



THE LOG



THE MONTHLY NEWSLETTER OF THE CHESAPEAKE AREA PROFESSIONAL CAPTAINS ASSOCIATION

- February 2019 -

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District 13 - Seattle, WA

The 13th District is responsible for Coast Guard activities in Washington, Oregon, Idaho and Montana.

District 14 - Honolulu, HI

The 14th District is responsible for the Hawaiian islands, Guam, American Samoa and activities in Saipan, Singapore and Japan.

District 17 - Juneau, AK

The 17th District is responsible for the Alaskan maritime region encompassing over 3,853,500 sq. miles and over 47,300 miles of shoreline throughout Alaska and the Arctic.

As you have seen, the shutdown affected a lot of services and people, both the Coast Guard and its constituency. Submitted new and renewal MMC applications and applications for Documents of Continuity and other credentials may be delayed when services resume. Other things that may be affected: Small Passenger Vessel Inspections (annual topside and five-year hull), fishing boats, etc.

Please read "Government Shutdown," p. 2 above in this *Log*, for more information about possible effects of the shutdown as it relates to CAPCA members who have documents in process with the National Maritime Center.

Also, watch your e-mail for Constant Contact messages from CAPCA with USCG updates about these situations.

Let's hope that shutdowns such as the one we just went through don't happen again. A lot of lives depend on it.

Captain Bill Washington

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MEET THE CAPTAIN

Edited by Captain Adam Yearwood

Meet Captain Michael Krissoff

I grew up on the waters of Anne Arundel County and my love of boating began with my 12-ft. wooden rowboat at the age of seven in Shady Side. Today, that rowboat has been replaced

with a custom-built 46' Chesapeake Bay deadrise, berthed in Annapolis. Along the way I have sailed a variety of other boats including Lasers, Hobie Cats, various one-design racing sailboats and log canoes. Countless days of race committee work with the Eastport and Annapolis Yacht Clubs (EYC and AYC) have filled many of my decades on the water, and I have been honored to serve as commodore of EYC and to have been named 2017 Volunteer of the Year by the [South River Federation](#), of which I am a strong supporter.



Contrary to that of many members, my course to CAPCA didn't derive from a career in the military or the maritime industry. Mine came from an early love of the water, and a lifetime of working to support my boat habit. The shift from sail to power came about by plan and necessity. I was married at the time, with two boys under the age of five, and we were racing and bay cruising our J/29 *Baby Moon*. The kids, too, showed an early love for anything and everything water-related. It wasn't long before they had their own Optimist dinghy; putting their parents smack in the middle of the current-boat-doesn't-meet-our-needs dilemma. Faced with junior sailing regattas all over the bay for the next several years, we could throw two Optis on the roof of a Suburban and stay in motels all summer, or we could build the right boat, load the Optis aboard, and combine cruising and camping for years to come. Thus *Full Moon* was launched in 1995 and keeps proving her worth and versatility with each passing season.

One divorce and a professional desk-job career behind me, my boys are now 33 and 31, gainfully employed, one serving as chief mate aboard a roll-on/roll-off ship, the other working for a local sail loft. It is a wonderful thing when one's kids inherit the love to which their father introduced them. So with time on my hands, I honed in on two goals—offshore sailing and getting a return on my boating investment.

My career had always prevented me from doing any offshore racing or cruising. I never had the luxury of an open-ended schedule, even if only for a few days. A few months after retiring, I put the word out to all my buddies who sail offshore, citing my lack of experience but noting my other skills (a short list), and asked them to think of me if they ever found themselves in need of a good shipmate (neat, clean, organized, head in the game), willing to do anything in exchange for the experience of sailing with a capable crew on a good boat. I soon had an invitation from a neighbor to help bring his Oyster 575 home to South River from Tortola. What a cushy ride for my first offshore passage! A few months later, I helped bring another friend's Morris 47, perhaps the finest racer/cruiser ever built, from Newport, RI to Sydney, NS via the Bras D'Or Lake, a once in a lifetime experience with five Cruising Club of America members aboard, whose collective offshore knowledge could fill an encyclopedia or two. This past summer, I was on the same boat from Bermuda back to Newport, albeit for a different type of bluewater experience; let's just leave it by saying my application to the Storm Trysail Club is now under consideration.

Meanwhile, I went to work on my 50-ton captain's license. I truly enjoy taking people out on my boat and have hosted hundreds of days on the water for volunteer and non-profit organizations for fundraising and appreciation activities, my bike-riding and fishing friends, even a wedding. Why not formalize and expand my offerings to build a fun second career? I enrolled at the [Annapolis School of Seamanship](#), re-learned a lot of things I thought I already knew, and passed the test.

Next step was to launch [Cap'n Mike's Full Moon Adventures](#) for boutique cruises for six (my license is 50-Ton, but the cost to certify my boat for more passengers is far beyond what I



could ever hope to make in return). I offer a bunch of fun, easy day-excursions, pretty much everything but fishing (too much gear, too much mess, tight schedule, you must catch fish). There are a lot of guys who fish better than

I do, but no one knows how to show folks a good, safe time on my boat better than I do.

So, aside from a few trips to New York on *Full Moon*, one for the 2000 OpSail and July 4th celebration, the other to my son's graduation from State University of New York Maritime College, a quick ride down to Alligator River in North Carolina, and the three offshore passages, my boating has been pretty much 60 years within a 50-mile-or-so radius of Thomas Point Light. That said, the same rules apply close to home: safety, sobriety, knowing the rules of the road, navigation, common sense, courtesy, seamanship and boat handling, keeping your eyes and ears open. It still amazes me how so many folks can just plunk down the money, and not have a clue about how to properly secure their boat to a dock or in an anchorage.

I'm still looking to learn and gain experience. If you ever need a hand, please track me down.

Captain Adam Yearwood is the editor for our monthly "Meet the Captain" profile.

If you have not been featured in a past issue of The Log please e-mail the MTC editor at meetthecaptain@capca.net. He will need a good photo and information about you to be shared with your fellow captains.

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