



# LUBBER'S LINE

January/February 2008

Volume 6 Issue 1

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## The Old Salt's Excellent Adventure **Jimmy Dean**

*Editor's Note: This past November several senior PSC skippers helped club member Ted Seward move his recently purchased Catalina 350 from New York to the Chesapeake. Regrettably, before the story of their adventure could be published, one of the participants, Rupert Knowles, unexpectedly passed away. Knowing what a great sailor Rupert was, I believe he would want this story told.*

**T**he Saga of C-WAVES (or "Four Old Salts go to Sea")

### 9 Nov 2007—0530

The crew assembled at Rupert Knowles' home in Deale, MD and set out for Huntington, NY, to bring back Ted Seward's new Catalina 350, "C-WAVES." Skipper Ted Seward – and the three crewmembers, Jimmy Dean, Ray Widmayer, and Rupert Knowles –loaded the rented minivan with personal gear, a four-man life raft, and an EPIRB (just in case). This was a November trip, so there was plenty of serious foul weather gear. Judy Manning

was our "weather watch" ashore, updating us at 0600 and 1800. 0530 was chosen as the departure time to beat morning rush hour over the Francis Scott Key Bridge East

in record time – under 6 hours.

"C-WAVES" was tied up at a working dock, looking a little out-of-place. She was



beautiful – an immaculately maintained 2006 sloop, white with dark blue canvas. We unloaded the van, stowed our gear below out of the rain, and checked the boat over. Then serious preparations began. Rupert rigged jacklines. Jimmy and Ray

of Baltimore. The plan worked, and the four grandfathers arrived in Huntington Village on Long Island, NY

puzzled out the perfect way to rig the radar reflector, and

*continued on page 7*

## UPCOMING EVENTS See our web site for details and more events

### February

- 19 Bay Skipper Exams, Beatley Library, Alexandria
- 21 Membership Meeting, Floyd's Bar & Grill, Alexandria
- 28 BVI Skippers and Crew Meeting, Location TBD

### March

- 1 Winter Training Program, Sailboat Chartering, Anchoring & Rafting, Raft-up Planning, Beatley Library, Alexandria
- 11 Bay Skipper Candidate Meeting, Beatley Library, Alexandria
- 20 Membership Meeting, Floyd's Bar & Grill, Alexandria



## On The River Larry Chapman & Darrell Harris

The joint River Commodores are pleased to announce the following individuals have been chosen as boat captains for the PSC fleet for 2008:

**PSC #1 (Capri 22) – Stephanie Vavonese**

**PSC #2 (Catalina 22) – Jorge Gracia**

**PSC #3 (Sonic 23) – Larry Chapman**

**PSC #4 (Bristol 22) – Bruce McLelland**

Each boat captain will be given their own unique PSC email address so that PSC members can contact them to check the availability for each of the club boats.

Also, we have an important announcement for the membership. From the 8–20 March 2008 inclusive, the marina will be closed for resurfacing work of the parking lot and the dry standing area where our boats are located. This will mean no boat maintenance can take place during this period.

We are planning on having a number of river activities during the sailing season. Please check the PSC calendar regularly for the announcements. The first of these events will be the spring boat preparation day where we will set aside a day to work on the boats to get them ready for launching. The date is being finalized and will likely be late March/early April and is dependent on a decent weather window and our work schedules!

On closing, some of the planned river events for 2008 are:

- Evening sails to Alexandria, dinner and moonlight sail back to Bolling AFB
- “Spin in the City” – learn how to sail with a spinnaker during the light lazy days of Summer
- Sail to Fort Washington, picnic and sail back to Bolling AFB
- Hydrilla Cup 2008
- River Action Team (RATS) maintenance days

If the membership has any other ideas they would like to see on the river, feel free to email us with your suggestions at:

[rivercommodore@pentagonsailing.org](mailto:rivercommodore@pentagonsailing.org)

We are also looking for volunteers to help organize these events, so don't be shy about coming forward!

That's it for now. We hope to see you on the water real soon,

River Co-Commodores  
Larry Chapman & Darrell Harris



# PSC Racing Squadron **Charlie Peck**

**T**here is a lot going on this winter in preparation for the 2008 racing season (RS).

To start, I'm looking for a big RS turn out at the next PSC Membership meeting on February 21st 7 pm at Floyd's Bar and Grill in Alexandria. This is the RS opportunity to get more PSC members to sign up for the RS and come out racing in 2008. Please come and join Stephanie and me. We will be putting on a RS recruiting presentation. Please send me any pictures you might have racing. Plus you know me, I'll buy a round for all you old RS members and new RS. Stephanie and I looking forward to seeing your there!

Huzzah  
Bill Hallam!!!  
Hosting a  
RS Get

Together at his home on February 16th at 6:30pm, plus he's going all out with a first class BBQ. Please come join the fun because you already know the RS has a great time on and off the race course.

Please RSVP to Bill ASAP and here the details...

<http://www.pentagonsailing.org/RacingSquadronQualifications.htm>

Falcon's Upgrades: Please join Darrell and Bill (plus others) who have been focusing on Falcon to get her race ready for the 2008 season. They have been putting a lot work to the haul, the rig-

ging, and upgrades. This a great time to come out and help.

April Starts Race Practice: DISC still hasn't published the 2008 race season calendar yet, but I want to start practicing in April. Mark your calendars for Tuesday evening practices for the month of April and every Tuesday until DISC race season starts.

Boat Crew Lists Update: Starting in the 2008 season the Racing Scheduler will put together Boat Crew Lists for races based in RS participation. The

more you help work on the boats, practice, and race, this will get you a higher priority on being placed on a Boat Crew. With a lot more Racing SORs in 2008, we will have no problems having

skippers and boat to race. My goal is to get us all out racing throughout the 2008 season.

Huzzah to Stephanie! Stephanie has joined Bill Hallam and me on Racing Committee. Darrall is still actively involved with the RS as the RS "go to" Bridge member, and he has been working hard to improve the RS. Now Stephanie has joined the RC team. She has put a lot of effect in improving our web page, updating forms, and recruiting new RS members. Thanks for your help Stephanie.

Let's go racing in 2008!!



*"Mark your calendars for Tuesday evening practices for the month of April and every Tuesday until DISC race season starts."*



## Training Corner Roger Hammer

**T**he Winter Training Program is well underway. Every year we put on a series of winter training classes in subjects such as Heavy Weather Sailing, Piloting & Navigation, Sail Trim, Anchoring, Large Boat Systems, Bareboat Chartering, and CPR/First Aid.

These classes provide a great way to keep your mind on sailing during the cold winter months. They are a good introduction to some of the fundamentals of sail boats and sailing for new sailors. They also allow our “old Salts” to sharpen their skills and keep up with new developments in sailing.

In January and February, former PSC Commodores Judy Manning and Jimmy Dean presented their two-part Piloting & Navigation class. This is the most popular class in the Winter Training series and was again a “sell out.” Judy and Jimmy provided PSC members with the basic navigation skills in chart reading, course plotting, position determination, GPS navigation, etc.

On March 1st, longtime members and former charter boat owners Lynnette and Don Hupman will present a class on Bareboat Chartering & Cruising, Anchoring & Rafting, and Raft-up Planning. This class covers a number of subjects, but if you are dreaming about chartering a sailing yacht in the Caribbean, you don’t want to miss it. You also won’t want to miss Anchoring. This basic boating skill is critical to safe boating and Don will cover the ins and outs of safe anchoring.

In March/April we will have a Red Cross Adult CPR & First Aid class. Details and dates are now being finalized. Check the PSC web site for current information. These are critical skills for every sailor and all PSC Bay Skippers are required to keep their CPR and First Aid certifications current.

All classes except CPR/First Aid are held at the Beatley Library on Duke Street in Alexandria. The cost for each class except for Piloting & Navigation and CPR/First Aid is \$25 to cover the cost of materials and classroom rental. The cost for Piloting & Navigation is \$75 for the two-part class. The cost for CPR/First Aid is set by the Red Cross.

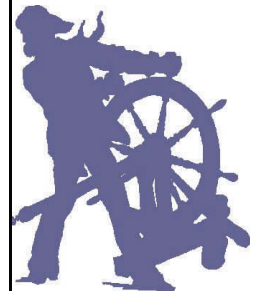
All the details and directions to the library are posted on the [PSC web site](#). The Winter Training Program coordinator is [Bill Mahoney](#). Contact Bill with any questions and to sign up for the remaining Winter Training Program classes.

Other important training events;

On February 19th from 6:15 pm to 8:30 pm, Bay Skipper Exams will be given in the Beatley Library Meeting Room in Alexandria.

On March 11th from 6:30 pm to 8:30 pm there will be a meeting for all PSC Bay Skipper Candidates in the Beatley Library Meeting Room in Alexandria.

*“These classes provide a great way to keep your mind on sailing during the cold winter months.”*





## From the Bay Ray Widmayer

I am happy to be back in my old job as Bay Commodore. This is the third year I have performed this function for the club (2005, 2006...and now 2008). One of these days, I'm gonna get it right!

As for the last few years, we are again this year chartering from Annapolis Bay Charters (ABC), in Annapolis, MD. We are chartering a variety of boats from ABC to provide the best possible boats commensurate with trying to

keep our chartering cost down. This ain't easy...keeping costs down. Sailing is *not* an inexpensive hobby...and ABC's fees are increasing along with just about everything else now days. Note we do not make money on these sails...fees pay for charters. It is that simple.

Through a mix of more "experienced" boats and newer



boats, we were able this year to REDUCE raft up costs (\$375 for newer boats, \$325 for more "experienced" boats...three days), and are setting the single day bay sails (non raft up) at \$135 per day. We have had to stop the "early" bird deal thing this year, but what we *have* done is add an option to "lock" in sails with a non-refundable deposit, payable in full NLT 30 days before the sail.

The deposit for a single day sail (non raft up) is \$50, and the deposit for the three-day raft ups is \$100. This arrangement allows folks to sign up for a number of sails without having to "flash the cash" for the entire charter amount up front. For folks signing up for a number of sails...this gets expensive (*you would be surprised at how many folks sign up for a season of sailing (multiple sails) in one shot*).

The Memorial Day Raft up is being coordinated this year by Hal Moore, and he has arranged a super

trip! We are going to raft in the Wye East River and then dock at St. Michaels, and we will all get together for dinner on Sunday night (25 May) at the Town Dock Restaurant on the St. Michaels waterfront. Anyone familiar with the bay knows how superb these raft and marina venues are...and should jump at the chance to join in. Note we are only chartering three boats...so sign up early to get in on the fun. Full details on the web site, or contact Hal Moore at ([mdru@pentagonsailing.org](mailto:mdru@pentagonsailing.org)) or by phone (877-639-7682).

The British Virgin Islands trip this year is already fully booked...but we are starting a waiting list. Brenda and Wesley Moy are the co-coordinators, and they are planning a wonderful adventure 11-20 July. We currently have five boats chartered from Horizons in Tortola, but depending on wait-list-demand, additional boats may be an option. Check the web site for full details.

And I need a coordinator/s for the Labor Day Raft up!

Cheers, Ray

## 2008 Memorial Day Raft-Up!!!

### 24 to 26 May 2008

## Our Raft-Up Theme: International Day!!!

See Raft-up Flyer on page 10

## In Memoriam - Rupert Knowles

PSC club member Rupert Knowles suddenly and unexpectedly passed away on January 18th, 2008. Our club has been diminished by the loss of a great friend and sailor. Rup was an outstanding sailor who freely shared his love and knowledge of sailing with others. Rup organized the club's 2007 sailing trip to the British Virgin Islands and taught the Winter Training Program class on Heavy Weather Sailing this past November. He will be greatly missed.

Rupert Green "Rup" Knowles Jr., 60, of Churchton, Maryland, died of a heart attack January 18th at Malcolm Grow Medical Center.

He was born August 17, 1947, in Richmond, Virginia, to the late Estelle Josephine Giles and Rupert Green Knowles. He received a bachelor's degree from American University.

He retired from the Metropolitan Police Department in Washington,

DC, and the U.S. Army Special Forces, where he served as a Sergeant Major; he also graduated from the Army's underwater operations course.

He sailed across the Atlantic Ocean, and he was a member of the Pentagon Sailing Club and the Naval Academy Sailing Squadron.

He enjoyed sailing, hiking and playing tennis.

Survivors include his wife, Delores M. Knowles, whom he married on June 14, 2001; three sons, Justin Knowles of Upper Marlboro, Eric Knowles of Dover, Del., and Ahren Leo of Clarksville, Tenn; one step-daughter, Donielle Caldwell of Raleigh, N.C.; and two grandchildren.



## Old Salt's Adventure

*continued from page 1*

the Skipper chased down spare parts. Provisioning resembled a "Chinese fire drill," providing much entertainment for the Long Island housewives in the grocery store. Four people throwing stuff into a cart simultaneously must have been hilarious to watch – but somehow it worked! We topped off the water and rigged preventers while Ted returned the rental van, then we motored over to the fuel dock, and topped off the fuel.

By then it was 1800, and we all headed across the street for a last dinner ashore at a very nice Italian restaurant. At dinner, we set up our watch schedule (4 hrs from 1800 to 0600; and 6 hrs from 0600 to 1800). We also set the watch roster: Ted & Jimmy would take the first watch at 0600 on Saturday, and Ray & Rup

would take over at noon. With that business concluded, we enjoyed dinner, walked back in the rain, and turned in.

### 10 Nov 2007—0600 Ted & Jimmy on watch

The crew breakfasted aboard, then donned thermals, foul weather gear, boots, harnesses, and tethers (Picture the Pillsbury doughboy in a Gorton's Fisherman outfit and you get the picture.). We cast off the lines at 0700, and motored out of Huntington harbor, threading our way through dozens of moored boats. Once out in Huntington Bay, Ted turned her into the wind, and we set the sails – reefed main and jib – in 15 to 20 knot winds and

2 to 3 ft seas. The plan was to hit Hell's Gate in the East River at 1240, just as the tide started to go out. We sailed northwest, then west into Long Island Sound, averaging 6 – 7 Kts. It was gray, overcast, and cold (mid 30's), but a great day for sailing, and C-WAVES flew along at hull speed toward New York City.

From 12 miles out, we could see the skyline. Everyone wanted to be on deck for the transit through the city, so we all watched the sound narrow until it became the East



River, and we furled the sails and motored under the first of many huge suspension bridges – Throggs Neck. Let's just say there was no worry about masthead clearance. Our masthead was 52 ft, and these bridges are all huge!

### 10 Nov 2007—1200 Ray & Rup on watch

More motoring and another bridge, then we hit Hell Gate! The water ahead swirled with whirlpools and eddies – signs of swift and powerful currents. Rupert drove us into water that looked more like the inside of a washing machine than a river. Our ground-speed jumped to an incredible 11

Knots, and we flew past Gracie Mansion and the Upper East Side. While 50 story condos towered over us, the expressway ran along beside us at eye level. The roadway was the same level as the water, with only a 3-foot wall separating us. There we were, making 11 knots, while 50 feet to our right, cars whizzed by in the opposite direction.

Ahead loomed lower Manhattan. Four more bridges, then the Brooklyn Bridge – framing the Statue of Liberty dead ahead. All too soon, we were mixing it up with the ferries, and digging out cameras for the "shot of a lifetime" with Lady Liberty. The weather cooperated, and we had a rare window of sunshine for our "photo op." We got photos of everyone, then set reefed main and jib, and turned South for Sandy Hook and the Atlantic beyond. At 1400, we called Judy for one last update prior to Sandy Hook. The forecast was for 15 to 20 knot winds from the North, and seas 4 to 6 feet. The sky continued to be clear, and we headed out into the ocean. With these conditions, C-WAVES was making hull speed – with reefed sails.

### 10 Nov 2007—1800 Ted & Jimmy on watch

Conditions remained stable, and we continued our charge to the South. By 2000, the wind had become steady at 20 to 25 knots, and we reefed the main down further because the weather helm was pretty severe, particularly in gusts. Even with this deeper reef, we continued to make hull speed.

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## Old Salt's Adventure

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### 10 Nov 2007—2200 Ray & Rup on watch

Same conditions. Occasionally, wave height hit 8 feet, and the New Jersey shore lights disappeared. But by 0100, with Atlantic City abeam, the wind had calmed back to the original 15 to 20, with only an occasional gust to 25.

### 11 Nov 2007—0200 Ted & Jimmy on watch

We decided to ease the reef in the main back to its original setting, and pressed on for Cape May. The lights of Atlantic remained in sight for the entire watch. (Donald Trump must have an incredible electric bill!) The sun was just starting to peek through the clouds on the Eastern horizon as the watch changed.

### 11 Nov 2007—0600 Ray & Rup on watch

Shortly after coming on watch, we shook out the reef in the main, passed Cape May Light, and headed for the channel that would take us up Delaware Bay. As luck would have it, the tide was against us, so our speed over ground dropped for the first time – to a frustrating 3.3 kts. The Cape May light was in sight for virtually the entire 6 hours.

### 11 Nov 2007—1200 Ted & Jimmy on watch

Lunch is served! With only 3.3 SOG, lunch is a lot more exciting than plotting your progress! And as our course became more Northerly, we had to take in the sails and motor. At 1800, Judy gave us the bad news – winds would be on our nose for the remainder of the trip. And her forecast proved “spot on.” (In fact, we would not unfurl the sails again until Thomas Point Light! And we would

beat our way South to Herring Bay.) Highlight of the watch? Putting the frozen Stouffers lasagna in the oven at 1600 – pretty sure we logged that. It was a significant event because we'd not had a real hot meal since the night prior to setting sail.

### 11 Nov 2007—1800 Ray & Rup on watch

Lasagna and tossed salad for dinner – sitting at a level table! The wind was down to 5 to 10, and seas 1 to 2. Both watches “tucked into” a hearty hot meal. Thanks to Ray for baking that baby!

And more good news – the tide changed, and we got the long-awaited push up the Delaware River, and into the C& D Canal. Sharp eyes kept the big rigs at bay – as well as avoiding the unlit buoys. Great job, crew! And a special thanks to Rupert, our experienced “pilot” for this trip. He's done this trip several times, and his local knowledge was invaluable.

### 11 Nov 2007—2200 Ted & Jimmy on watch

Watch change came just inside the C&D Canal. Winds by now were calm. Water in the canal was like glass. During the entire transit of the canal, we only passed one vessel – a sailboat headed East. It was the proverbial “ships passing in the night,” and then all was calm again. We motored along between the yellow sodium vapor lights for the next three hours, passing under a handful of bridges. Our wake was a beautifully symmetric vee that slowly extended to fill the canal. We motored on past the lights of Chesapeake City on our left, then puzzled through the myriad blinking lights of the western approaches to the canal.

### 12 Nov 2007—0200 Ray & Rup on watch

“C-WAVES” tasted Chesapeake

Bay water for her first time. Ray and Rup motored on through the narrow reaches of the Upper Bay, and the wind started to pick up again – 5 to 10 kts – from the South, as predicted.

### 12 Nov 2007—0600 Ted & Jimmy on watch

It was the last morning of the voyage and the second hot meal. “Chef Jimmy” prepared scramblers for the crew. And with the outside air temperature hovering at 35 degrees, the hot meal was much appreciated by all. Even if the cook was late for his watch.

At this point, all hands were in the cockpit as we motored Southward. A couple of barges and ships kept things interesting. We passed under the Chesapeake Bay Bridge at around 1000, and did a “Go to” check of the autopilot on the Thomas Point Light. Once again, Otto Helm turned out to be the most reliable helmsman aboard. As we motored along, the crew peeled off their harnesses, boots, and enjoyed a balmy 55 degree day.

The proud new skipper then took us through some tacking drills while we fine-tuned the sails to see just how close we could get to the wind. Jib sheet leads, leech lines, and out-hauls were all “tweaked” to point ever higher. The results of this testing remain classified, in order to preserve Ted's advantage in any future sailing duels. Suffice it to say, Ted's new boat is one sweet ride.

Playtime over, we motored into Herring Bay, filled up the fuel tank, pumped out the holding tank, and secured “C-WAVES” in her new home. One last photo of the new skipper and his crew – knees raised to show they had a “little of the Captain in them.”

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## News of Interest **Don Hupman**

### **Knapps Narrows: Deeper, Wider**

**A**fter years of delays, the U.S. Army Corps of Engineers has dredged the entrances to the channel at Knapps Narrows off Tilghman, MD., to a depth of at least 9 feet and a width of at least 60 feet along its entire half-mile length. Until the dredging—completed (in summer 2007)—boaters had to keep close to the red “4” mark or risk running aground because of shoaling at the side of the channel...The channel offers the shortest route into the Choptank River from the upper Bay.

*Extracted from Chesapeake Bay Magazine, December 2007.*

**T**he 29th annual **Safety at Sea Seminar** will be held on March 29 & 30 at Alumni Hall, U.S. Naval Academy, in Annapolis. The seminar will focus on offshore and inshore safety issues. The live on-the-water demonstrations and helicopter rescue are features of the Annapolis seminar that are unmatched in this country. The seminar is sponsored by the Marine Trades Association of Maryland and the U.S. Naval Academy Sailing Squadron.. Contact the [Marine Trades Association of Maryland](#) for information and to sign up.

### **Old Salt's Adventure**

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#### **Epilogue**

The skipper and crew – joined by Rupert's wife, Delores, enjoyed a post-cruise beer, and a (what else?) seafood dinner at the Happy Harbor. They swapped stories from their watches, and re-capped highlights (Ask about the macerator – yikes! Or the lost coffee mug – oops! Or the – no, don't ask!). The trip took 54 hours to cover just over 300 NM – an average speed of 5.56 Kts. Not bad for four Old Salts – not bad at all!

**T**he PSC is an organization run by volunteers, so we need your help in every single function we provide for our members!

The “Frequent Volunteer Sea Miles” (FVSM) Program compensates you with coupons for your volunteer time. FVSM coupons can be redeemed for use of the river boats, trips on the Bay, or for other PSC activities like the Holiday Party!

**HERE'S HOW IT WORKS:** You invest some of your talent and expertise into the club. Every 8 hours that you volunteer earns you a Frequent Volunteer Sea Mile coupon. Each FVSM coupon is worth \$25, and can be redeemed to offset use of the River boats, the cost of a Bay sailing trip or other

PSC activity. FVSM coupons are valid for one year from the date of issue.

This is an exceptional deal! You work at the marina, help maintain boats, instruct in the Basic Sailing Classes, etc. And in return, we'll reward you with Frequent Volunteer Sea Miles! Plus, we'll give you the training you need to do any job right; for most volunteer opportunities, no previous experience is required! Just think, while doing something enjoyable and helping the PSC, you'll collect coupons to use towards great sailing opportunities on the River and the Bay!

The PSC needs your time and commitment in order to survive and thrive ---VOLUNTEER TODAY!!

# 2008 Memorial Day Raft-Up!!!



## Our Raft-Up Theme: **International Day!!!**

**Boats pick a country and compete for the best international theme, including:**

- **Decorations**
- **Costumes**
- **Food**

Raft Location: **Wye East River**, Sat, 24 May

Marina Location: **St. Michael's**, Sun, 25 May

Cost: **Premium Boat Berth, \$375; Standard Boat Berth \$325**

These are **cost REDUCTIONS** from last year  
**ST. MICHAELS** is *THE* place to be...Wonderful walking,  
Maritime Museum, Tons of history...and *lots* of shops!

Meal: \$45 per person (Town Dock Restaurant...inclusive of meal, gratuities and tax...cash bar)

Docking Cost: approx \$25 per person (based on boat length)

Docking at St. Michaels Harbour Inn and Spa...a **first class resort**

Please contact the raft up coordinator Hal Moore by email  
(<mailto:mdru@pentagonsailing.org>) or phone (877-639-7682)  
Click here for a [registration form](#). More details on the PSC website



## Pentagon Sailing Club

**Pentagon Sailing Club**  
**P.O. Box 23422**  
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*Pentagon Sailing Club—The best recreational sailing opportunity in the region!!!*

[www.pentagonsailing.org](http://www.pentagonsailing.org)

## Help Wanted Don Hupman

**N**ewsletter editor for the Lubber's Line. The Lubber's Line is currently being prepared using MS Publisher. It is published every other month. Future plans are to publish the Lubber's Line monthly during the sailing season and every other month during the winter. Any member who would like to volunteer for this critical and important task (and earn some Frequent Volunteer Sea Miles) should contact Communications Commodore Don Hupman at [commscommodore@pentagonsailing.org](mailto:commscommodore@pentagonsailing.org).

**C**oordinator for the 2008 Labor Day Raft-up, Aug 30th to Sep 1st. The raft-up coordinator can train on the job. If you would like to help with this event (and would like to attend the raft-up at half price and earn Frequent Volunteer Sea Miles) contact Bay Commodore Ray Widmayer at [baycommodore@pentagonsailing.org](mailto:baycommodore@pentagonsailing.org).

