navigate around all the lobster pots as we approached Boot Key. Well, someone had to do some work.

We were now sailing west toward Key West. The puffy white clouds of the past days had turned gray with rain columns dropping from their bottom. The wind continued from the east but with *Tieve Owna's* speed it was easy to out distance the showers. The tranquil harbor water of Key West had now stopped the constant motion of the past four days and the crew prepared to tackle the purpose of the cruise. The Wine and Cheese Festival! That's another subject for stories during next season's happy hours.

After three days of food, sights and warm tropical weather it was time to return to the land of Florida. The northerly winds had continued for the past two days and a parade of cool fronts were threatening. In a boat like *Tieve Owna*, with her long keel and powerful engine, motor sailing against a foul wind is not all bad. Doing it for three days gets a mite tedious though. The third day found us back at Key Biscayne, now anchored off Hurricane Harbor, sheltered against strengthening north winds. With four to six foot seas waiting for us between Miami and Fort Lauderdale, we decided to take the inside route of the ICW for the last leg home. The only obstacle was the fifty six foot Julia Tuttle Bridge and our fifty-seven and a half foot mast. With careful calculation of the tide and sailing just outside the channel and under the slightly higher section of the highway bridge beams we cleared with only a slight scrape of the antenna on the bridges underside. Close but no collision.

*Tieve Owna* lived up to her name on this voyage, and loved being in the element she was designed and built for. Her crew had a winter adventure that the Florida Chamber of Commerce could not have planned better. We are now armed with countless stories for happy hour conversations so be prepared! Now it's time for you to plan your next winter cruise.

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