

Yacht Clubs of Maryland's Bay Breeze

May 2010

Visit us at: <http://www.yachtclubsofmaryland.org>

If your club is not already a member of Yacht Clubs of Maryland, we would love to have you join us.
To join, please contact R/C Steve Rockel who will guide you through the process.

Commodore's Report

By: *Commodore Dan Miller*
Danandbonnie2@verizon.net

Wow. The openings are in full swing and as usual they have been a great time. It is such a treat to see everyone and join in on a club opening. Our representation has been wonderful and I wish to thank the YCM officers and board members for getting out and supporting our club. The host club certainly appreciates the effort and show of support to their club.

Our "four by five hundred" raffle is underway. I would like to thank Phyllis for producing the tickets and setting up the distribution sheet. Each club will be given six tickets and are charged with selling as many as possible. Once sold please return the stubs to YCM for the December drawing. These are going out early in the hopes of a sell-out. Most club Commodores received their tickets last week and I will be handing out the rest at the next few openings. If you wish to take part in this please contact your Commodore or contact a YCM officer. If more tickets are needed please contact me. Thank you for your help with this and good luck.

Don't forget to check out the other articles in this newsletter and our website to find out what else is going on in our club and the member clubs around our bay. I will see you soon at one of the upcoming event or an upcoming meeting.

Stay safe.

P.S. Please note my email address has changed to danandbonnie2@verizon.net

Vice Commodore's Report

By: *V/C Charlie Downs*
chardow@aol.com
[302-834-1805](tel:302-834-1805)

Our May meeting will be held on May 26th. It is a **General Membership** and will be held at **Key Yacht Club**. Dinner will be served at 6 PM. And the meeting will start at 7PM.

The menu for dinner is Stuffed Pork Chop, vegetables, salad & dessert. The cost is \$ 15.00 per person.

Please contact me to make a dinner reservation. The cutoff date for reservations is May 22, 2010.

The next Newsletter Deadline is June 12th. As always, all member clubs and guest writers from our yachting community are welcome to provide articles. Please send articles to Editor Charlie Downs at chardow@aol.com

Rear Commodore's Report

By: *R/C Steve Rockel*
Terri.Rockel@cna.com

If you know of a club which is not a member of YCM but wishes to join, please let me know so I may contact them.

Boating, Waterways, and the Environment

By: *Legislative Affairs Officer Cliff Katzin*

April is a month filled with Hope for Baseball Fans and Boaters. Even the Orioles were in first place for a day, and we all think that we'll get a lot of use out of our boats this year.

Actually, April has been a very good month for Chesapeake Bay boaters and those that enjoy the fruits of this great estuary. Let's count some of our Blessings!

The Maryland "No Dumping Zone" Bill failed to become law. The Senate passed a greatly watered down Bill, and the assembly failed to vote on it at all. Although we're clear for this year, something tells me that we have not seen the last of it.

A Bill that has become Law is Senate Bill #92. This Bill changes the age that a child must wear a flotation device from 7 to 13. It also requires all operators of watercraft in Maryland waters to possess a certificate of boating safety education. This law has a lot of merit to it.

Maryland officials have announced that the Chesapeake Bay's "Blue Crab" population has increased by 60%, the highest it's been since 1997. This is great news for all the crab cake lovers and the watermen who have seen their industry devastated by poor yearly catches, and restrictions on what they are allowed to produce. While the news is good, it's premature to look for cheaper prices or more abundant catches, as officials will prefer to be cautious in lifting restrictions, and those "watermen" still working have learned that that more crabs does not necessarily mean more money in their pockets. It's nice to know that the crabs are out there.

In other news, national home builder, Hovnanian Enterprises Inc. has agreed to pay a \$ 1 million fine to settle allegations that it violated federal water regulations in 18 states, including Maryland. The company also agreed to "beef up" efforts to prevent storm-water runoff at its building sites.

The Waterfront Partnership, a "non-profit" group funded by a tax surcharge on local

commercial properties, has called for the Baltimore Harbor to be cleaned up enough in 10 years to make it swimmable and fishable in 10 years, with the idea that it would draw more tourists. A Nice Goal, but Good Luck! There is too much going on in that harbor. Especially tourism!

Finally, there is no news to report on the "Sparrow's Point" Liquid Natural Gas project. However, having no news to report, the various Op-Ed pages are busy debating the dangers or lack there of locating this project near Baltimore.

See you at the "Openings!"

Dates to Remember

General Mtg. – Key YC – May 26th

Board Mtg. – Sue Haven YC – June 30th

General Mtg – Kent Island YC – July 28th

Board Mtg. – North East River YC- Aug 25th

General Mtg. – Eastern YC – September 29th

YCM Commodores' Night – October 22nd

Board Mtg – Wellwood YC – October 27th

Scuttlebutt and Spindrift

By: *Salty Sam the Sea Dog*

Ahoy there, me hearties! Boating Season has begun with openings abounding as thick as beers at your favorite club bar. Speaking of beers, Salty hears the **Clock of the Bay has already changed ports at least four times this year**, including stops at **Eastern YC** and **Baltimore YC!** Per the rules of the clock, if you desire to win it for your club, you must seek it out. It will be displayed in plain view near the bar of the current holder. To win the clock, you must have ten members go to the host club, partake of a round at the bar, and present all ten membership cards to a club officer. The former host club cannot win the clock back until it has passed from the club that won it from them. Most yacht club members are "wanna be" pirates, wenches, and scalawags anyway, so the **Clock of the Bay** is a great excuse for "going on a

raid” by land or sea and “splicing the main brace” with the crew from another club.

Speaking of piratical activities, a new tradition has started up in 2010 called “**Commodore Kidnapping**”. **Eastern YC Commodore Dave Tolerico** was the first victim. Salty hears that the captured Commodore is held at the pirates’ home club and plied with drinks (presumably to make him or her talk about where their treasure be hidden ARRRRgh!!) until a rescue party arrives from his or her home club.

Anyone know where “**Polly’s Parrot**” from **Eastern YC** is? Some raiders kidnapped it last fall. Rumor has it that it won’t stop talking and has quite a drinking problem so the ransom is likely to be low. (No Dan, we are not talking about Bonnie)

Finally, you old timers may remember the “**travelling gorilla**” kidnapped from **Sue Haven YC** and ultimately returned number of seasons ago. It looks like the gorilla’s adventures have begun once again based on a cryptic note read by **P/C Cliff Reed** (Yes, the one whose son is zany **King of the Chesapeake Steve Reed**) at the Sue Haven Opening.

Please send yacht club gossip, news, and stories of ignominious yachting fame (on land or sea) to **mi-ti-bear@comcast.net**

Till next Port o’ Call, always remember, “Those who don’t make mistakes must not be doing anything.”

Protocol Matters

Captain Protocol, IP/C Joe Hellner
mi-ti-bear@comcast.net

Ahoy there! I hope boating season has started well for all our clubs and their vessels. Recently, at the **Wellwood YC** Opening, questions were asked by patrons of the Wellwood restaurant about the Yacht Club Mast. Specifically these people, very concerned about proper protocols to show respect for US Flag, asked “Why do yacht clubs at their shore stations hoist their flags “higher” than the American flag?”

The answer is that yacht clubs fly the national ensign this way because it is the **nautical position of honor** for a mast that is gaff rigged, particularly as was practiced in the 18th and 19th centuries in the days of the great sailing ships. Less informed people often will object to the yacht club mast gaff placement because of common misconceptions about the height of the national flag relative to others. **Flag etiquette is dependent on more than one factor including circumstances, hoist, and type of mast.**

We get definitive guidance from the applicable U.S. Navy reference, which is Naval Telecommunications Command Publication NTP 13 (B) FLAGS, PENNANTS, AND CUSTOMS. The following is an excerpt from Chapter 8 DISPLAY OF THE NATIONAL ENSIGN AT U.S. NAVAL SHORE ACTIVITIES:

“b. Display of the national ensign from various flagpole configurations is explained herein. The right side of a flagpole is determined by looking from the main entrance of the headquarters building to the pole: (1) Polemast - Flown from the peak. If peak is equipped with two halyards, flown from right side. Half-mast position is three-fourths of the way to the peak. (2) Polemast with Crosstree - Flown at peak of pole. When at half-mast, the bottom of union portion shall be even with crosstree. If displayed with foreign ensign(s), the U.S. national ensign shall be displayed from the outermost halyard on right hand crosstree. (3) Polemast with Gaff - Flown at peak of gaff. Half-mast position is half way between top and bottom of gaff. When displayed with foreign ensign(s), the U.S. national ensign is flown on right hand side of gaff. (4) **Polemast with Crosstree and Gaff - This is commonly called a “yacht club mast”. Displayed from the gaff.** When displayed with foreign national ensign(s), display U.S. national ensign from outermost halyard on right hand crosstree.”

A mast with a gaff (a spar that extends out from the mast) is relatively rare so most people only know the “national ensign must be highest” rule. To my knowledge, the Flag Code, to which many landlubbers refer, remains silent about nautical traditions and gaff rigged masts. Beyond just land masts, anyone who spends time on the water quickly learns the position of honor for the national ensign on vessels large and small is rarely the highest point on the vessel. For example, we all know the position of honor for the national ensign is at the stern of our boats and a quick check of CHAPMANS shows if

your vessel has a gaff rigged mast, you fly the national ensign from the gaff and your club burgee at the top of the mast.

The tradition stems from the days of sailing ships where the position of honor for the national ensign evolved to be at the stern of the ship. As you can imagine, it is not often practical to fly a big flag in a stiff breeze high up on a wooden pole stuck in a ship. The format we follow today echoes the standard practice in the 18th and 19th centuries, where the square -riggers had a gaff (a spar that extends out from the mast) and boom rigged sail (often called the "spanker") aft. The spanker boom would typically sweep across the taffrail, making an ensign staff mounted to the rail impractical. So, the practice began of hoisting the national ensign to the gaff peak. From a practical standpoint, it made the aft display of the flag even more prominent (often very large flag was flown) and kept the ensign mostly clear of interference, regardless of the point of sail. Other flags of identification, ended up at the top of the mast(s) or on crosstree hoists.

Till next time, see you around the Bay.

Commodore Napping

*By: Secretary Janet Yodris
Jyodris@comcast.net*

DEFINITION: Commodore-Napping - A 2010 (or whatever year it is) Commodore will be taken away from his/her club to another club where witnesses from other Clubs observe what goes on while the unbeknownst Commodore awaits for his fellow Club members to rescue him/her. Once rescued, names of participating Commodores (for the present year), will be placed in a hat to determine next victim; but no one knows who it will be (only the "Victim Commodore" who pulls the name out of the hat) until he/she picks those persons who will carry out the next "Commodore Napping". Arrangements with the club whose commodore was picked as well as a club who will host that commodore napping rescue and notices will be sent to all

Yacht Clubs so they can attend the next Napping.

The first Commodore Napping came about by way of the following story: Conversations took place at Outcast Ball when Past Commodore, Jim Wilson (Key) and Commodore Dave (Eastern) were talking about Dave having to go to Baltimore Yacht Club to claim his picture and Eastern's flag. Jim then spoke with Clint McLamb (Marley) and Steve Reed (Charlestown) about Dave's excursion to claim his goods and Jim asked them what he thought Eastern would do if we "took" him away from Eastern. Do you think they would come and get him? Clint laughed. Steve said probably not and Mate Glen said "let them keep him!". Further discussed - what a way for us to get the clubs together than just at balls and openings - in a more relaxed atmosphere to go from table to table to talk to everyone. Jim Tenney (Sue Haven) was approached and asked if Sue Haven would be willing to "hold" Dave while awaiting his club's arrival to claim him. Jim Tenney asked if he should have an application ready in the event that Eastern would not come and get him. Word spread, fliers sent and this is what is now called "Commodore Napping".

So the day came to fruition, and on Friday, April 16, 2010, Jim Wilson, Steve Reed, Clint and Janice McLamb, Danny Carroll and other accomplices took to their cars, backed the car up to the steps at Eastern's Tiki Bar, where Commodore Dave was standing outside with Glen, Smiley and many others. At that point, the "Commodore-Nappers" exited their cars, proceeded to place a mask over Dave's head and tie him up with a rope. Dave, now standing between Steve and Clint remarked "I thought you guys were going to come in have a drink and take me to wherever? What is going on!" Dave was resistant at first until he saw (under the mask) a hammer? And something in his side (which turned out to be a switchblade key); so with no place for poor Dave to go because he was surrounded, decided to go with the flow. A note was left with Eastern Yacht Club advising them that he would be at Sue Haven - and to come and get him.

Commodore-Napped Dave arriving at Sue Haven was tied up in a chair with mask on, and awaiting the endless hours it seem to him for his club to come and claim him.

An hour and 15 minutes later, low and behold, in walks Eastern - not sure if they were looking for Dave - but heard there was food at Sue Haven and they came to eat.

While they were there, they did feel a little sorry (ha ha) because Dave said he wasn't allowed to have a cigarette or go to the potty. So Eastern rescued their Commodore Dave.

A night not too soon to be forgotten. A great time was had by all -- thanks to all who attended and to Sue Haven for their hospitality and preparation of food, and those who brought food. We hope to see more clubs at the next "Commodore napping" taking place on May 21, 2010 at Middle River Yacht Club at 7:00 pm. Come and bring a dish. Contact Jim Wilson for more details at or 410-979-9699.

YCM Ship's Store

YCM has a stock of silver cap cords and silver cap buttons. A package of one silver cord and two silver cap buttons can be purchased at a cost of \$15.00. If you wish to purchase this package, please contact IP?C Joe Hellner or any YCM officer.

Princess Corner

Send Princess articles to chardow@aol.com

Golf Report

By: H P/C Jerry Cramblett, Chesapeake Commodores Club, Miles River YC, Ventnor YC

Please see the enclosed flyer. Get these out to all the golfers you know.

OPENINGS 2010

MAY		
29	Great Oak Yacht Club – Club – Breakfast 0800	1000
	Otter Point Yacht Club – Club -	1400
30	Baltimore Yacht Club - Club	1400
JUNE		
5	Maryland Yacht Club – Club – Contact Bill Fischbein 410-729-1276	1300
6	Queen of the Chesapeake Pageant –Maryland YC – Contact Bill Fischbein 410-729-1276	1300
12	Ventnor Yacht Club –At Eastern YC	1100
	North Point Yacht Club – Club – Contact P/C Roger Lyons 410-282-0238	1400
	Bush River Yacht Club – Club – Contact P/C Jack Clark 410-838-1621	1600
13	Eastern Yacht Club – Contact V/V Terry Bowles 443-846-1054	1300
19	White Rocks Yacht Club – at Bodkin YC- Contact P/C Donald Monaghan 410-703-2038	1200
20	Bodkin Yacht Club – Club – Contact Bill Fairall 301-440-0639	1300
26	Outcast Yacht Club – at Crescent YC- Contact Como Tom Bredahl 410-275-2832	1300
	Amber Lighthouse Yacht Club – Club – Contact Liz Manns 443-829-5980	1600
27	Key Yacht Club – Club – Contact Kitty Sauer 410-371-6512	1400

SOCIAL EVENTS

JUNE		
6	Queen of the Chesapeake Pageant – Maryland YC – Contact Bill Fischbein 410-729-1276	1300
25	Key Yacht Club – All You Can Eat Crab Night – Club – Contact Otts Cate 410-477-2578	1900
JULY		
17	Red Eye Yacht Club –Carboard Boat Regatta - Club – Contact Como Bill Hill 443-605-9833	0800

To List or Update Your Upcoming Club Activities for this newsletter and the YCM Web Site, Please email your information and flyers to **Webmaster Karen Anderson** at **webmaster@yachtclubsofmaryland.org**