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State of the Ship

Larry Paulson

Commodore 2010

commodore@pentagonsailing.org



Welcome to another edition of the Pentagon Sailing Club's Lubber's Line. We use our web site to get out a lot of information but know you will enjoy reading this too. Many thanks to Hal Moore for getting this put together. Before I go too much further I want to remind you of some things:

- Sails are filling up faster than ever! Get your activity forms and checks mailed in or you may miss out. If you signed up for something and haven't heard back about it, check with

us to make sure everything got to where it should go.

- Our monthly membership meetings are a great way to network with some great sailors. Come out to McGinty's Public House in Arlington on Wednesday, April 21 starting at 7pm (and come early to take advantage of some great appetizer deals). There is free parking - check the web site for directions if needed.
- Think about volun-

teering today. River Commodore Roger Hammer appreciated the help on April 3 at the River Work Day. This is just the beginning of the sailing season and there are many more opportunities to instruct, help with the club house, and work on the boats.

- We have an April meeting with the American Sailing Association (ASA) to begin a process of offering ASA qualifications in addition to our Navy Sailing qualification. They will inspect our facilities and we will set up instructor training. Stay tuned for more information.

See you at McGinty's and on the River and the Bay.



We are rapidly gearing up for the sailing season. Bay Sails are filling up. The B-KBS classes are filling up. We have been able to find roofs for all of our training classes.

Several members have indicated how pleasant it is to have training at McGinty's, vice in a more sterile environment like Furnari Hall or the libraries. The doors closing reduces the noise, and having people wait on them as well as the Early Bird prices (\$5 per meal) makes it very attractive. We are currently in the process of switching all of our evening classes to McGinty's. The libraries are experiencing budget reductions, and are not going to be able to accommodate a 1900-2100 training block.



I still do not have a Lead Instructor for the B-KBS III class. I also have some primary instructor gaps. Again, I must limit the number of students until the instructor positions fill up.

I have been asked by at least three people to help them build their B-KBS skills, so that they can function as B-KBS instructors. I have designated Sunday, May 9 as that date. If you desire to participate, please send me a note to trainingcommodore@pentagonsailing.org.

A number of club members are having a difficult time passing their Rules of the Road exam. Instead of continuing to send out new versions of the Rules of the Road, which people may continue failing, I have decided to hold two evening seminars where we go into a more intensive “graduate” level examination of the Rules of the Road. It is open to everyone. Everyone has racked their brains enough on tests! Let's have a nice discussion.

- If you have taken the Rules of the Road exam and not passed, if you attend one of these sessions, you will get credit for having taken the exam, without having to take another exam. This credit will apply to your D-CS cruising skipper exam requirement or your annual Bay SOR requirement.
- However, if you have not taken the Rules of the Road exam at all, then you cannot get credit for the seminar.

I am looking at Thursday, April 22, at McGinty's from 1830 to 2100, and another session same time and same place on Monday, May 10. Please let me know if you would like to attend.

Hal Moore, Training Commodore

Membership **Kate Miller**

Ahoy PSC Members,

As our commodore reminded you on page 1, the April membership meeting is on the 21st at McGinty's Public House in Arlington starting at 7pm. Mark your calendar for that night and also for May 19th.

I don't want you to miss a meeting as there are some neat connections to be made between boat owners who need crew, people who have owned boats and want to tell you about how much fun that is, and people who love to sail and want to talk about it. So come on out and enjoy the fun at the monthly PSC membership meeting.

Please join us for the Membership Drive at the Pentagon on 11-12 May, Tuesday and Wednesday, from 1000-1400. Recreational Services at the Pentagon hosts a "travel show" for area recreational activities to advertise their services. We plan to be there with brochures and poster boards.

If you would like to sign up, please send an email to membershipcommodore@pentagonsailing.org.

Kate



Vice Commodore **Tony Skivo**

Fellow Sailors,

Our next membership meeting is Wednesday, April 21st, 2010, at 7:00 pm at [McGinty's Public House](#), 3650 South Glebe Road, Suite 170, Arlington, VA 22202, Tel: 703-414-3555. The guest speaker at the April meeting will be Lee Tawney from the [National Sailing Hall of Fame](#) in Annapolis. The National Sailing Hall of Fame & Museum is a not-for-profit educational institution dedicated to preserving the history of sailing and its impact on our culture, honoring those who have made outstanding contributions to American sailing, inspiring and encouraging sailing development and providing a landmark for sailing enthusiasts. The National Sailing Hall of Fame's permanent facility will be built on the Southeast side of the City Dock in Annapolis.



The Bay and Beyond Wesley Moy

The 2010 sailing season is upon us. Many of the early training sails are fully subscribed so if you want to get out with us training, you will want to take a hard look at the schedule now.

Lynnette Hupman is working hard on the Memorial Day Raft-Up—there are only two slots left. We've added a third boat that will be skippered by Tim Christenson on Steel Aweigh in addition to Don Hupman and Paul Shall on Flying Cloud and C'est la Vie respectively. The raft on Saturday will be in the Little Choptank to accommodate Hal Moore sailing up a Navy Pax MWR boat and bringing some of our sister club members with him. On Sunday, we'll be heading over to Herrington Harbor North with dinner at the Calypso Bay Dock Bar and Restaurant. For those of you that aren't going on the Raft-Up, HHN is one of the closest marinas to the Beltway. If you can make it to the dinner, please let Lynnette know so she can make arrangements for you to join us at Sunday dinner. The all inclusive dinner price is \$29 (no alcohol).



The July British Virgin Islands trip has, as of this writing, just a berth of two left. Winnie O'Connor has been very successful working with Charlie Barnes on what has become our traditional far flung adventure. We're chartering with Horizon Yacht Charters in Nanny Cay, Tortola. For those you going, check with your skipper on when to arrive; for the past two years, many of our boats have been able to leave the marina on the day of boat pick up.

Boat Owners Group

I suppose that the Boat Owners Group is something of a misnomer. While owning boats is an aspect, it's really about sailing because sailing and being on the water is fun. If you want to charter a boat and meet somewhere, you'll be just as welcome as a member that owns a boat. In fact, we want to recognize that there's life after training and not everyone wants to go through the process of becoming a D skipper with PSC and Navy Sailing. Sail to a concert? Sure. Sail to an arts or seafood festival? Of course. And maybe even go to a secluded little cove somewhere, drop the anchor, light the barbeque, and open that special bottle of cabernet that's been saved for something special.

Mike and Ginett Steiner has scoped out the Tilghman Island Seafood Festival for us during the weekend of June 25 to 27. So far it's Jenny and Capriccio going into Tilghman Island Marina for Friday and Saturday nights. Contact Mike for more information at mjsasdf@yahoo.com.

(continued on page 4)



Jenny-Tartan 41– Mike and Ginette Steiner

The Bay and Beyond **Wesley Moy**

(continued from page 3)

In the past, PSC has had events on most long weekends including July 4th. This year, Tony Skivo is exploring a July 4th weekend trip to Solomons Island. If you haven't had the opportunity to explore this part of the Bay yet, it's a destination and a place where some of our members have kept their boats over the years ... including Senior Cruising Skipper Ray Widmayer. More to come from Tony soon.

Ken Skelps is checking out the Beach Boys concert at the Inner Harbor on July 24th.

New boats

Annette & Anthony Baker recently closed on a new (to them) Morgan 44. Magnolia will be coming up from Tampa Florida on her own keel in next month and making her home in Galesville, MD. It will be nice to have PSC members with us in Galesville. It will also be nice to have another Catalina in our growing fleet of member-owned boats.

We have another member closing in a couple of days. More on that next month.

By the way, both new arrivals will involve renaming ceremonies to reflect their true identities. I can hear the corks popping already!

And finally ...

Anyone interested in coordinating a Caribbean trip for next winter? If so, contact me at baycommo-dore@pentagonsailing.org.



Mach II-Charlie & Phyllis Barnes' Seafarer 26



Jeff Betts on Rum Runner-Hunter 39

New Members



Tom Dunn started sailing at the San Diego Navy Sailing Club in 1986 while learning to fly the SH-60B Seahawk helicopter. He took advantage of the club's training program sailing Rebels, Lidos, Capris, ODay 16s, Catalina 22s and Catalina 27s. Driving down from his home in Princeton, New Jersey, Tom considers quality sailing "worth traveling for." He currently works in downtown Manhattan. Since there are no Navy Sailing clubs between Portsmouth, New Hampshire and Washington D.C., Tom became interested in the Pentagon Sailing Club as soon as he heard about the club while visiting Bolling AFB last spring. As soon as he saw it, he knew the Pentagon Sailing Club had a great training program. He challenged the B-KBS (+) class in June 2009 and spent a few weekends helping as an assistant instructor before instructing in October. He also joined the PSC Racing Squadron and enjoyed a few Saturdays of racing training. He has subsequently crewed in frostbite

races with the Navy Patuxent Sailing Club and Liberty Sailing Club of Philadelphia. He attended the PSC Winter Training Program and is in the Cruising Skipper Candidate Program. Tom's fascination with the sea started at young age listening to the stories of his grandfather and uncle, both 30-year Naval Officers. At this point in his life, he would like to stay steadily active in sailing going forward.

Tom is co-coordinating the PSC Labor Day Raft-Up. If you have any questions about the Raft-Up, you may contact him at tdunn90@comcast.net or cell (609) 865-2529.

Legacy Members

Lynnette and Don Hupman have been married and sailing together on the Chesapeake Bay for over 22 years. Over the last 17 years they have owned a sailboat and chartered sailboats extensively in the Bahamas, the British Virgin Islands, and in 2005, the Aegean Sea in Greece.

Don is a long time PSC Senior Bay Instructor who began sailing over 40 years ago in the Hampton Roads area of the southern Chesapeake Bay. Don has taught sailing on the river and the bay for many years. He also taught the PSC Navigation Class for several years and is a member of the PCS Training Certification Committee. He has seen just about everything the bay has to throw at sailors and boats including storms that come up so fast you barely have time to grab a foul weather jacket, sailboats being hit by lightning, and entire raft-ups of boats running aground with anchors dragging.

Lynnette started sailing in 1989 when she took a Coast Guard Auxiliary Sailing & Seamanship Course and then the PSC Basic Sailing Class later that same year. Over the years Lynnette has probably coordinated more PSC raft-ups than any other club member. Her raft-ups are always outstanding events, logistically coordinated, and a lot of fun with themes including a "Red Hot Chili Cook-off," a "Pirates of the Caribbean Cruise," and progressive boat-to-boat dinners.

Lynnette and Don have taught the PSC Anchoring & Rafting and Cruise & Raft-up Planning class for the past seven years and look forward to sharing their experiences with you. If you have any questions, you may contact them at hupman@erols.com or via landline at 703-730-9671.



Cruising Guides Wesley Moy

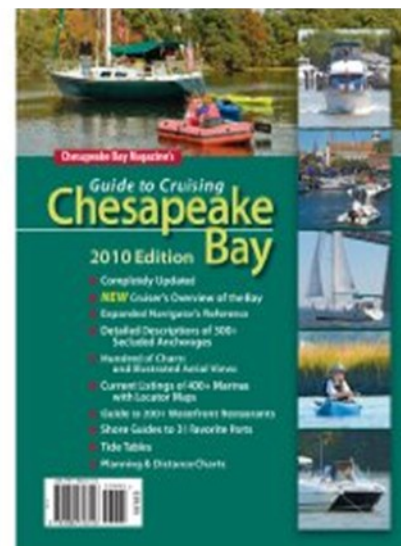
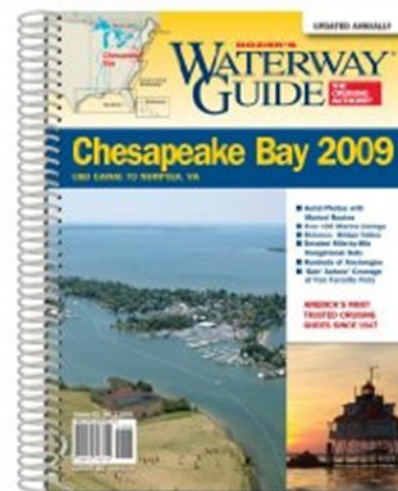
Imagine that you've just volunteered to be coordinator for the next club Raft-Up. All of a sudden there are a numerous planning details and coordination for you to start thinking about, not the least of which is where to go. On the club web site, there is a list of where the club has gone in recent years to raft on Saturday as well as the marinas that we've stayed in on Sunday. The first question is, of course, where are these places? With perhaps some effort, you'll be able to locate where we went on a chart and obtain some basic information: where the places are, how deep the water is, how far they are from Annapolis, and so forth. What you don't have is the detailed information that you'll need to plan both the raft and the marina night.

There are travel books, web sites, tourist brochures, and other sources of data that portend to give you all you need to know to sail safely and confidently to some distant harbor on the Chesapeake Bay. As you begin planning the Raft-Up, however, you find the information is lacking, maybe there are a couple of key pieces of information that are missing or there's a whole lot more you need to know for your planning. Where can you go to get the information you need, perhaps for the Raft-Up, or even for your navigation one-the-water evaluation or maybe just a weekend pleasure sail? To get the information you need, tailored for the boating community, look to one of the several cruising guides that are published.

Dozier's Waterway Guide comes in six different geographic versions: Northern, Chesapeake Bay, Intracoastal Waterway, Bahamas, Southern, and Great Lakes. The Chesapeake and Intracoastal versions are an update from 2008 when they were part of a single volume for the Mid-Atlantic region. There's excellent coverage of marinas in the region including contact information as well as aerial photographs of approaches into the harbors. The Chesapeake Bay version covers from Cape May, NJ to Norfolk, VA. Each volume retails for \$39.95 and is updated annually. This is a solid guide for general cruising. While the coverage of anchorages and gunkholes is somewhat sparse, the details on marinas is excellent.

Chesapeake Bay Magazine's *Guide to Cruising Chesapeake Bay* is a locally produced single volume guide to local waters. Updated and published annually, this guide is perhaps the ultimate in local knowledge about the Chesapeake Bay. Coverage of anchorages is certainly better than other guides and includes detailed information about getting into those somewhat off the beaten path locations. This guide volume covers from the C&D Canal to Chesapeake Bay Bridge and is illustrated with numerous drawings. The 2010 edition had a price of \$39.95. This guide is not part of a series but a stand along guide just for the Chesapeake Bay.

Maptech, the maker of many of the charts and chart books you see used on the Bay, publishes the *Embassy Guide Chesapeake Bay to Florida*. Like the other two guides, it is updated and published annually and covers from the C&D Canal to Norfolk. The Embassy Guide includes Chart Navigator, a CD of navigation software and raster charts for the Chesapeake Bay. The third (and latest) version costs \$44.95 online. Take a look at the coverage area to see if it meets your needs. For most of us, a guide that concentrates on the Chesapeake Bay will probably meet most of our needs most of the time. While extended coverage is nice, we're probably better off with more detailed coverage of the area that you will be cruising. (continued on next page)



Cruising Guides Wesley Moy

(continued from previous page)

Well, so far we're at a total of \$120 and this is starting to get pricey. It's not a boat monetary unit yet but we may be starting to think twice. How about some free stuff? On Getaway Sailing's web site (www.getawaysailing.com) there's a free cruising guide for the downloading. This 46-page guide covers the Bay from the C&D Canal to Solomons Island with the basic information on navigation and destinations ranging from small reproductions of charts to restaurant menus. Since it was published in 2004, you should not use the charts for navigation.

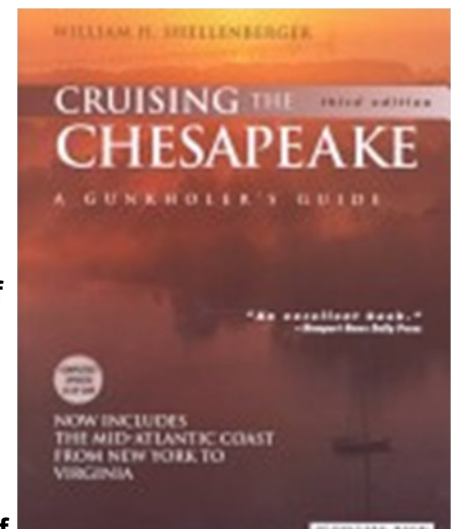
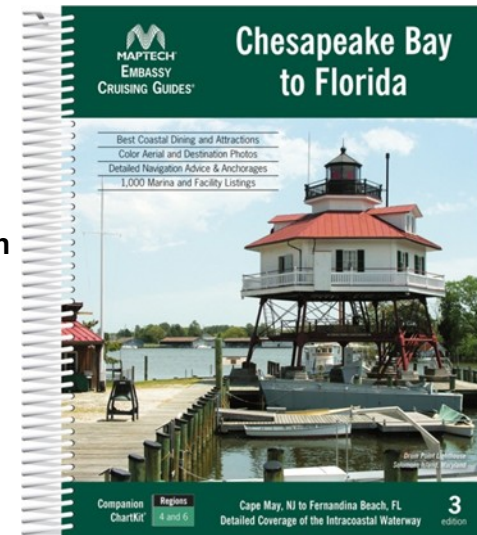
Another free resource is Chesapeake Bay Magazine's web site (www.chesapeakeboating.net). It has articles on destinations on the Bay and links to some marinas. The articles are reprints from the magazine and are detailed descriptions of all the places that they've written about. Last year, an article about Londontown on the South River prompted a day sail to visit the location. Londontown is an archeological dig centered around a former tobacco port. When the Maryland began regulating tobacco shipments in the early 17th century the town was gradually abandoned and was lost. Recently, Londontown has been the site of excavation and renovation. There's a dock that serves the area complete with an old wooden workboat. Be aware, however, that there's only five feet of water at the dock at MLW. I would recommend using the web site in conjunction with a regular cruising guide.

Cruising the Chesapeake: A Gunkholer's Guide by William H. Shellenberger is not a substitute for traditional cruising guide. It is, instead, a guide to all of the nooks and crannies that you might want to check out over the years. Likewise, you'll benefit from various Chesapeake Bay, Maryland, and Virginia tourist guides for the times that you want to check out a destination when you get off the boat. The same with all of the stuff you can pick up at the various welcome centers on the major highways. The cruising guides do not, for example, have calendars of events of festivals and all of the neat things that are going on all over the Bay almost every week-end.

So, with all of these choices, and perhaps more available at chandleries and bookstores, what should you get? Definitely get Getaway Sailing's guide. It's free and a great starting point. This simple guide and a chart of the Chesapeake is enough to get you started. When you start finding you need more, it gets more complicated, of course. From time to time, you'll see cruising guides a couple of years old on the chandlery sale table for maybe \$10. Personally, I'll pick one up if it's for an area I hope to cruise someday.

We try to keep the current year's Dozier's on the boat. The most current list of marinas, bridge opening schedules, all the stuff in the guide comes in handy, especially underway. A more or less up-to-date copy of Chesapeake Bay Magazine's guide also lives on the boat. It didn't seem to make sense to always have the most up-to-date copy since it's mostly for anchorages rather than marinas. The copies that get bumped off the boat come home of course—for planning during the summer and fanaticizing over the winter. Truth be told, I also have older copies of both in the office along with a chart of the Bay. All the other references sit on bookshelves at home.

And when the time comes, there are cruising guides for BVI, the Windwards, and points beyond!



2010 Memorial Day Raft-Up **May 29 — 31**

2010 PSC Memorial Day Raft-Up!!!



Our MDRU Raft-Up Theme is: **IRELAND ON THE CHESAPEAKE**

*Raft-Up coordinator
Lynnette Hupman
is planning another spectacular
PSC sailing & social event!!!*

All three chartered boats have been filled. However, if there is demand, we will charter a fourth boat.

Here's the plan:

Saturday, May 29th:

Sail to our anchorage in the Little Choptank (38-33'-10" N

- 076-12'-52"W) near Cherry Island.
- Raft-Up, entertainments, limericks, food, and drink.

Sunday, May 30th:

- Sail to the [Herrington Harbour North Marina](#), Herring Bay, Deale, Maryland.
- Dinner at the [Calypso Bay Dock Bar & Restaurant](#), 421 Deale Road - Route 256, Tracey's Landing, Maryland, (410) 867-9787 Menu: Chicken breast and Pork BBQ with coleslaw and potato salad. Price is \$29 which includes room rental, taxes, gratuity, and all you can drink soda/coffee/tea. There will be a cash bar.
- Party, awards, more party, and other festivities.

Monday, May 31st:

- Return to home ports.

Signing up as crew or skipper (See Next Page)



2010 Memorial Day Raft-Up **May 29 — 31**

Signing up as crew or skipper:

- **A non-refundable down payment of only \$100 reserves your place...balance is due NLT 30 days prior to departure date.**
- **Price per person for the three day sail is \$375 on one of three club boats. Skippers go for half-price. Prices includes early boarding on Friday, May 28th.**
- **Members going on their first ever PSC Raft-Up will get a \$50.00 discount.**
- **One FVSM coupon may be used per day (i.e., up to 3 coupons may be used per person for a 3-day Raft-Up).**
- **Reservations must be received NOW. Only two slots available!**



To sign up contact MDRU Coordinator Lynnette Hupman (hupman@erols.com) or phone: 703-730-9671 *and* mail your [Bay Registration Form](#) with your check (payable to "Pentagon Sailing Club") and any FVSM coupons to:

Lynnette Hupman
PSC MDRU Coordinator
12808 Reserve Lane
Manassas, VA 20112-8852

Private boat owners please plan on joining us: Please provide ALL of the following information to [Lynnette Hupman](#):

1. Owner/Skipper's Name and home/cell/boat phone#/E-mail address
2. Boat Name, LOA, Draft, Type (i.e., sloop, catamaran, etc)
3. Name(s) of crew
4. Intention to join PSC Raft-Up Saturday night? (Yes/No)
5. Intention to join PSC in a marina Sunday night? (Yes/No)
- 5a. If yes, power needs are: none (1) (2)/30amp/ 50amp
- 5b. If yes, how many of you will be joining the PSC for dinner Sunday night?

MORE QUESTIONS?

Contact Raft-up Coordinator [Lynnette Hupman](#).

*The PSC Leprechaun says,
"There will be a meeting of Skippers for the MDRU at 6:00PM prior to the next Club Meeting in April at McGinty's!!"*



Cruising Skipper Exams

Bravo Zulus !!

The following PSC Members have successfully passed several of the PSC Cruising Exams:

Navigation

Scott Aebi Vince Ferrer Justin Kees Greg Jerrell
Patricia Peter Mike Moreau Ann Ipsen

General Knowledge

Scott Aebi Justin Kees Ken Homick Ed Kilbane
Mike Moreau

B-KBS Challenge

Steve Curtis Glenn Kesselman

Please join me in wishing them a hearty Bravo Zulu !! It takes a lot of knowledge and skill to pass these exams.

British Virgin Islands (BVI) Trip Winnie O'Connor

Greetings PSC Sailors,

Spring has sprung and the weather is getting warmer. The **BVI Trip** is only three months away and will be here faster than you think. Time to check the snorkel gear out and find those swim trunks, look at your sailing charts and Google British Virgin Islands! In any case, here are the details of the 2010 trip to the BVI.

☀️ **WHAT:** As in past years, the trip will focus on introducing PSC members, their families, and their friends to the wonders of the Caribbean with over a week of sailing in the British Virgin Islands -- truly one of the most beautiful sailing (and diving/snorkeling) experiences in the world!

☀️ **WHO:** Anyone may go: all PSC Members, their families, and guests are welcome.

PLEASE NOTE: A VALID PASSPORT is required for travel to BVI.

☀️ **WHERE:** Bareboat charter out of Tortola, British Virgin Islands.

☀️ **WHEN:** July 10th through July 20th, 2010.

☀️ **CHARTER COMPANY:** [Horizon Yacht Charters](#), located at [Nanny Cay Marina](#) on Tortola in the BVI.

BOATS: We have reserved two Bavaria 46 foot yachts, one Bavaria 42 each with three cabins /two heads, one Beneteau 523 with five cabins/five heads Lagoon 420 catamarans with four cabins and four heads. (no spaces left on Catamaran at this time)

☀️ **ITINERARY:** Includes visits to most of the major islands in the BVI: Tortola, Virgin Gorda, Jost Van Dyke, Norman Island, Peter Island, Cooper Island, and Anegada. Most legs of the trip are relatively short and allow ample time to stop for lunch and snorkel or sightsee. Our boats will often spend the night at the same anchorage, which allows crews to eat together ashore. There will also be scuba diving opportunities for any interested divers.

☀️ **ONE WEEK TRAVELERS:** Although we have the boats for 11 days, some people may not be able to take off more than a week. We will try to put those people on the same boat/boats so they can return to the marina at the end of one week (there is no penalty for early return of the boats). If only



British Virgin Islands (BVI) Trip Winnie O'Connor

one or two people must leave early from any boat, they can be dropped off on their departure day at a ferry dock (Road Town or Soper's Hole) for departures from St. Thomas or at the dock at Trellis Bay (only a short walk from the airport) for departures from Tortola. Please arrange your departure details with your skipper. The trip cost is the same for 7 or 11 days.

☀️ ARRIVAL PLAN: Whether you are arriving in Tortola, BVI, or St. Thomas, U.S. Virgin Islands, please make **every** effort to arrive at the Horizon Yacht Charter Base at the Nanny Cay Marina on (or before) July 9th. Last year most of our crewmembers arrived the day before our charters started allowing almost all of our boats to depart on the first charter day. Picking-up the boat requires time to complete such items as the skipper's chart briefing, the boat briefing & checkout, crew briefings, provisioning, etc. so it helps to have everybody there. If you are unable to arrive July 9th, you will need to be at the Horizon Yacht Charter Base by 3:00 PM on Friday July 10th. For those sailing the full 11 days, please schedule your return home **NO EARLIER THAN 1:00 PM, Tuesday, July 20th**. The [Nanny Cay Hotel](http://www.nannycay.com/hotel-rates/) offers very convenient lodging at the marina and reasonable rates. <http://www.nannycay.com/hotel-rates/>. If you would like to spend some extra time in the islands, arrive earlier than July 10th or stay after July 20th. A wide variety of lodging/resorts are readily available in the BVI and the USVI.

☀️ FLIGHT ARRANGEMENTS: Participants will be responsible for booking their own flights. You can fly to Beef Island Airport (EIS) on Tortola in the BVI. Alternatively, you can get a flight into St. Thomas (STT) in the USVI and take a ferry to Tortola (for about \$50 round trip). Right now (Jan 2009), airlines departing the Washington, DC (WAS) area for Tortola have fares less than \$700 (including taxes and fees). Airlines departing the Washington, DC area to St. Thomas have fares less than \$400 (including taxes and fees).

☀️ SAILING EXPERIENCE: No sailing experience is necessary; we expect enough participation by veteran PSC sailors so that every boat will be sufficiently crewed.

☀️ CHARTER RATES: This year is the first time catamarans are being chartered. And, as you may know, cats command a premium over monohulls. The advantages of a cat are minimal heeling, speed, space and privacy (separate head access). The advantages of a monohull are tacking, points higher under sail, and less cost. For the catamarans, charter price is \$726. Monohull charter price is \$526. The charter companies have slightly increased their rates this year, but remember that we are getting 11 days on the water so the cost per day is still very rea-

British Virgin Islands (BVI) Trip Winnie O'Connor

sonable.

The price includes hull damage waiver, cruising taxes, and park fees. It does not include taxi fares to and from the airport/ferry dock or ferry tickets for those flying into St. Thomas.

☀️ OTHER COSTS: There are some other costs that are shared by each boat's crew. Provisions (about \$200/pp) are purchased by each crew upon arrival or ordered prior to arrival. Each crew determines what meals they eat aboard/ashore. Meals ashore are about \$15-\$30. Mooring fees are normally \$25 per night. You will also need to purchase ice almost every day and fuel and water when you return the boat at the end of the charter.

☀️ TOTAL COST: Estimate ~ \$1,500-\$2,000 for everything (flight, taxis, charter, provisions, fuel, shore dinners, shopping/souvenirs, incidentals).

☀️ TRIP INSURANCE: Things happen, so most charter companies strongly recommend travel insurance. Horizon Yacht Charters recommends [CSA Travel Protection](#). For past trips, some of our members have used AMEX's [Global Travel Shield](#). While your BVI trip coordinators don't recommend any particular company or policy, we do recommend that you seriously consider getting travel insurance for your trip. Travel insurance policies that cover trip cancellation, trip interruption, medical, etc., start at about \$35 and go up to \$100 or more for comprehensive policies.

☀️ CANCELLATIONS: In the event you need to cancel, we will make every attempt to fill your slot; however, we can't guarantee that we'll be able to provide a refund. Again, we strongly recommend you consider trip insurance.

☀️ SIGN UPS & PAYMENTS: Until March 9th sign-ups are limited to club members and their families and friends. After that, spaces on the trip will open to all comers. To reserve your space contact BVI trip coordinator [Winnie O'Connor](#) SIGN UP NOW: There are only 4 crew slots available, so act now!! Sign up by contacting Winnie O'Connor at Winnifrid@yahoo.com with your intent and mail your check to:

Winnifrid O'Connor
7502 Cervantes Court
Springfield, VA 22153

☀️ ☀️ LAST ITEMS: If the trip is not filled by club members by March 9th, it will be advertised on the PSC web site and marketed to other sailing clubs. Also, I will be providing you with additional planning details and events in the coming weeks. So sign up now and stay tuned. Please email me at Winnifrid@yahoo.com if you have any questions.

Fair Winds!

Winnie O'Connor

2010 BVI Trip Coordinator

Winnifrid@yahoo.com

Sailing the North Atlantic with the Naval Academy (Part I) Hal Moore

For several years, I have been a participant in the Naval Academy's Offshore Training Program. The USNA sailing program is divided into several elements: the Offshore Sail Training Squadron (OSTS) (formerly known as the Command, Seamanship, Navigation, and Training Squadron (CSNTS)); the Varsity Offshore Sailing Team (VOST); the Varsity Team; and the Basic Sail Training Program (BST). OSTS and VOST use the Navy 44s and the large donated boats.

In 2008, I participated in a four week long "block" of training from the middle of July until the middle of August, consisting of one week of preparation followed by three weeks of offshore and sailing in the Northeast. Our route was Annapolis to Newport, Rhode Island (via VACAPES), Newport to Sandy Hook, NJ (via NYC and the East River), Sandy Point, NJ to Freeport, Long Island, and Freeport to Annapolis via Delaware Bay and the C&D Canal. I have provided links to videos and photos of the journey.

Week 1:

The US Naval Academy's Offshore Sail Training Squadron (OSTS) Block III began on 21 July 2008. The boats and skippers involved were:

Boat	Skipper	Collateral Duty
NA-15 FROLIC	COL Dick Lunsford, USA (ret.)	Assistant Officer in Tactical Command (OTC)
NA-16 RESTLESS	MIDN I/C Todd Talstein	
NA-17 DANDY	MIDN I/C Anne Petraiuolo	Senior Watch Officer (SWO)
NA-18 DASH	CAPT Ed Zurrey, USN	Officer in Tactical Command (OTC)
NA-19 BOLD	CDR Hal Moore, USN (ret.)	Navigator, METOC (weather)

CAPT Ed Zurrey has been skippering Navy 44s since 1989. At the time, he was the commanding officer of the NROTC unit at the University of Michigan. A career surface warfare officer, he recently retired and moved to Montana. We enjoyed telling sea stories about all of the "characters" we knew in the Surface Warfare community.

Dick Lunsford is a retired Army Colonel, and has been one of my mentors in the program. He probably takes on more responsibility than anyone else in Naval Academy Sailing, both in the Varsity Offshore Sailing Team (VOST) and OSTS. He was the 2008 winner of the Grosvenor Cup for outstanding volunteer contributions. Dick and I were in one of the worst storms I have experienced in 2007...a thunderstorm cell with 62 knot winds and two twisters. (continued on next page)

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Anne Petraiololo and Todd Talstein worked hard over the years to get qualified as Navy 44 Officers in Charge. I had sailed with them on previous years and have a lot of respect for their abilities. Todd and I were on the 30 knot blizzard in low visibility on Chesapeake Bay in early 2007.

My first executive officer on the Block was CDR Donna Sengelaub, USN (ret.), who spent a career as a Meteorology and Oceanography (METOC) and aviation officer. She sailed on the Luders 44 Yawls when she was a midshipman at the Academy, and has been a Navy 44 skipper in the off-shore training programs for many years. Rich Mount, a civilian, was my XO for the second half. He owns his own yacht and has extensive cruising and racing experience. He has been a skipper in the Navy 44 program since 2004. We spent a lot of time talking and exchanging emails and documents prior to the cruise, which definitely made our working together much easier.

The crew of NA-19 BOLD were:

MIDN 3/C Cheryl Lefever of Lancaster, PA
MIDN 3/C William (Will) Rose of Houston, TX
MIDN 3/C Chase Rogalski of Toledo, OH
MIDN 3/C Rory O'Donnell of New Smyrna Beach, FL
MIDN 3/C William (Luke) Pye of Cartersville, GA
MIDN 3/C Tristan (TJ) Setzer of Conover, NC
MIDN 3/C Nicholas (Nick) Oberkrom of St. Louis, MO

With the exception of Cheryl, whose family members have yachts on Chesapeake Bay, the other crew members had little sailing experience other than their plebe summers in 2007.

A full range of photos can be found at [my flickr site](#).

Monday:



Before the start of OSTS 3, I had tried to take BOLD out the previous weekend, but she was still at the Small Craft Repair Division (SCRD). So I took out DANDY instead, and gave a report to Anne on problems I found.

For the past couple of years, a Block was usually a two week period with a single leg up to Newport from Annapolis, or a single week leg from Newport to Annapolis, with a training week in Narragansett Bay and Long Island Sound prior to the offshore journey. The blocks were structured that way in order to accommodate all third-class midshipmen in the Brigade. (continued on next page)

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In the Fall 2007, sail training was no longer mandatory, and for the 2008 season, it was made voluntary. There was only the need to train 250 midshipmen, which meant the blocks could be longer.

After convening for our first meeting as skippers and then with our crews, we realized that we had a challenge in the new format of the program. In previous years, the Command Seamanship Navigation Training Squadron (CSNTS) blocks convened on Sunday afternoons, after which the crews traditionally prepared the eleven or twelve charts for the journey. These preparations included chart updates and plotting tracks.

However, for OSTS 3 in 2008 we needed to prepare thirty four charts for a four week circuit from Annapolis to Newport to Freeport, Long Island and then back to Annapolis. We had the same amount of time to train the crews on the bay as we did in previous years, but we did not have the benefit of being turned over clean and ready-to-go boats. In previous years, there was a boat turnover between skippers in the CSNTS program, and the previous skipper was expected to turn over a clean boat. However, BOLD had been sitting in Santee Basin since the first block, with no real turnover, although the skipper in June did give me a pass down on BOLD from Block I, which included remarks about problems with the engine exhaust.



Hence, we had to devote during that first week almost ten hours to boat cleaning and chart preparation, time that would have ordinarily been spent training on the water. We also did not receive box lunches from the Academy, unlike previous years, as the budget had been cut. Instead of returning during the day to Santee Basin to permit the midshipmen to eat lunch, Donna, the XO, and I agreed to buy rations for lunch and dinner so that we could be out on the water until sunset.

We did not want to sap the enthusiasm of the crew with an initial field day followed by endless chart preps. So, on Monday, after we did an initial familiarization of the boat, we went out to sail. We quickly discovered that our main sail was in poor condition and that we were missing a #2 Yankee from our sail inventory. We also had an enormous infestation of horse flies resulting from a dirty boat. We returned to the cutter shed at Santee Basin and dropped off the main sail.

Tuesday:

The next morning the crew thoroughly field day'd BOLD. The midshipmen needed little motivation to keep the boat clean after the encounter with the insects. Over the afternoon and through Wednesday, we prepared the charts while awaiting our new mainsail. On Tuesday, I learned that CAPT Zurrey wanted to do an overnight on Wednesday. However, I was unsure of the status of my main, and I had only done one day of sailing in preparation for the overnight. Normally, the practice was to do chart preparations on Sunday, and then spend three full days of sail training, culminating in an overnight on Thursday and Friday nights.

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Moreover, based on traditional practice, the XO and several crew members had already made plans for Wednesday evening, assuming that we were going on our overnight on Thursday and Friday. So I told the OTC that I did not feel comfortable with a Wednesday overnight.

Wednesday:

On Wednesday morning, we received our new mainsail. It was beautiful. The sail loft at SCRD told me last year that they kept reserve sails for the Varsity Offshore Sailing Team (VOST), and so I am guessing that we received one of those. Now that VOST is switching to the Navy 44 MK IIs, they no longer need them. The sails on the MKIs and MKIIs are not compatible.

One of the evolutions that I wanted to practice both underway and in port was the "Oh here comes the violent thunderstorm" scenario, where I am going from a full main and #3, to a reefed main or storm sails. I had the wind knocked out of me by a thunderstorm in the Bay last year, and I was determined not to let it happen again. As a result, we conducted reefing and storm sail drills pier side and finished a chart walk through.



Many non-sailors seem to worry about hurricanes at sea. But hurricanes, although violent, have slow and relatively predictable movements. They also tend to be relatively confined in area. In short, you can get out of their way. Extra tropical storms that head out over the Gulf Stream are much scarier for me, because they move very quickly and quickly explode in both level of fury and the extent of their coverage area. However, you often get a warning via the weather fax of their approach and can either prepare to weather them at sea, or duck into a safe haven. However, thunderstorm cells, even those associated with weak systems, can often explode, completely without warning, until you actually see them coming at you. Those are the storms that I fear the most.

We spent the afternoon sailing with our new main, and conducted extensive close quarters maneuvering drills (CQMs). My normal process is to start by having each midshipman back the boat around the yellow buoys outside Santee Basin, then practice a 360 degree back and fill, followed by a hover in place for three minutes. Then I have them make an approach to the quay wall outside the cutter shed, followed by using a spring line to spring off the bow or the stern. The scenario is finished by an approach into the berth, at which point the next person takes over.

That evening, we started our first provisioning run. MIDN 3/C Luke Pye departed on emergency leave to Atlanta on Wednesday, which left us with six crewmembers, in addition to the XO and me.

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Thursday:

On Thursday morning we learned that the rest of the squadron, which went out on Wednesday night, had been caught in a squall. At least one boat returned with storm damage. I was glad that we did not go out, given the lack of training for the crew. We finished our provisioning and started on a two day overnight by ourselves down the bay. We had winds of 10 knots, which picked up Thursday evening to around 20 knots. As a result, we set a double reef with a #3. By Friday morning, we had reached Smith Point on the Maryland/ Virginia line.



Friday:

The winds had diminished by early Friday morning. We turned around and headed back for Annapolis, expecting to return early on Saturday, and shook the reef. We made 6 knots or better through most of the morning ([video of BOLD sailing north on the bay and then south the following week](#))

We decided to visit Navy Pax on our way back, so that the midshipmen could see the Luders 44 Yawls, which were the Naval Academy's sailing craft prior to the arrival of the Navy 44 MK Is in 1987. Frank Pace, the Pax West Basin MWR Marina supervisor, saw us enter West Basin and had us tie up at the T Head near the Luders 44 Yawl VIGILANT, which had been recently restored by Navy Pax Sailing Club. CDR Sengelau enjoyed revisiting one of the boats that she trained on when she was a midshipman.



Although our engine start battery alternator was charging well, our ship's service start battery was not keeping up. The Navy 44 MK Is have two alternators on the diesel, one for charging the start battery and one for charging the ship's service battery banks (there are two SS banks). There is a fixed paralleling switch available so that one alternator can charge both systems if one alternator is having a problem. We used the paralleling switch to keep the ship's service batteries charged and reported the problem to Robert Crown and the cutter shed.

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We got underway from Navy Pax (West Basin) at around 1500 and headed out into the bay, where a southerly wind of 10 knots inspired us to put up the spinnaker. We flew back to Annapolis, lowering the spinnaker at around sunset when the winds began to increase. We eventually put in a double reef and went to a #3 as the winds picked up to 25 knots, and performed broad reaches home, arriving in Santee Basin at around 0130 on Saturday morning. It was good practice for helmsmanship in 4 to 5 foot following seas with the wind on the stern. We were booking along at 8 knots most of the way back from Pax River.

We finished provisioning the boat for the trip to Newport on Saturday. MIDN 3/C TJ Setzer and Donna did a superb job of arranging menus and cooking schedules for the entire cruise. We had gourmet meals each evening.

Part II will continue in the May edition of the Lubbers Line with the Cruise to Newport via VACAPES, with lots of videos and photos.

B-KBS Instructor Lineup

(yellow denotes spots that need to be filled)

Class	B-KBS I	B-KBS I	B-KBS II	B-KBS II	B-KBS III	B-KBS III	B-KBS IV	B-KBS IV	B-KBS V	B-KBS V
Weekend Dates	(5/15-16)	(5/22-23)	(6/12-13)	(6/19-20)	(8/7-8)	(8/14-15)	(9/11-12)	(9/18-19)	(10/2-3)	(10/16-17) Week-end not consecutive
Lead Instructor	Eric Kessler	Eric Kessler	Will Kelchner	Will Kelchner			Hal Moore	Hal Moore	Bob Cox	Bob Cox
Primary Instructor	Mike Steiner	Mike Steiner	Joan Rineberg (Sat only) Vince Ferrer (Sun)	Jim Battles	Mike Moreau	Mike Moreau	Rick Robey	Rick Robey	Rick Robey	Rick Robey
Primary Instructor	Jim Battles	Jim Battles	Mike Moreau	Joan Rineberg	Rod Fauth	Rod Fauth	Mike Moreau	Tom Dunn	Mike Moreau	
Primary Instructor	Joan Rineberg	Joan Rineberg	Steve Calhoun	Mike Steiner	Eddie Conde	Tom Dunn	Rodney Jones		Steve Calhoun	Steve Calhoun
Primary Instructor	Rodney Jones	Steve Calhoun	Mike Steiner	Vince Ferrer		Rick Robey				
Asst Instructor	Rose Vega	Alane Couch	Tom Pullin							
Asst Instructor	Eddie Conde	Stephanie Vavonese	Vilma Calix-Baez							
Asst Instructor	Tom Pullin	Craig Ferguson								
Asst Instructor		Fritz Swartzbaugh								

We still need volunteers to fill in the "Empty Hole" Yellow Blocks.

Labor Day Raft-Up

**Celebrate an Early Halloween on the Chesapeake:
The Theme is Sea Gods, Legends and Nautical Lore.**

***Only Those that Attend the
2010 Labor Day Raft-Up will be Spared!***

**Save the Dates:
September 4th to 6th, 2010. Destination: Rock Hall, MD.**



Contact Tom Dunn with questions: tdunn90@comcast.net (609) 865-2529. Co-coordinator Mike Weber is the Labor Day Raft-Up Treasurer.

Help Wanted

Volunteers are welcome in the Training Program. Whether you want to teach or just help out, please send a note to Hal Moore, the Training Commodore. A logistics assistant to assist with the River and Winter Training Programs would be great. at trainingcommodore@pentagonsailing.org.

We are also looking for sailing stories or sailing logs from any sailing adventures that people may have. Articles could also be about a particular nettlesome maintenance issue. Our hope is to have lots of articles that embody human interest stories, and not just “come to the meeting” or “sign up for this event.” If you have a story to tell, please draft it in some Word or PowerPoint, and send it “Attention: Lubbers Line Editor” at trainingcommodore@pentagonsailing.org. Photos are highly desired.

Membership Commodore Kate Miller needs greeters to help make people feel welcome at monthly Membership meetings and other club events. If you are interested in being a friendly face to a new or prospective club member, please contact Kate at membershipcommodore@pentagonsailing.org.

The Membership Commodore also would like to get “This is my life” stories for publication in the Lubbers Line. We would like to feature a “new member” and an “legacy member” on each edition, with photos. We would like for as many club members as possible to introduce themselves in this way. Submissions should be about half a page.

Help wanted – tell others about the Pentagon Sailing Club! Share the PSC web site with your friends and family! You are the best advertisement for our club and we need more of it!

