



LUBBER'S LINE

January/February 2009

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Atlantic or Bust Rick Robey

Any good sailor will tell you that great sailing stories begin with, “No, s%#!, this really happened...this story begins much the same way...

No, s%#!, this really happened...in early November several PSC members sailed from Annapolis to the Atlantic Ocean via the Chesapeake Bay. Ah, but before we begin, let’s back-up and explain how this trip got started. At the September 2008 PSC membership meeting, Vince Ferrer had a vision, ok, closer to a hallucination that he wanted to sail to the Atlantic Ocean for the first time. Vince really had an ulterior motive to get some additional night-time sailing hours in order to finish up his Basic Cruising Skipper qualification. He figured reaching the Atlantic was a perfect front to wrangle up a boat, skipper and crew from the club.

Bob Howe bought the idea “hook, line and sinker” and of-

fered himself as skipper and his boat “JUST US” – a beautiful 17,000 pound Pearson 39 for the trip. Bob did stipulate a few additional qualifiers for the trip. First Vince had to find a worthy crew of more than just recent river keelboat graduates. Secondly, at least one of the crew had to be able to provision the boat, and bring some organization to a crew of six. Vince immediately started working the room for volunteers – just like going to the local Home Depot parking lot to pick up day workers. By the end of the night he did find his crew – Will Kelchner, Alane Couch, Jill Roberts and Rick Robey. A few weeks later, Will saw the light and gave up his seat to Bob Cox. Skipper Bob approved the crew list and the planning began. Benightedness to Jill, she was the designated quartermaster (ref the Army definition of pro-

visioning since Skipper Bob is retired Army versus the Navy definition of ship’s navigator) for the trip. Jill also confessed that she also wanted to sail to the Atlantic Ocean.



On a beautiful November Saturday morning, the crew arrived at Severn House Marina in order to be at the boat early to review hull fittings, perform safety checks and provision the boat. Jill did a fabulous job in preparing menus, delegating food preps and efficient pack out of the boat. For this 4-day

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UPCOMING EVENTS See our web site for details and more events

February

- 5 Winter Training Program Class-VHF Radio, Furnari Hall, Anacostia
- 14 Winter Training Program Class-Big Boat Systems, Beatley Library, Alexandria
- 18 Membership Meeting, Floyd’s Bar and Grill, Alexandria



Looking Ahead Vice Commodore Wesley Moy

Annapolis Bay Charters has extended a new benefit to all new B-CSN and D-CS skippers. Effective with the 2009 season, private charters by these new skippers will be eligible for a 10% discount. Annapolis Bay Charters (ABC) is the company through which we charter boats for training sails and raft-ups on the Chesapeake Bay. This discount is the same as what they offer their repeat customers. In addition to skippering bay training sails, B-CSN and D-CS skippers can now organize their own pleasure sails ... and groups wishing to go sailing may want to talk to them about skippering a sail for them.



Commodore Sails: During the upcoming season, I'm going to be asking the bridge members to keep me posted on their sailing destinations so that you might plan to get together with some other members, charter a boat, and meet up with us somewhere. In addition, our home ports just might be a destination for you. As examples, Brenda and I are in Galesville on the West River, Ray Widmayer is in Solomons Island, and Tony Skivo is in Annapolis. Each is a destination itself.

Frequent Volunteer Sea Miles are valuable and the use of them by members to help defray the costs of sailing proves that. Nearly \$2,500 worth of FVSMs were redeemed in 2008 with bay sails, raft ups, the Holiday Party, and winter training classes each accounting for about a quarter of the total. There are many opportunities to earn FVSMs during the course of the year so plan on figuring out how to get your share. Ask any

bridge member about opportunities that are available in their area—or you can email me at vicecommo-dore@pentagonsailing.org.

Announcing the **2009 PSC Photography Contest!** The contest period runs from November 15, 2008 to November 15, 2009. We are specifically looking for photos that show sailing, sailing people, sailing destinations, and especially PSC Events. There are four photographic categories in which pictures may be submitted: PSC Events, Boats and Sailing, Sailing People, and Sailing Destinations. A complete set of rules will be posted on the PSC web site shortly.

Beginning with the 2009 sailing season, graduates of our B-KBS river sailing courses, as well as individuals that attain bay skipper certifications, will be receiving a one-year subscription to *Latitudes & Attitudes Magazine* as a member benefit!

Volunteers Wanted

Marketing Chairperson to develop and implement a program to promote the club and its activities. Expect to assist bridge members in developing ways to make their programs better known. Write press releases, develop a marketing plan, all sorts of—for the right person—fun stuff. Contact Wesley Moy at vicecommodore@pentagonsailing.org.

2009 Membership Meeting Calendar		
February 18th	NOAA	Puget Sound Update BVI Update
March 18th	No Speaker	River Programs 2009 Bay Programs 2009 Clothing & Equipment
April 15th	Being Good Crew Jordan Gottfried	MDRU Announcement
May 20th	Chartering Don Hupman	Annapolis MWR/ABC MDRU Skipper Meeting



Training Corner Will Kelchner

This year's Winter Training Program is well underway. So far we have had outstanding classes on the Rules of the Road, Celestial Navigation, Sail Trim, and Coastal Navigation.

We still have some great classes scheduled for the remainder of the Winter Training Program. PSC experts will present classes on VHF Radio Procedures, Big Boat Systems,

and Anchoring, Rafting, & Raft-Up Planning.

Sessions are held on Saturday mornings except for a special class by PSC Vice Commodore Wesley Moy on VHF Radio Procedures which will be held on Thursday evening, February 5th.

See the WTP Schedule below for the dates, times, and locations of our remaining classes.



"This year's Winter Training Program is well underway."



Date	Time	Class	Cost	Instructor(s)	Location
Feb. 5, 2009	7:00 pm to 9:00 pm	VHF Radio Procedures (Thursday evening class)	\$10	Wesley Moy	Furnari Hall, Naval Dist. of Wash., Anacostia Annex
Feb. 14, 2009	9:30 am to 12:30 pm	Boat Systems	\$25	Tony Skivo & Will Kelchner	Beatley Library, Alexandria
Mar. 7, 2009	9:30 am to 12:30 pm	Anchoring, Rafting, and Raft-Up Planning	\$25	Lynnette & Don Hupman	Beatley Library, Alexandria
TBD in April	TBD	CPR & First Aid	TBD	TBD	TBD

From the Bay Ray Widmayer

What's up for 2009?

- ▶ Boats have now been lined up for the 2009 Chesapeake Bay sailing season. Sailing dates are posted on the PSC web site calendar.
- ▶ Plans are being finalized for the Memorial Day Raft-Up, May 23rd to May 25th. MDRU coordinators Sharon Baker and Brenda Moy are planning a terrific event which includes Baltimore's Inner Harbor on Sunday. Sign ups are open now! Check the PSC web site for details.
- ▶ The 2009 BVI trip is filling up rapidly. Trip dates are July 10th to July 20th. This year we are chartering two catamarans and two monohulls. See coordinator Vince Ferrer's item on page 7 and the BVI trip flyer on page 10.
- ▶ PSC members Duane Covino and Bob Howe are working on a sailing charter trip to the Puget Sound area from July 4th to July 10th. Look for details to be announced in the near future.



2009 Memorial Day Raft-Up!!!



Sign Ups Now Open

May 23 to May 25, 2009

Details at www.pentagonsailing.org

On The River Darrell Harris

Editor's Note: This is a summary of the 2008 PSC Year on the River by former River Co-Commodore Darrell Harris.

It was a successful 2008 for river activities with PSC. The year started out with a recruiting drive by the PSC racers to try and expand the current list of members. An indoor barbeque hosted by Bill and Brenda Hallam back in Feb 08 worked! The Racing Team expanded from 13 members in 2007 to 22 members in 2008. I make that a 59% increase on people wanting to learn more about how to sail and in particular how to race through participating with the DISC group of racers on Tuesday evenings.

If you are one of the new members who joined PSC in 2008 and went through our basic KBS class, this is a great next step to honing those basic skills that you have learned and want to build and improve on. Further details about racing can be located on the PSC web site.

At the beginning of 2008, the PSC joined forces with US-NSA in a unique agreement in leasing a Catalina 22 swing keel boat for 3 years from this organization. The Charter Agreement between both parties allows the PSC to use a boat for 3 years and then at the end of the period, the boat is sold and the profit from the sale is split 50:50 between both parties. This boat is a welcome addition to the fleet and assists in the goal of trying to get a fleet of Catalina boats. This helps when it comes to buying parts for the fleet as well as students will see boats rigged in similar ways.

2008 was demanding when it came to fleet maintenance. This year the river training program put on 5 classes during the year. I am very proud to report that the RAT (river action team) worked extremely hard during the year to ensure that all the classes had 5 boats to use. This despite Gale III (PSC 5) being de-masted and down for a period and Eagle (PSC 3) had a rig problem which required new trusssets being installed on her. The RATS worked to extremely tight deadlines and pulled through to permit 5 boats going out for

all the classes. Thank you to all the RAT members for all the hard work that you put in during the year. If you are new to the PSC and want to learn more about boat maintenance, please email your interest to the River Commodore so that we can hook you up with some of the active maintenance members.

Towards the end of September, the Racing Team hosted the annual Hydrilla Racing Event. A great barbeque was provided by the PSC and although the weather forecast was not favorable, some 35 members showed up for a fun day.

Turning now to 2009, yep, plans are already being made for another great year. The PSC Racers hosted their end of year gathering which was held at the home of Chris and Julie Elenbaum. Elections were held and the 2009 Racing Squadron Committee will consist of Chris Elenbaum, Stephanie Vavonese and Rich Alt. The team is planning on hosting monthly racing sessions, similar to the Hydrilla in 2009 to help assist new racing members be better prepared for DISC 2009 racing. I won't spoil the fun and provide the full details on this plan as the Racing Squadron Committee is working on providing the PSC membership further details in early 2009. Watch this space for more information.

With that, as most of you know, I will be standing down as joint river commodore with Larry Chapman. I will still be active on the river during 2009 and look to the newly appointed River Commodore, Roger Hammer, to come up with new ideas for the river folks.

Cheers,

Darrell Harris
2008 River Commodore



Atlantic or Bust

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sail, the boat was well provisioned for crossing the Atlantic. Vince, as the designated navigator, had our intended route plotted with appropriate danger bearings marked. Bob Cox, a watch captain, brought the portable global positioning unit with the latest navigational charts loaded just in case Vince got us lost. Alane and Rick eagerly unloaded the cars and stowed the boat for sea. At about 1030 "JUST US" was underway from Annapolis with Vince at the helm, with Rick and Jill handling lines and "looking out."



Shortly out of Annapolis the mighty sails of "JUST US" covering over 700 square feet were raised to a northerly breeze blowing at a cool 10 knots. Not bad for a southerly sail. We decided to worry about beating home later on as the return leg of our trip was 48 hours away. Crew was in high spirits as the sun brought warmth to the late fall morning. With Thomas Point Shoal to the starboard, the expansive Bay Bridge to the North, and the U.S. Naval Academy in the distant rear view mirror, "JUST US" was turned to a heading of 180 degrees (magnetic) on a broad reach to enter the main channel of the Chesapeake Bay. "JUST US" was purring through the water at a smooth 5 knots.

The Crew was divided into two watch teams (blue and gold), and with watch hours set (2 sixes and 3 fours) the first watch stood at 1200 hours. Blue watch consisting of Bob C, Vince and Jill took charge while Gold watch (Bob H, Rick and Alane) tried to pretend they went down for a nap. Blue watch started the navigation log and rotated positions to keep everyone fresh. The afternoon was clear, winds light and shifting to the west with the forecast for more southerly breezes as the sun set.

As the dinner meal was served, the Gold watch took the helm at 1800. With the approach of sunset early that Saturday, the winded abated a bit and the

boat's speed of advance or SOA was reduced to less than 3 knots – still on a broad reach. Skipper Bob being the experience sailor he is and knowing he has 32 hours of fuel onboard, ordered the diesel engine started. Once the motor was engaged and the masthead light illuminated to indicate to our fellow sailors that we were now motor sailing our speedometer registered 5 knots. The warmth of the purring engine felt good in the salon as a few of us caught a few winks of sleep before our next watch. We motor sailed off and on for the next 10 hours until near dawn the next day when the winds picked up south of the Potomac River entrance channel. The Blue watch took the helm at 2200 hours and with the wind picking up killed the engine until their watch ended at 0200. Batteries fully charged and the winds back to about 12 knots as the sun rose, the motor was stopped and again we were sailing strong. With the Gold watch on deck at about 1530 on Sunday the Chesapeake-Bay Bridge-Tunnel was in sight with the demarcation line to the Atlantic Ocean between buoys 6 and 4 less than 2 nautical miles away – the goal was within reach. In an effort to get the best pictures and with

winds calm near dusk, the motor was started, the main sail was lowered, and Jill was raised to the top of the 50 foot mast in a flimsy looking but rather sturdy boatswain's chair. Bob Cox mustered the strength in his arms to get Jill to the top as Jill "helped" by walking up the mast. Jill had no fear for heights despite the rest of us feeling a bit queasy looking up at Jill. As the boat passed under the bridge with 25 feet to spare, Jill captured some awesome pictures. From the helm, Rick swore that Jill was able to touch the bridge. Just before sunset "JUST US" crossed the demarcation line and was in the Atlantic Ocean. The trip was now half over and it took just over 30 and half hours to reach the goal line.

There was a beautiful sunset over Hampton Roads as the boat headed back west and eventually north to Annapolis. After dark with a near full moon looming the crew settled again into its watch routine. As the winds picked up in the early evening the motor was secured and "JUST US" began the beat home. By midnight the winds were from the northwest at about 20 knots with 2 foot seas. The boat was riding the waves at 6 plus knots. Those of us trying to catch a few minutes of sleep in the v-berth got exactly that – a few minutes between the slapping of the bow to the water. Beating against the wind most of the night resulted in minimal advance north. By mid-morning on Monday, we were finally in the vicinity of Solomon Island. To avoid a mutiny, Skipper Bob felt it was in the best interest of the crew to make a short port call into Solomons Island to refuel, get cleaned up and have a nice dinner. At about 1430, we pulled into Solomons Yachting Center for about a 7-hour layover.

With a refreshed crew following an elegant dinner onboard prepared by Vince and Alane, "JUST US" got underway at 2200 sharp with Vince at helm under the watchful eye of Watch Captain Bob Cox. After a successful,

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2009 BVI Charter Trip Vincent Ferrer

It's time again to warm ourselves thinking of sailing the British Virgin Islands. How about lots of sun, clear azure waters, blue skies and 11 (yes, 11) days of sailing at a pretty sweet price? In any case, here are the details of the 2009 trip to the BVI.

The trip will introduce 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!

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

The dates are July 10th through July 20th, 2009. That's right, this year we are getting a full 11 days on the water for the price of only 7 days (we will be able to accommodate those who can't take off more than a week).

We have reserved two Bavaria 46 foot yachts, each with three cabins and two heads, and [Ta-Da!!] two Lagoon 420 catamarans with four cabins and four heads. The catamarans are hybrids

with two electric motors rather than diesel engines so we will be sailing even "greener" and quieter than usual this year. We MAY be able to add additional boats, depending on the number of people who want to participate, the number of qualified skippers, and boats available.

The itinerary will include 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 which allows crews to socialize and eat meals together. There will also be scuba diving opportunities for any interested divers.

For the catamarans, there are two options. Option 1, a 2007 cat skippered by Bob Cox, the total boat charter cost per person is **\$764**. Option 2, a 2008 cat skippered by Don Hupman, the total cost per person is **\$786**. For the monohulls, the cost per person is **\$605**. The charter companies have slightly increased their rates this year, but re-

member that we are getting 11 days on the water so the cost per day is still very reasonable. Estimate about \$1,500 for everything (flight, taxis, charter, provisions, fuel, incidentals).

Until February 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 [Vincent Ferrer](#) AND make your initial deposit of \$300 per person. The remaining balance will be payable by April 3rd.

There are only 24 crew slots available, so act now!! Sign up by contacting [Vincent Ferrer](#) with your intent and mail your check to:

Vincent J. Ferrer
ATTN: BVI Trip
1312 Daviswood Dr.
McLean, VA 22102-2222

See the BVI Trip flyer at page 10

Atlantic or Bust

continued from page 6

quick man overboard drill, the sails were raised, motor secured, and Vince turned the boat to the north toward Annapolis. That Monday night was the roughest of the 3 nights at sea. The winds continued to howl out of the northwest and sea state was at least 2 maybe 3. 'JUST US' performed superbly in this weather. However, the crew took a beating throughout the night. With the Gold watch taking the helm at 0200, Skipper Bob ordered 15 minutes rotations on the helm throughout the night. Although the night was

clear, stars had to be used to steady the boat on its intended course since no fixed point could be seen on the shore. It was too dark to read the compass or even hold a flashlight. Even with the main sail at the second reef and the head sail most of the way in, both hands had to be used to steady the weather helm. Throughout the night the helmsman maximized the port tack legs because that gave us the most northerly advance. With the change of watch at 0600, the Blue watch was blessed with a more west by north west wind and by favoring the west side of the Bay, the shoreline accommodated this approach for one long tack up the Bay.

By 1030 on Tuesday, Thomas Point Shoal was again in sight. Winds had died down to a calm 12 knots with seas down to a foot or so. "JUST US" continued to purr through the water. At about 1300, we successfully docked back at homeport on Back Creek Annapolis. Mission complete with all crew accounted for. After a thorough cleaning of the boat, the final team picture was taken by Skipper Bob's wife, Carol. As we were walking off the pier, Jill and Alane began planning for the next sail.

Photos by Jill Roberts and Carol Roman Howe

2008 PSC Photo Contest Winner Don Hupman



First prize photo in the 2008 PSC Photo Contest. The photo was taken by PSC member Julie Elenbaum on July 16, 2008, of a PSC boat at sunset from Cane Garden Bay, Tortola, BVI. Jost Van Dyke is in the background.

News of Interest Don Hupman

Dredging in Herring Bay/Rockhold Creek (finally)

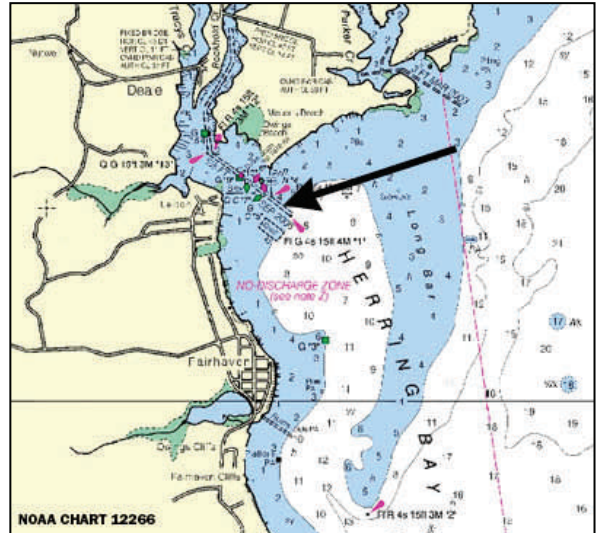
According to the Week 2 Local Notice to Mariners for Coast Guard District 5, the entrance channel to Rockhold Creek, on the Maryland Western Shore of Chesapeake Bay, will finally receive a badly needed dredging.

From the Local Notice to Mariners:

The Southwind Construction Corp. Dredges Jenni Lea II and Proud Mary will be conducting dredging operations in Herring Bay/Rockhold Creek near Herrington Harbor Marina, Deale, MD from 19 January through 09 February, 2009. The dredges will monitor VHF-FM Ch 13, 16 and 79 (and Dredge Jenni Lea II Cellular Phone: 812-480-6498). A floating rubber and submerged polyethylene pipeline associated with dredging operation will traverse from Federal Channel of Herring Bay to upland Disposal Site near Deale, Maryland. Pipeline and vessels will be visibly lighted and marked according to Coast Guard regulations. Mariners are urged to use extreme caution in the area, transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations.

The entrance to Rockhold Creek has been in need of dredging for quite some time. The project is an exciting one for boaters that use this mid-Bay boating hot spot.

Forwarded by PSC member Bob Howe, Thanks Bob.



The 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.

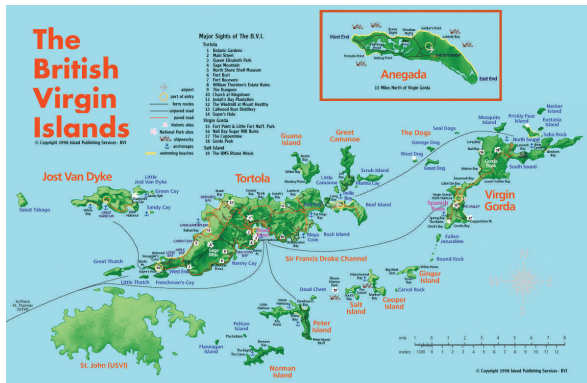
HERE'S HOW IT WORKS: You invest some of your talent and expertise into the club. Every 8 hours that you volunteer earns you a Frequent Volunteer Sea Mile coupon. Each FVSM coupon is worth \$25, and can be redeemed to offset use of the River boats, the cost of a Bay sailing trip or other PSC activity.

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!!

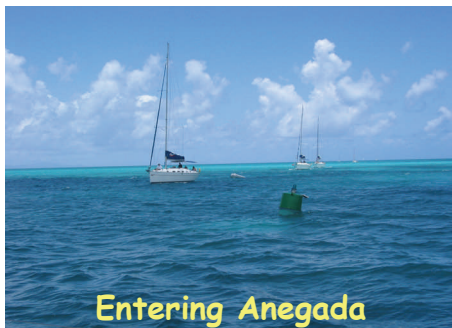
2009 British Virgin Islands Trip



Join members of the Pentagon Sailing Club as they explore the wonders of the Caribbean with 11 days of sailing in the British Virgin Islands -- truly one of the best and most beautiful sailing (and diving/snorkeling) areas in the world!

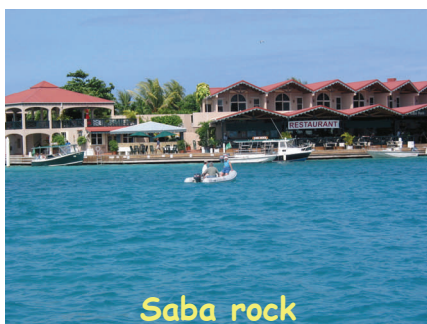
When: July 10 to July 20, 2009. That's right, this year we are getting 11 days on the water for the price of 7 days. We will also be able to accommodate 7 day travelers.

Who: This trip is open to ALL PSC members, their families, and their friends & guests.



Boats: We have two Bavaria 46 yachts, each with three cabins and two heads, from the Horizon Yacht Charters BVI luxury fleet. We also have two Lagoon 420 Hybrid Catamarans with four cabins, four heads, and air conditioning.

Cost: \$605 per person for the charter on the monohulls and \$764 (for the 2007 model) or \$786 (for the 2008 model) for the catamarans. Plan on approximately \$1,500 total cost including airfare. An initial deposit of \$300 is payable immediately.



Until Feb. 9th, sign-ups are limited to club members, their families, and friends. After that, spaces will be open to all comers.

Sign up: Act now to get a space!! there are only 24 slots available. Sign up by contacting BVI Trip Coordinator Vincent Ferrer at E-mail: vincentjferrer@gmail.com.

Get all the details at <http://www.pentagonsailing.org/bvitrip09.htm>

Pentagon Sailing Club

Pentagon Sailing Club
P.O. Box 23422
Washington, DC 20026-3422



Pentagon Sailing Club—The best recreational sailing opportunity in the region!!!

www.pentagonsailing.org

Help Wanted Don Hupman



Newsletter 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 significant and important task (and earn some Frequent Volunteer Sea Miles) should contact Communications Commodore Don Hupman at commscommodore@pentagonsailing.org.

