

Chesapeake Sailing Club

Annapolis, Maryland

[Back](#)

[Home](#)

November 2009

[The Club](#)

[Newsletter](#)

[Cruise
Schedule](#)

[Best
Recipes](#)

[Photos](#)

[Links and
More](#)

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Newsletter of the Chesapeake Sailing Club

Calendar at a Glance

Nov 8 - Early Thanksgiving party - Dave and Janet host

Dec 5 - Holiday party - Frank and Liz host

See the detailed [Cruise Schedule](#)

Commodore's Column

Tom Muha, *Taj Muha*

Archives-

[June](#)

[May](#)

[April](#)

[March](#)

[February](#)

[January](#)

[December](#)

[November](#)

It's a sad time of the year as the sailing season comes to a close. But many of us have some terrific memories of great sails, fun races, and fantastic parties to tide us through the winter months. Many thanks to our Fleet Captain Judi MacDonald for the wonderful job she did this year with organizing the cruising schedule and races.

Judi's contributions to our club made this sailing season special.

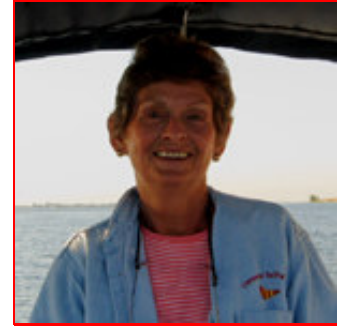


As the winter months approach, there will still be good times to be had. Our early Thanksgiving party will be held at the home of the soon to be Commodore and Commodorable Dave and Janet Ewing on Sun Nov 8 at 4:00. The following month our Holiday party will be hosted on Sat Dec 5th by Vice Commodore Liz Cingel and our trusty webmaster Frank Cingel. We are always deeply grateful for the time and energy that these two members put into making our club work well year after year.

Vice Commodore's Report

Liz Cingel, *Southern Lady*

The Ewings are hosting the Early Thanksgiving party on Sunday, November 8, at 4 PM in Annapolis. They are preparing the turkey and request you bring a dish inspired by a "Julia Childs recipe" but it is not a requirement to get in the door. Call them if you are coming and tell them what you want to bring. Guests and prospective members are welcome. To date we have 22 people coming to the party.



It is a good time to bring prospective members to the winter parties. This gives us a chance to get to know them. We need new members so bring your boating friends.

I need hosts for the winter parties for February and March. Let me know if you would like to host one of these parties.

Fleet Captain's Report

Judi MacDonald, *Evergreen*

For SAILING week-ends and Cruises next year. I have only heard from Liz and Frank, Margie and Joe. Please send me your suggestions now. See you all at Early Thanksgiving.



Members Corner- Sailing to Philadelphia

Eve-Marie Lacroix, *Flash*



It was on last summer's cruise to Long Island Sound with friends Joe Hutchins and Penny and Rick Workman from Ottawa, Canada that I noticed how close Philadelphia was to the Chesapeake Bay. Just don't take that right turn to Cape May, but continue on up the Delaware River. I began to ask around to

find CSC members or other sailing friends who had done the trip but was unsuccessful. Nonetheless, we friends decided that Philly would be the first destination on our 8th Annual Chesapeake cruise together. This short report will give you the highlights.

We slipped our lines on September 11, having delayed our departure one day due to bad weather. First stop was to be Worton Creek. Winds increased to a steady 27-33 knots true for most of our trip. With the rain and cold, this was not a happy crew.

Onward.

Next stop - Reedy Point. We anchored just behind the breakwater to the south of Reedy Point. This is a fine stop if the wind is calm. Otherwise, head down to anchor behind Reedy Island.

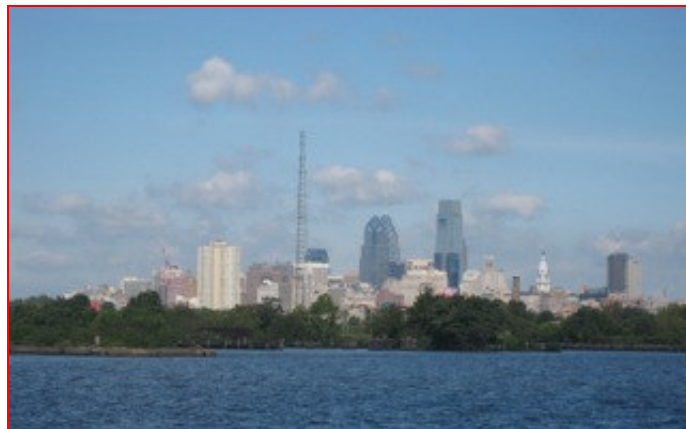
We motor sailed up the Delaware; with the current it was quick ride - just over 5 hours for the 40-45 miles. Tugs and tows rule on the Delaware, but there is plenty of room for them and smaller vessels. From Reedy Point, it's not a stretch to head to Philadelphia, but we chose to stop and anchor behind Little Tinnicum Island, about 10 miles south of Philadelphia.

We could have easily sailed on to Philadelphia but decided it might be best to anchor out and motor to Philly the next morning. The anchorage was quite nice, with boat clubs and marinas nearby.

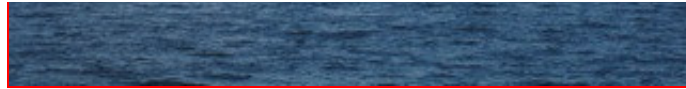


Little Tinnicum is just below the Philly airport though, and planes leave every minute until late in the evening.

We had made arrangements to get a slip at The Piers Marina, just south of the Ben Franklin bridge. Chuck Pukanecz, the manager, met us at the dock. The Piers



Marina is just north of Penn's Landing and well sheltered from wind and wave. At Chuck's recommendation, we chose to take a spot at the pier at Pier 5,



close to the Delaware River and with a great

view of the bridge and New Jersey skyline. The marina is home to many liveaboards, and is in the process of renovation. Until dredging is completed, there are few slips for transients. The washrooms and showers were old but adequate. Chuck was constantly working to improve the facility but was always quick to respond to any question or need we had. The marina also gives a substantial Boat US discount. We could hear the trains on the bridge, primarily at rush hour, but overall it was fairly quiet.

We checked out the other marina option on the Philadelphia side, Philadelphia Marine Center, just north of the Ben Franklin Bridge. It was a newer facility, with a Dave & Buster's restaurant adjacent and a large deck for outdoor entertainment. This is a photo of The Piers

Marina. The two blue buildings in this photo are the condos. The Piers are between the two buildings and also on the other side of the second building. That ship is a t Penn's Landing, so you can see how close everything is. This



marina is almost directly under the Ben Franklin Bridge, so it might be noisier, but it appeared to be a very nice facility. Across the Delaware is Wiggins Park Marina in Camden, NJ which would be another option. There is an excellent article first published in Soundings Magazine in May 2007 linked from the [Piers Marina website](#).

There is so much to do and see in Philadelphia, and most of it in easy walking distance from the Piers Marina. This crew walked for hours each day, visiting the historic area, Independence Mall, Elfreth's Alley, the Italian Market, Penn's Landing, the US Mint, Reading Terminal Market, and the last morning, the Fireman's Museum - worth a visit. We ate Philly cheesesteaks from vendors and at Geno's in the Italian



Market area too. We could have spent many



more days there for sure.

One has to head out to catch the current, which for us was at noon. With the current our SOG was 8-9 knots for the trip to Reedy Point. With

fairly strong winds, we chose to anchor behind Reedy Island. Again the trip was about 5 hours of motorsailing. You definitely don't want to be against the current in the Delaware or in the C & D canal. Day two we motorsailed from Reedy Island to Havre de Grace, which is about 35 miles. Again the current was pushing us to an SOG of 9 knots for most of the trip.

As I write this we are at Tidewater Marina in Havre de Grace enjoying a calm evening. This town is another treat. We rented cruising bikes to do the town from Biller's Bikes for an enjoyable afternoon, enjoyed dinner at Tidewater Grill watching the Friday night races.

We really enjoyed our trip to Philadelphia. If you want something different, take that left turn. You'll have to motorsail to ride those currents, but sailing into Philadelphia will worth it. It's a great place to visit.

Webmaster and Acting Editor
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[top](#)

