

The Portlight

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**PAY YOUR
DUES NOW.**

Send a favorite photo
of your boat to:
Rosemary Volosin,
NSHSA Historian

MARK THY CALENDAR

Christmas in August
Worton Creek
26-27 Aug

Orioles Baseball Raft
Inner Harbor
26-27 Aug

ELECTIONS
Worton Creek
30 Sep

NEW ENGLAND CRUISE

BY JOE CAMERON

PHOTOS BY DAVID KNAUER

On 6/17/06, *Aquila* and her crew departed from Baltimore Yacht Club for a journey to New England. It was a beautiful summer day with light winds from the south. *Aquila* motored north through the C & D canal and down the Delaware Bay. At 7 PM on 6/17 *Aquila* entered the Atlantic Ocean, and the sails were unfurled to full capacity. There was a steady wind from the south east at 15-20 MPH. *Aquila* sailed non stop (except for about 8 hours) with a gentle following sea, and on 6/19/06 she safely entered the harbor of Martha's Vineyard and was set to rest on a mooring ball. While at the Vineyard, the crew of *Aquila* toured the island and ate at many wonderful restaurants. Along with the fine dining, the crew took a walking tour of the town, which was filled with both old and new history. The weather was a warm 80 degrees during the day and in the 60's at night. The mornings

were filled with fresh air and a clear sky.

On Friday, *Aquila* was freed from the mooring ball and headed for a small island called Cuttyhunk. The wind was a steady 20 MPH and the sea was filled with gentle ocean swells. While at Cuttyhunk, the crew of *Aquila* was treated with fresh lobster which was caught that same day and steamed by the fishermen who caught them. Cuttyhunk is a small island with the most beautiful view of the ocean and Martha's Vineyard that one can imagine. The island has 30 full time residents during the winter and approximately 150 during the summer. The main attraction for visitors is in the wildlife and hiking that can be done while on the island.

Saturday came quickly, and it was time for *Aquila* and crew to head to Newport for a crew change. Winds and weather were a challenge for *Aquila* and crew. Winds vacillated between 10 and 25 MPH. The seas were calm but the rain

(Continued on page 3)

2007 SLATE OF OFFICERS ANNOUNCED

COMMODORE EARL GREENE

VICE COMMODORE JOE CAMERON

SECRETARY KENT VOLOSIN

PURSER LINDA UBELACKER

SAIL FLEET CAPTAIN PAUL BORCHARDT

Commodore's Corner

By Steve Hornberger



A picture says a thousand words, and the last two months have pretty much been summed up by the pictures of Tolchester's entrance on our web site. In spite of all that floating debris recently, I hope everyone has enjoyed the sailing season to date. The weather has certainly been interesting, and I need not belabor the condition of the water in the bay in recent weeks. South of the Bay Bridge has also seen a bumper crop of jelly fish for those who traveled in that direction. At the Tides on July 4th, one could walk across the water on jelly fish. But, I suspect the remainder of the sailing season will treat everyone a bit better.

Soon, Labor Day will be upon us, which will mark the unofficial end of summer and begin the second part of the best sailing on the Chesapeake Bay with the coming of Fall. Of course, we still have to celebrate Christmas in August with Bob and Judy, the Orioles Baseball Game in Baltimore, Labor Day Weekend and our Annual Picnic at Tidewater Marina before the Annual Business Meeting on September 30th.

Elsewhere in this issue, you will find the announce-

ment for the slate of officers for this year's elections to be conducted at the Annual Business Meeting on the 30th. They are a fine group of people who are well qualified to bring even greater success to the club. Please be sure to attend the Annual Business Meeting, meet the officer nominees, and make your comments and opinions known to them. Your input and participation is very important to the club's future.

The Fall Cruise is scheduled for September 16th thru the 24th with plans to sail to the Choptank and Little Choptank Rivers. Check out the flyer on our website and plan to join Sun Runner. The fleet will assemble in Eagle Cove on the Magothy River on the 16th. If you cannot attend the cruise, come to the assembly raft anyway.

Finally, the Rendezvous Committees of the past have put together excellent programs for the Hunter Rendezvous of past years. Why not volunteer your time and talent to help the 2007 Rendezvous be just as successful? Contact any of the NSHSA leadership to let them know you want to offer your services.

See you on the water!

CBYCA REPORT Tom Powers

As 2007 nears, and by the way it is also the 50th anniversary for the Chesapeake Bay Yacht Club Association, we still see problems that keep popping up. After Congress invested \$160 million into modernizing the Loran System the Coast Guard is still talking about doing away with it. There are a lot of people still using Loran and it is a great back up for GPS. The CBYCA and the National Boating Federation are fighting hard to keep from losing it.

Another even bigger problem is LNG ships coming into Sparrows Point to unload. This is still a hot issue. Baltimore County has moved to block the AES Corp. and Mid-Atlantic Express LLC surveyors from entering county land to survey for the pipeline. The Baltimore County Executive is strongly opposed to this project. It is strongly urged that if you hear of an LNG meeting that you let us know where and when the meeting is to be held and also that you try to attend and have your voice heard.

If you would like more information please visit the CBYCA web page at www.cbyca.org.



DIVING SERVICES DISCOUNT

Ken Barrick, owner of KB Diving Services, has offered NSHSA members a 10% discount on his services because we have included a link to his website on ours. For information to his diving services, go to our website, click on LINKS, and scroll down to and click on his logo.



NEW ENGLAND CRUISE

(Continued from page 1)

was relentless. Thank goodness for the full cockpit enclosure that kept the crew dry and warm. The sailing was great, and there were many other sailboats out and about.

Upon arrival in Newport the crew of *Aquila* changed. Ted and Dena flew home and David and Marie from NSHSA arrived for the second part of the voyage. Sunday was spent getting settled and poking around the many shops and bars in Newport. On Monday the sun was out again, and it was time to head out for a 42 mile trip to Fisher Island off the coast of Connecticut.

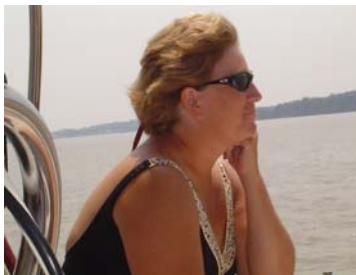


This proved to be a wonderful sailing day and was toasted with a wine and cheese party that evening. In the morning, the crew of *Aquila* decided to explore Fisher Island by dingy. Fisher Island is of course, an island and everything that arrives comes by ferry. There are summer residences and many large year-round estates. Just before noon, *Aquila* sailed out from the Long Island side of the Island and into the ocean for the 25 mile trip to Block Island. Arriving in 25 knots of wind, *Aquila* sailed into the Great Salt Pond and found a mooring. This protected anchorage cuts right into the center of Block Island and takes up about 15% of the island.



Moorings are \$40 a day but include free pump-outs, trash receptacles and dingy dockage. The area around the Great Salt Pond is called New Harbor, and the other principal community

on the island is called Old Harbor. New Harbor is geared to



maritime pursuits with several marinas lots of moorings and a resort/marina. Old Harbor is comprised of about a one mile square area of old hotels from the turn of the century along with many small shops and restaurants. Old Harbor is also the port of entrance for several larger ferry companies. Some ferries travel the 15 miles from Newport and haul visitors and their cars. Other high-speed catamarans venture from Montauk on Long Island while some come in from ports in Connecticut. Since Old Harbor is a resort, it is not uncommon to see people walking off the ferry hauling a carry-on airline bag for a short stay at one of the many hotels and B&B's on the island. Unless you bring your car on the ferry the principal mode of transportation around the island is by bike or motor scooter. Rental stations are everywhere.

While most of the east coast experienced torrential rains, Block Island had nothing but fog. New England fog gives a whole new meaning to the term "dew point temperature." On Thursday the crew of *Aquila* rented some bikes to tour the island in the fog. They traveled to the highest point on the island to see the lighthouse located there. The lighthouse was interesting, but the fog was so thick you could not see the coast below.

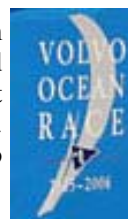


All too soon it was time to leave. Disregarding the pronouncements about starting a sea voyage on Friday, *Aquila* let go of her mooring at 6:30 AM to start the voyage home. This was a fog-free day and proved to be fine sailing weather. The wind increased into the low twenties, but the

(Continued on page 4)

Hunter Marina has had a quarterly newsletter, Knotlines. Recently, they have had publishing problems. However, they are trying again. It will be distributed via email, as is the Portlight. If you want a copy regularly, go to our website and fill in the block near the bottom of the first page. ED.

For those of you who have been following it, the Volvo Ocean Race has finished in Gothenburg, Sweden. ABN AMRO 1 has been the fastest boat for most of the race and finished first overall. Pirates of the Caribbean (Disney boat) finished the last leg first and finished second overall. Oddly enough ABN AMRO 1 finished last at Gothenburg. The sponsors are already planning the 2008/2009 race. For more information, go to their website, <http://www.volvoceanrace.org/>.





**BURGEEES
FOR SALE**
Contact
Linda Ubelacker
215-364-4018

NEW ENGLAND CRUISE

boat handled very well. Then off the southern coast of Long Island, the tack on the mainsail broke and necessitated removing the sail at sea. Joe and David wrestled the main into the aft cabin and in increasingly rough conditions were able to affect some repairs. Unfortunately, the conditions were too rough to attempt to put up the roller furling main at sea, so the storm jib was set, and the boat continued through the night. Reports on channel 16 included the sinking of a 30 ft boat and then the rescue of its crew by another boat. Finally, the Coast Guard, which had earlier dropped a pump, arrived to pick up the crew. Later there was a report of a cruise ship sinking a barge that was being towed by a tug. At 3 AM a cruise ship showed up on radar and proceeded past *Aquila* into the port of New York. It was scary.

It was decided to put into Sandy Hook to get things back together. At about 9 AM the anchor was dropped, and the crew got the boat back in shape and re-hoisted the mainsail. After a brief rest it was off down the coast of New Jersey. *Aquila* was able to stay about 3 miles off the entire day and night making Cape May by the following morning. It was interesting seeing fireworks all down the coast and then later making out the loom and then the lights of Atlantic

City. After a brief stop in Cape May for fuel it was off to the Delaware Bay. Tide prediction programs showed that the boat could ride the flood current all the way up the Bay and through the C & D canal. This was exactly what happened. As the boat left the C & D canal and traveled into the Bay, the full impact of the past week of storms set in. Driftwood and junk was to be found everywhere in the water. An anchorage was selected in the Bohemia River. The crew which had been on a 4-hour watch system for the last two nights was able to get a good night's sleep without the boat crashing into waves and making lots of noise. The noise and the motion of a boat at sea are very interesting. You would lay there and become familiar with the motion. Just when you thought you had the pattern, the motion would change. There was a similar situation with the noises of the boat. There was creaking all around and the moving and shifting of various things as *Aquila* moved through the ocean. When you thought you could account for the noise of the chain plates and the shifting of the bottles in the boat, suddenly a new sound would appear. It might have kept the crew awake except for the fact that they were very tired when they came off watch. Finally, after almost 3 days and nights of travel, *Aquila* turned into the Baltimore Yacht Club and the end of a fun filled and exciting voyage. All four crew members agreed that when sailing either to or from Block Island, "the windex always points home."



From: Dolphin
To: NSHSA members

As Heraclitus, the philosopher once said:
"Nothing endures but change."
We are about to endure ... big time !!!

First - the dates for the August "Mystery Gift Exchange" have changed. Circumstances have forced a change of dates to August 26th and 27th, Not to be outdone, the site of the raft-up has been changed to Worton Creek. This will permit those of us who require air conditioning for survival to take a slip.

Slip fees are \$1.35 a foot.

Electric is 30 amp @ \$8.00, 50 amp @15.00

Phone 410-778-3282 for reservations

For those who choose to anchor out rafts will be formed out in the approach to the Worton Creek Marina with a raft captain to be designated in the future. Any volunteers for that responsibility will be appreciated.

The theme for this raft-up will be "Mystery Gift Exchange". Gift wrap any item of your choice, white elephant or otherwise. It will be tagged with a number duplicate of which will be placed in a grab bag to be selected later by each contributor. This program will take place at 1800 hours in the picnic area near the pool.

Bring a dish to share for Happy Hour, a smile on your face and love in your heart. As usual it's a BYOB situation.

It would be most helpful if you would let me know if you plan on attending by the 23rd of August. In this way I will be able to better plan on the accommodations.

My e-mail address is bobholm2000@aol.com

My phone is 410-939-3882

I screen my calls so leave a message if I don't pick up.

Looking forward to seeing you on the 26th.

Bob and Judy

Fall cruise to The Choptank Rivers

Join the crew of *Sun Runner*
On Eagle Cove off the Magothy
On 16 September
Cruise until 24 September

- or -

Join/leave the cruise as you see fit

Bring your dink to explore the far
reaches of the creeks off The Choptanks

The fleet will monitor
VHF 78



Name That Boat ... Flag Day

by Earl Greene

A combined raft of boats from NSHSA and HSA#1 was held the weekend of June 10-11. Originally planned for Eagle Cove on the Magothy, blustery winds with gusts up to 25 knots on Saturday (June 11) called for a change of plans to find a more sheltered anchorage for the festivities. While enroute to the Magothy, we had a lively discussion on the radio about moving the anchorage to Broad Creek on the Magothy. Most of the Captains felt that Broad Creek would offer a more sheltered location for the expected winds during the night. We also decided that for safety we would only raft in two's and three's. Most of the boats from the two clubs received word that the raft location would be moved, but unfortunately several boats did not, and the two clubs were split into two locations. The boats on the Broad Creek, included *Adventure Bound*, *Aquila*, *Narsilion*, *Windsprint*, *Sun Runner*, *Carpe Ventum*, *Xtasea* from NSHSA; and *Stargazer*, *Greyhound*, and *Summer Wind* from

HSA#1. Several boats from both clubs ended up at Eagle Cove. These boats included: *Crows Nest* and *Liberty* from HSA#1; *Utopia III*, *Mozella*, and *Off the Charts* all from NSHSA. Festivities started at 1500 hours with a happy hour and a naming ceremony on *Adventure Bound*.

Since NSHSA "Name that Boat Raft" coincided with Flag Day, *Greyhound* had a big enough flag to show the Patriotic spirit for the entire raft. They flew their flag throughout most of the evening, but took it down before we settled down for the night.

All went back to their respective boats after happy hour to have dinner. Later, *Aquila* hosted an evening dessert and treated us to a full moon. At some point in the night a raiding party led by Rex and Chris (rumor) pilfered the dinghies that were tied up to that back of the boats, and several participated in a midnight dinghy ride. The rest of us slept soundly.

On Sunday the raft broke up, and all headed for their respective home ports. We had another good sail with winds around 15 knots, though a bit chilly. It was a nice sailing weekend for all.

2006 NSHSA ANNUAL PICNIC

TIDEWATER MARINA
FREE SLIPS FRI & SAT

9-10 SEPTEMBER

LOW COUNTRY SHRIMP BOIL

Members to bring side dishes or desserts

Cost: \$17 per person

We need planning information; so show your willingness to attend
email Jay Eaton [by 14 Aug \(nevermore@zoominternet.net\)](mailto:nevermore@zoominternet.net)

[More info to follow]



Northern Star Hunter Sailing Association, Inc. Membership/Renewal Application

Captain's Name: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____ - _____

Home Phone: _____ Cell Phone: _____ Work Phone: _____

1st Email: _____ 2nd Email: _____

Web Site: _____

Boat Info:

Crew Info:

Hunter Model/Year: _____

Co-Captain: _____

Name: _____

First Mate: _____ Age: _____

LOA: _____ Beam: _____

Second Mate: _____ Age: _____

Draft: _____ Mast Ht: _____

Third Mate: _____ Age: _____

Marina: _____

Fourth Mate: _____ Age: _____

Location: _____

Birthdays; Captain/First Mate: _____

Slip #: _____

Wedding Anniversary: _____

Do you have insurance on your boat? ___ (Y/N)

Has your boat passed a USCGA/USPS inspection? ___ (Y/N)

Other:

Do You Race: _____ CBYRA Member: _____ Sail # _____ PHRF Rating: _____

Are you a Licensed Captain: _____ Tonnage: _____ Expiration: _____

Desired Education: _____

Dues: \$35.00 Per Year
Burgee: \$20.00
Logo T-Shirts: \$5.00

Make Checks Payable To: NSHSA
DUES are due by 28 February

Mail to: Linda Ubelacker, 1112 Fitch Road, Southampton, PA 18966-3206

**** PLEASE FILL OUT COMPLETELY ****
FILL OUT EVEN IF RENEWING YOUR MEMBERSHIP

DATE	TITLE	THEME	LOCATION	CAPTAIN	CONTACT
19 March	SPRING MEETING	SEASON PLANNING	Woody's Crabhouse North East, MD	Steve & Mary Hornberger <i>SUN RUNNER</i>	717-445-4078
1 April	SPLASHDOWN	FRIGID DIGIT SHAKEDOWN	Fairlee Creek	Chris & Debbie Schultz <i>CARPE VENTUM</i>	410-823-0003
29-30 April	JOINT NSHSA-HSA#1 RAFT	RENDEZVOUS 2007 PLANNING	Bodkin Creek	Steve Hornberger Greg Guthman	717-445-4078 443-250-7382
6-7 May	VOLVO RE-START	WATCH OUT FOR THE BIG BOYS	Whitehall Creek	Garry & Catherine Johnson <i>WINDKIST 4</i>	410-923-6791
27-29 May	MEMORIAL DAY WEEKEND	FUN ON THE WATER AND ON THE BEACH	Worton Creek	Eddie & Debbie Sabol <i>TOMORROW CAME</i>	610-539-8186
10-11 June	RENAMING	APPEASE THE GODS!	Eagle Cove off the Magothy	Earl Greene <i>ADVENTURE BOUND</i>	443-742-1756
17 June - 2 July	CRUISE TO BLOCK ISLAND	TBD	Rendezvous on Bohemia River	Joe & Sue Cameron, <i>AQUILA</i>	410-274-1637
3-6 July	SOUTHERN BAY CRUISE	INDEPENDENCE DAY	The Tides Inn; Rappahannock	Kent & Rosemary Volosin, <i>FLEETING GLIMPSE</i>	856-439-0197
26-27 August	CHRISTMAS IN AUGUST	GIFTS	WORTON CREEK	Bob Holmes <i>DOLPHIN</i>	410-939-3882
26-27 August	JOINT RAFT	ORIOLES BASEBALL	BALTIMORE	Earl Greene Vice Commodore	443-742-1756
2-4 September	LABOR DAY	TBD	TBD	TBD	TBD
9-10 September	ANNUAL PICNIC	LOW COUNTRY SHRIMP BOIL	Tidewater, HdG	Jay & Carol Eaton Sig & Pat Jensen	610-998-9331 410-529-9520
16-24 September	FALL CRUISE	THE CHOPTANK RIVERS	Assemble on Magothy/Eagle Cove	Steve & Mary Hornberger <i>SUN RUNNER</i>	717-445-4078
30 Sep - 1 Oct	ANNUAL MEETING & RACE	ELECTIONS & RACE	Worton Creek	Steve & Mary Hornberger <i>SUN RUNNER</i>	717-445-4078
19 November	CHANGE OF WATCH & AWARDS	NEW LEADERSHIP	Woody's Crabhouse North East, MD	Earl Greene Vice Commodore	443-742-1756

ON THE WATER, VHF CH-78

See the Raft/Cruise Captain Guidance elsewhere in this issue.

Guidance for Cruise and Raft Up Captains

General. The Cruise Captain is aboard the flagship of the fleet during a Raft-up, Cruise or Rendezvous. He or she is in charge of everything associated with the event. It begins with the planning and ends with a report to the Portlight Editor. Being Cruise Captain should not be a daunting task; in fact, it should be fun. So advice and support should be sought from the Officers and/or other experienced NSHSA members.

PLANNING. The Cruise/Raft-up Captain is responsible to:

- Select a theme for the event,
- Determine the location and time of the event,
- Define the requirements for the event; e.g., costumes, decorations,
- Solicit specific support for the event, including a photographer,
- If club funds are needed for the event, contact the Commodore and Purser,
- Develop and distribute the flyer announcing the event.



ORGANIZATION. The Captain should be first to arrive at the site.

- For anchorages, choose the location considering bottom, depth, weather, other boats, etc.
- Put down an adequate anchor with a little excessive scope, based on raft size, swing room.
- For dockage, determine all the slip locations for the expected fleet.
- Monitor VHF 78 throughout the event to direct members as they arrive and control the raft.
- Organize and instruct the support crews to assist in building the raft or docking arriving boats. There are typically many volunteers for this effort.
- Balance the raft, considering boat length and displacement, on the anchored boat(s).
- Seek advice, if necessary. Involve the skippers of the boats to be rafted together.

JOINING VESSELS. Skippers of vessels joining the raft are responsible to:

- Communicate with the Cruise/Raft Captain on VHF 78,
- Provide 2 adequate sized docklines, fore and aft,
- Provide 2 adequate sized fenders,
- Provide 1 or more adequate sized spring lines (keep spreaders apart).



RAFT INTEGRITY. Cruise/Raft up Captain is responsible for raft integrity and safety.

- Monitor wind and weather conditions.
- Monitor raft size, balance, ground tackle holding, swing room, general sense of stability.
- Determine if the raft needs to break up; direct the break up.

EVENT HOST. The Captain is the Host and Master of Ceremonies. He or she directs.

DISSOLUTION. Cruise/Raft-up Captain is responsible to:

- Oversea the dissolution of the raft after completion of the event or earlier,
- Support the departure of the fleet from the dock area, as necessary,
- Monitor VHF 78 to graciously and humbly respond to any plaudits you may receive.

POST MORTEM. After the Cruise/Raft-up, the Captain must:

- Provide a written report to the Editor of the Portlight. As a minimum, identify all the participants. Submit not later than two weeks following the event.
- Ensure any photos are supplied to the Editor of the Portlight and the Historian.
- Submit any information to the NSHSA Webmaster for inclusion on the Home Page.



Commodore, Steve Hornberger
Vice Commodore, Earl Greene
Secretary, Kent Volosin
Purser, Linda Ubelacker
Sail Fleet Captain, Joe Cameron
Immediate P/C, Catherine Johnson
CBYCA Delegate, Tom Powers
Safety Officer, Bill Fowler
Membership, Frank Tedeschi
& Mary Hornberger
Portlight Editor/Web, Jay Eaton
Historian, Rosemary Volosin



We are the NORTHERN STAR HUNTER SAILING ASSOCIATION (NSHSA), INC. We sail Hunter sailing yachts and are one of two Hunter Sailing Associations on the Chesapeake Bay. We are 45 families (or boats) strong, and our members sail primarily on the northern bay, north of the William Preston Lane, Jr. Memorial Bridge (US 50/301). Our Hunter sailboats range in size from 27' to 46'. Our experience levels vary from novice sailors to blue water cruisers, from new crew learning to race, to racers who regularly race. Our association is a member of the Chesapeake Bay Yacht Clubs Association (CBYCA); there are responsibilities and privileges attendant to this association. NSHSA is also a Club Member of BOAT/US with attendant privileges.

The Objectives of the NSHSA, in accordance with our By-Laws, are to:

- Promote medium and long distance racing and cruising among Hunter sailing yachts,
- Collect and disseminate information relating to Hunter sailing yachts,
- Conduct educational programs related thereto,
- Advance the tenets of good sportsmanship,
- Promote or develop any other activities, which may be of benefit to the membership

“Hug your kids. Fly a flag. Kiss your honey. Hoist a sail.”
- Herb McCormick, Editor *Cruising World*.

CELEBRATIONS

Happy, happies to ...

I am continuing a tradition started by John Balfour when he was The Editor – celebrate birthday and wedding anniversaries in print. The information that follows was provided by you on your Membership forms. I hope it is correct; otherwise I apologize for the errors. Missing information means missing recognition. So, if you want your name in print, fill out all of the form when you pay your dues.

Birthday anniversaries for July/August:

- Mary Beth Spaeth (*Air Transport*)
- Nancy Cotter (*Big E Nuf*)
- Cal Calhoun (*Calea*)
- Frank Tedeschi (*Contigo*)
- Craig Miller (*Destiny*)
- Ben Duggar (*Dream Catcher*)
- Barb Pulyer (*First Light*)
- Fred Fortunato (*Fortune Hunter*)
- John Farrugia (*Hat Trick*)

- Linda Jankowski (*Linzilla*)
- Carol Eaton (*Nevermore*)
- Dottie Borchardt (*Padozary*)
- Sig Jensen (*Second Wind*)
- Linda Ubelacker (*Silent Running*)
- Steve Hornberger (*Sun Runner*)
- June Robinson (*Timothy James*)
- Terry Cinque (*Wind Dreamer*)
- Catherine Johnson (*Windkist 4*)

Wedding Anniversaries for July/August:

- Chris & Debbie Schultz (*Carpe Ventum*)
- Frank & Susan Tedeschi (*Contigo*)
- Norm & Lisa Reuss (*Dulcinea*)
- David & Cathy Carey (*Enchantress*)
- Fred & Colleen Fortunato (*Fortune Hunter*)
- Peter & Janet Terry (*Kava Kava*)
- Steve & Judy Hilnbrand (*Mast Confusion*)
- Wolf & Maria Milz (*Mosella*)
- Tom & Kathleen Schmidt (*Narsilion*)
- Karl & Judi Kern (*Nereus*)
- Paul & Dottie Borchardt (*Padozary*)
- Jarvis & Elke Fox (*Sly Fox*)
- Michael & Terry Cinque (*Wind Dreamer*)