



INSIDE THIS ISSUE

State of the Ship	2
Training Corner	3
From the Bay	4
PSC Racing Squadron	5
On the River	6
Treasurer's Report	7
Membership Update	7
June B-KBS Class	8
Aground Again?	9
LDRU Update	10
Naval History	10
News of Interest	13
Hydrilla Cup Flyer	14
Help/Crew Wanted	15

The Great Memorial Day Raft-Up Hal Moore

****New \$50.00 Discount for Raft-up First Timers****

As the 2008 PSC Memorial Day Raft-Up got underway on Saturday, May 24, it was abundantly clear that this was the beginning of a gorgeous weekend of sailing. We had 12 boats and over 60 participants for the raft-up, with boats departing from Annapolis, Galesville, and Solomons Island, and all destined for a rendezvous on the historic and beautiful Wye East River on the Eastern Shore. Winds were generally in the 15 knot range with sunny skies, which gave us a magnificent day of sailing. Temperatures were in the mid-70s.

Memorial Day Raft-Up participants were:
Steel Aweigh (Delphia 40) Skipper: Bob Manning
Blown Away (Beneteau 393) Skipper: Bob Cox

Freogan (O'Day 39) Skipper: Rich Unis
Etude (Island Packet 31) Skipper: Ray Widmayer
New Horizons (Catalina 350) Skipper: Ted Seward
Chica Caliente (Catalina 320) Skipper: Tony Skivo
Capriccio (Catalina 36mkII) Skipper: Wesley Moy
Sundance (Catalina 320) Skipper: Susan Seymour
Just Us (Pearson 39) Skipper: Bob Howe
Pisces (34 foot) Skipper: Bill Sanjour
The Goose (39 foot) Skipper: Mark Turner
Flying Cloud (Jeanneau 45 (DS)) Skipper: Hal Moore



the boats pretended to be a country of their choice with appropriate costumes, decorations, libations, and food. On the way to our anchorage, we held trivia contests to see if our boats could guess the national identities of the other participants.

Our destination was a quiet anchorage (at least until the PSC party started) off the Wye East River known as Quarter Cove. Our raft-up theme this year was "International," where each of

Most of the boats arrived at our anchorage in costume. *Etude* (skipper: Ray Widmayer) was the United Kingdom, *Steel Aweigh* (skipper: Bob Manning) was Mexico, *continued on page 11*

UPCOMING EVENTS See our web site for details and more events

July

- 11-20 BVI Charter Trip
- 16 Membership Meeting, Floyd's Bar & Grill, Alexandria
- 26 Bay Training Sails (CQM), AM & PM Sessions, Annapolis
- 27 Bay Day Sail, Annapolis



State of the Ship **Commodore Tony Skivo**

Commodore's Log
20 June 2008

Fellow PSC Sailors,

As I write this, the 2008 Spring Sailing Season is drawing to a close and the PSC is steaming full ahead into the summer. As the summer weather heats up so does the PSC. We have bay training sails, the BVI Trip, a Basic Sailing Class, and Dinghy Classes planned and we are not letting the summer heat slow us down one bit.

Thanks to Brenda and Wes Moy we have 36 members and friends heading to the British Virgin Islands (BVI) in July for 10 days of some of the best sailing in the world. I am sure upon their return we will have a whole year's worth of new sea stories.

We are getting ready for Basic Keel boat Class III in August. Our classes are second to none so if you have not taken it, there may still be time to get in the September class. We are also looking for instructors for the August and September classes, so let our River Training Coordinator Chris Elenbaum, or Roger Hammer, our Training Commodore, know. And don't forget about Wednesday night Free Social Sailing on the river. Head on down to the dock at Bolling AFB around 5:00 PM for some additional time on the water on our club boats.

The Bay Training sails are almost all filled for 2008. There are a few, and I mean a very few, spaces open and they will soon be gone until the 2009 season. So if you want to get out and sail on the Bay in 2008 with the PSC, act quickly, or you will only be able to wave bon voyage to us from the docks.

Jim Battles is planning a great Labor Day Raft-Up. Pirates, Privateers and

Buccaneers, Yo, Ho, Ho, and a bottle of rum, what more could a sailor ask for? Don't miss this trip, it will be fun! The LDRU is the high water mark of the PSC summer sailing season. If you have never been on a raft-up you have no idea how much sailing fun you are missing. So sign up now while there are still a few open berths and join the audacious sailors of the PSC as we sail to a Saturday night anchorage in lovely Baby Owl Cove off the Choptank River followed by Sunday evening in Oxford, Maryland.

Since January 2008 we have recruited 49 new members, 21 in the last 30 days! I would like to thank all those who have helped make this happen. Please keep up this good work. NEW members are the lifeblood of the club.

If you have not filled out a PSC Membership survey there is still time. Let us know what is on your mind. If you did not get a copy of the survey, get with our Vice Commodore Will Kelchner and he will get you a copy. It is also online at our website. We really need to hear from you.

If our new members are the lifeblood of the club then volunteers are the heart of the club. As I have said time and time again the club runs because of those who volunteer their time. We must have your help to continue PSC sponsored events and programs. Without hard working volunteers we will not be able to do what we do. We need help now; we need a editor to keep this newsletter going, we need people to submit articles, instructors on the river, and help with the Holiday Party Committee. If you are interested in volunteering and giving back to the club please contact a Bridge Officer. Again, thanks to all who volunteer their time and share their experience.

Don't forget that PSC General Membership meetings are the third



WEDNESDAY of the month. So come on out and join us a Floyd's Bar and Grill and check out the new menu and share a sea story. We are still looking for interesting speakers for meetings, so if you have any ideas, please contact Vice Commodore Will Kelchner or myself.

Your 2008 Bridge continues to work for you. Please let us know about any concerns or things you would be interested in; it's YOUR club, and you DO have a say in how we operate.

Again my very sincere thanks to all of you for the important parts you play in keeping the PSC the organization we are today, and will be tomorrow.

Fair Winds and Following Seas

Tony Skivo
Commodore 2008



Training Corner Roger Hammer

There are only three open slots left on Bay Training Sails for the remainder of the sailing season! The three open crew slots are:

Sunday, 27 Jul (Day Sail) *Chasen the Wind*
(Catalina 32) Skipper: Rich Unis

Sat/Sun, 11/12 Oct (Overnight) *Blown Away*
(Beneteau 393) Skipper: Don Hupman

Sunday, 26 Oct (Day Sail) *Chasen the Wind*
(Catalina 32) Skipper: Hal Moore

Due to popular demand, we are also planning to schedule one additional overnight sail for the weekend of 4/5 October providing we can fill the boat. The sail will be led by Senior Instructor, John Cavedo who is back teaching with the club again after an overseas tour in Afghanistan. John plans to do a "marathon" sail from Annapolis down to Solomons and back which is an 8-10 hour sail each way. This is a terrific sail for Bay Skipper Candidates who are looking to log a lot of hours/miles for their Night Navigator and Bay Skipper/Watch Captain qualifications. There will be six crew slots available for this sail.

The cost of a Bay Sail is \$135.00 per day (\$270.00 for the 2 day overnight sails). One Frequent Volunteer Sea Mile (FVSM) may be used for each day sail (\$25.00 discount). Two FVSMs (\$50.00 discount) may be used for the

two day overnight sails. To sign up for any Bay Training Sail, send a completed Bay Activities Registration Form (found on the PSC website) along with your check to:

Larry Paulson
PSC Treasurer
1318 Mistyvale Street
Herndon, VA 20170-3629

Congratulations to the following members who have successfully completed Bay Skipper Program Qualifications during May and June 2008:

Senior Crew;

John Buescher
Rodney Fauth
Sharon Baker

Night Navigator;

Lew Miller
Darrell Harris

Cruising Skipper (B-CSN);

Ken Skelps
Will Kelchner
Jerry O'Connor

Advanced Cruising Skipper (D-CS);

Roger Hammer
Wesley Moy

"There are only three open slots left on Bay Training Sails for the remainder of the sailing season!"



From the Bay Ray Widmayer
****New \$50.00 Discount for Raft-up First Timers****

Life on the Bay is doing just fine, I am pleased to report.

First of all, thanks to the dedicated and careful planning of Raft-Up Coordinator Hal Moore, we had an absolutely wonderful Memorial Day Raft-Up...one of the best in recent memory! I lost count at ten of how many boats we had on the raft on Saturday night, 24 May; but I know for a fact that we maxed out the restaurant on the evening of Sunday, 25 May. And the weather could not have been better... what a super way to share the Memorial Day Holiday with friends and fellow sailors! Thanks again, Hal, for making it all possible!

And now we are going to do it all over again for Labor Day! As I announced in the June Lubber's Line, we are going to Oxford, Maryland. for the PSC Labor Day Raft-Up...under the

able guidance of our LDRU Coordinator, Jim Battles (Cap'n Jim, as he is known among his fellow pirates and nautical characters of similar heritage). And what a great raft up Cap'n Jim is planning! Full details are to be found in the PSC website, but in a nutshell, the LDRU will be held August 30 – September 1, 2008, and we are going to Oxford Maryland...a town every bit as nautical and nice as St. Michaels...even more so in my opinion. Cap'n Jim is really getting into the raft up theme..."Pirates and Privateers of the Chesapeake"...and he is planning to raft at Baby Owl Cove on Saturday, 30 August, and spend the night of Sunday, 31 August at Hinckley's Marina in Oxford. On Sunday evening, we will all gather at "Schooner's on the Creek" for dinner and festivities associated with the raft theme. Again...check out the PSC website for details.

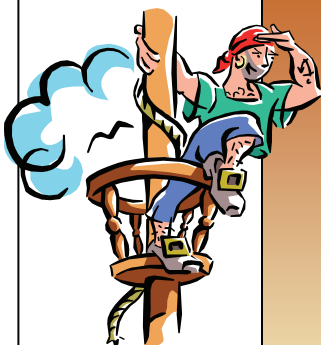


Warning...the Memorial Day Raft Up easily sold out...so don't hesitate to sign up for the LDRU...SOON! I'm not kidding about this.


I'll chat a bit about the PSC trip to the British Virgin Islands...11 July – 20 July...in the next Lubber's line. I suspect there will be good things to report about this soon-to-be adventure, being coordinated expertly by Brenda and Wesley Moy. Stand by for the report!

Cheers, Ray

"And what a great raft-up Cap'n Jim is planning!"



2008 Labor Day Raft-Up!!!



August 30 to September 1, 2008

Yo Ho, Yo Ho, A Privateering We Will Go!!!

Theme: Pirates & Privateers of the Chesapeake!!!

See the LDRU Update on page 10

PSC Racing Squadron Hal Moore

The Pentagon Sailing Racing Squadron (RS) continues its regular program of Tuesday night racing, in addition to some weekend races. We continue to get enough people to run two boats, usually one in the spinnaker fleet of the Dangerfield Island Sailing Club (DISC) and one in the non-spinnaker (non-spin) fleet. For more information on racing squadron generalities, please check out the April Lubber's Line.

We have now added GAIL III to our PHRF registered boats for the series. Because of her high PHRF rating (due to the centerboard keel), we actually may have a shot at winning the spin series. We have been moving up in the rankings with FALCON, given our new sails and just plain gaining more expertise.

In sailing, whenever we are racing boats of different sizes and models, we use different handicap systems to equalize them. The reason for this is a matter of simple physics. A boat with a 30 foot waterline will be faster than one with a 22 foot waterline. The natural attributes of the boat will ensure victory without bringing the skill of the crew into play. Only in carefully controlled one design racing do we have evenly matched boats. DISC uses the Performance Handicap Racing Fleet (PHRF) handicap system. The higher your rating, the more "credit" other boats have to give you over a certain length of the course. The PHRF ratings of the Boats are: OSPREY (282), FALCON (207), GAIL III (270). Just for comparison, a Navy 44 has a rating of (93), and the Naval Academy's donated racing boat "Zaraffa," which won the Maryland Governor's Cup last year, is rated at a (-90). In our last several races, we have been finishing in the middle of the pack (using adjusted scores) relative to the other spinnaker fleet boats. Most of the boats that race in DISC have 25 to 30 foot waterlines.

We have grown two more qualified racing skippers of record (SORs), so that we now have Bill Hallam, Darrell Harris, Jim Mead, Chris Elenbaum, Stephanie Vavonese, and Hal Moore on the bench.



Highlight reports from recent races:

"The crew for Falcon consisted of Bill Hallam as the tactician and grinder, Hank Lavery on the foredeck, Jim Mead on the main sail and grinder, and Chris Elenbaum on the helm. Winds were 10-15 knots out of 180 degrees giving us a southbound starting leg on the DISC middle course. The published course was to start at the #6 buoy outside of Alexandria to #2 near the Wilson bridge then downwind to 7A near our marina then back to the start/finish line. The favored end was at the Maryland side of the line. We opted for a port tack approach to the favored end along with one other boat. We crossed the line ~ 8 seconds after the horn narrowly slipping between several other boats who opted to run the line on a starboard tack then harden up to cross at the horn. Half of them tacked as they crossed the line, while the other half proceeded on starboard tack into shallow waters where we were less comfortable going. We sailed a shoreline course and made excellent speed keeping reasonable pace with the fleet, but a series of tacks and lack of good pointing eventually put us behind."

"We had an excellent time on Saturday for the Three Bridges Race. Darrell Harris took position in the pit and calling tactic with Rich Alt at the Helm, and myself up in the foredeck (and pit). After arriving around 9-ish at the marina, we rigged up Falcon with her new racing sails and headed out into a southerly (shifty) wind of about

"We have now added GAIL III to our PHRF registered boats for the series."



continued on page 12

On the River Larry Chapman & Darrell Harris

Next time you find yourself at the Marina take a look at the new look for the boats. By the end of July they should all be sporting the new graphics along with their new numbers.

At present Eagle (PSC #3) is down for mechanical reasons but please feel free to use any of the remaining boats.

Just as a reminder, if you wish to take a boat out, simply notify the River Commodore via e-mail, go down to the Marina, execute the paperwork, and have fun. The cost for 4 hours is \$25.00 payable by check, FVSM certificate, or cash (to be stapled to the float plan and filed in the correct binder) When you want to go out, please ensure that there are no conflicts with scheduled club activities such as racing or training.

While I'm on the subject of going down to the Marina I thought I would share a quick story about the benefits of volunteering for river boat maintenance.

Several weeks ago I arrived at the clubhouse with a list of projects and a bunch of good intentions. After about forty-five minutes, right about the time I was really getting into what I was working on, one

of the young fellers from the MWR came around the corner. His eyes were about the size of dinner plates and he proceeded to ask me in a fairly desperate way "can you help us?" I of course said "sure whatever you need." He then proceeded to tell me that a General had called down to reserve one of the 15-foot dinghies and that the person who had confirmed the reservation had not realized that the boats were not rigged nor was there anyone working that day who knew how to rig the boat. I told him not to worry, that we could sort it out and get the General out on the river with zero trouble. Once he collected the sails and lines I started to get the boat ready, that's when I asked who the VIP was. With a look of relief on his face he told it was General David H. Petraeus. I told him I understood his concern, it would not be too cool to disappoint one of the highest profile officers in the entire armed forces.

After getting the right sails on and getting prepared to put the boat in the water some of the General's staff began to arrive, they made it very clear that the General has such a high profile position that he rarely has time for himself and that this short sailing trip really meant a lot to him. We got the boat in the water

and when the General arrived everything was ready.

The General arrived appropriately attired for an outing in a dingy and introduced himself to all the MWR staff and me. He told me that it had been awhile since he had been on a sailboat and asked if I could give him a quick refresher. I gave him the ten cent overview of the boat and the river and he was off. The General made a fine departure from the dock and was soon underway (it was clear to me the General knew very well how to handle a small boat) After the General got well out in to the river we walked up to the parking lot and I started to head back to the clubhouse when one of the General's staff came over and told how much the General appreciated the help and gave me one of the General's coins. It's very nice!

So the moral of the story is, you don't always get just a warm fuzzy feeling from spending some time supporting the PSC, you get FVSM and you might wind up with a really cool story! Next time you see me, if you ask nicely, I'll show you the coin. I still have it in my wallet.

See you on the River,
Larry C.



Treasurer's Report **Larry Paulson**

P SC Treasurer's Report June 2008

Our balance at the end of May was \$31,264. Our year to date, income is \$12,000 above expenses. We are running ahead of our projected budget for both income and expenses.

We still, however, have some sizable expenditures coming up:

Bay Boat charters, \$7,000
Capitol Cove Marina slip fees, \$4,000
Holiday Party, \$5,000

Some other financial highlights:

So far we have received an additional \$125 in generous donations to our recently established Joe Rymal Memorial Capital Improvement Fund;

Larry Chapman sold our two older trailers for \$550; and,

Bill Hallam received the new racing sails for Falcon, a \$2,900 expenditure.

Larry Paulson
Treasurer
Pentagon Sailing Club

Membership Update **Jim Battles**

P SC Membership Commodore's Report June 2008

Membership Recruiting

The PSC held a membership drive at the Pentagon May 13-14 as part of the semi-annual Travel Fair. This was a very successful drive with more than 11 new members recruited as a result. Thanks to the support of club members who work at the Pentagon we were able to cover the booth and really get a chance to tell people who work at the Pentagon about their sailing club.

A big thanks goes to Larry Paulson who arranged for the club have booth. Thanks go to all those who helped staff the booth:

Mary Williams
Cesar Rios
John Kay
John Buescher
Tracy McAteer
Winnie O'Connor
Jeff Richardson

Membership Renewals

A large number of members had their membership expiring during the spring. E-mails were sent to all those who have had their memberships expire over the past several

months to remind people to renew. E-mails were also sent to these whose membership had or will expire in June. I want to thank everyone who submitted their renewal forms and have paid their dues. However, there are still a large number whose memberships have or will expire this month. The club needs your support so please send in your renewal form and a check for the payment of your dues. Dues are an important and vital part of financial security of the club. Without members dues the club not function.

If you have received an e-mail from the membership commodore, please submit the form and the check to the address on the renewal form. Do it today!

Jim Battles
Membership Commodore
Pentagon Sailing Club



June B-KBS Class Graduates **John Cavedo**

Congrats to the most recent graduates of the PSC’s Basic Keelboat Skipper course 02-08, one of the largest classes the PSC has seen in recent years. Fifteen of our newest members braved the heat, humidity, lots of light wind, and a few hours of a really nice Moderate Breeze (force 4 on the Beaufort scale) over two back-to-back weekends beginning on 14 June and ending on 22 June 2008.

Getting 15 members through the four day On-The-Water course is no small effort. It required all five of our boats, eight Primary Instructors (Larry Paulson, Bob Cox, Will Kelchner, Chris Elenbaum, Rick Robey, Rodney Jones, Paul Shall and myself), four Assistant Instructors

(Alane Couch, Rich Alt, Jeff Richardson, and Rod Fauth) and a whole host of behind the scenes work by Larry Chapman and the River Rats.

The class was broken down into five boat crews of three each “would-be-skippers.” By the end of the third day on the water each student had conducted more Man Overboard (MOBs) drills, figure 8 maneuvers, tacks, and jibes; had been told to head up or fall off, been grilled on what a luffing windward tell tale means, and been told to keep their eyes forward when changing helm sides, that they were more than ready for their final On-The-Water evaluations, knots and written test.

After the final evaluations the boat crews were offered

the chance of heading out for their “solo flight.” Only one daunting crew accepted the challenge: Michael Fagnant, Bill MacClean, and Woody Page. In fact, they enjoyed some of the best winds of the weekend late Sunday afternoon and even sailed the boat back into the slip!

Again congratulations to our newest Keelboat Skippers and Bravo Zulu, which in old Navy terms means “well done,” to all the volunteers who made the course a success.

John Cavedo
Lead Instructor
B-KBS Class 02-08

“Again congratulations to our newest Keelboat Skippers and Bravo Zulu, which in old Navy terms means “well done,” to all the volunteers who made the course a success.”



Aground Again?

Will Kelchner

There are two kinds of Chesapeake sailors, those who have run aground and those who will. Most dinghy sailors have a significant advantage over their keelboat brethren. When a dinghy sailor loses situation awareness and hits skinny water, they come to a quick stop. When they recognize the error of their ways and then determine no hull or equipment damage, they raise the centerboard and move off. Loss of situation awareness and running aground on a keelboat shares the recognition and damage assessment steps, but doesn't have a centerboard, and doesn't move off without spending time, effort, and sometimes money.

Don Dodds' *Modern Seamanship* ((c) 1995 Gramercy Books NY) is somewhat dated, but provides comprehensive discussions of anchors and anchoring. His response to unintentional grounding has the skipper accomplish the recognition and damage assessment steps as above. In contrast to some authors, he recommends we attempt to back off using engine power - this is a brief application of power vice prolonged application of power. Prolonged application of power may bury the keel in more mud and sand, and that same mud and sand may find their way into the engine.

Where backing off under own power fails we could redistribute weight to heel the boat sufficiently to raise the keel above the bottom and retry backing off. There is a limit to weight redistribution - 400 pounds of crew on a boom on a 44 keelboat doesn't do much. We could offload crew and material to lower the waterline and retry backing off. There is a limit to weight offloading - pumping out 1000 pounds of fresh water and some of the crew will not

lower the waterline sufficiently to raise the keel much above the bottom.

The next alternative is convincing another boat to tow you off. Ultimately, you pull your BoatU.S. towing card out of the wallet, call them and hope your deductible amount doesn't keep food from the family dinner table.



When the above "easy" remedies fail, the next alternative is kedging, where we use our dinghy to carry and then set our anchor at a point in deeper water and pull the boat towards the anchor. With knowledge, skill and considerable effort, we pull the boat off without external assistance. Nigel Calder's *Cruising Handbook: A Compendium for Coastal and Offshore Sailors*, (c) (May 2001, McGraw-Hill, NY) provides very useful advice on kedging. It's not that easy! The anchor windless is designed to retrieve the anchor, not move the boat through the water, especially not move the boat through river bottom. Nigel provides some food for thought: Imagine you need to kedge off in a falling tide; you are in a dinghy

with a 40 pound Danforth Anchor and 150 feet of 5/8 chain (which weighs 400 pounds). As you move the dinghy away from the grounded boat, the chain gets out of control - what do you suppose happens when the last of the chain hits the water?

During the 2008 MDRU, some of us had the opportunity to learn the wisdom of Dodds and Calder - we ran aground in falling tide and had to get off before we got into deeper trouble. We proved to ourselves that: changing crew weight distribution doesn't change the boats attitude very much, we had little material to offload so could not lower the waterline; a full chain rode is hard to handle; a full chain rode limits our ability to place the anchor the needed distance from the boat; the anchor windlass is not an effective means to unground the boat; another boat could not pull us off any better than own propulsion. Fortunately common sense prevailed. We ungrounded ourselves by heeling the boat 15 degrees using a line connected to the masthead and gently powering off.

Let us know if we should evolve this discussion into a membership meeting presentation or a winter class. There is considerable knowledge that can be shared.

Will



Labor Day Raft-Up

Jim Battles

****New \$50.00 Discount for Raft-up First Timers****

Turning the Clock Back 300 Year for Labor Day Raft-Up

We are turning back the clock 300 years to 1708 for Labor Day. Return to the Golden Age of Pirates and to when Privateers made large profits taking vessels of the enemy. We are in the middle of Queen Anne's War and Maryland is under the threat of attack by French and Spanish Privateers and Pirates.

It is time to sharpen your cutlass and fill your glass with rum as we go in search of booty on the Bay.

The Labor Day Raft-Up still has a few vacancies on the club chartered boats. Don't miss this opportunity to have a fun filled weekend and play pirate or privateer for three days. We will raft up in Bay Owl Cover on the Chop-tank on Saturday and then sail to Oxford on Sunday. It will be the best raft-up in PSC at least by the stories that will be told of the event. So be part of the fun; sign up now for the LDRU.

Sign Up Now - Contact LDRU Coordinator Jim Battles at James.Battles@ahrq.hhs.gov or jbatt4644@aol.com to sign up and mail your [Bay Registration Form](#), check pay-

able to "PSC," and any FVSM coupons to:

Larry Paulson
PSC Treasurer
1318 Mistyvale Street
Herndon, VA 20170-3629



Little Known Naval History

Hal Moore

You must know your priorities!!!

The U.S.S. Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers!).

However, let it be noted that according to her ship's log, 'On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum.'

Her mission: 'To destroy and harass English shipping.' Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum.

Then she headed for the Azores, arriving there 12 Novem-

ber. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine. On 18 November, she set sail for England. In the ensuing days she defeated five British 'man-of-war' and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.



By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February, 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.

Memorial Day Raft-up

continued from page 1

Freogan (skipper: Rich Unis) was Iceland, and *Capriccio* (skipper: Wesley Moy) was Thailand, *Blown Away* (skipper: Bob Cox) was another Nordic land, and *Flying Cloud* (skipper: Hal Moore) was Scotland.

The “Mexicans” were *muy festivo* in their sombreros, the “Brits” were well-coordinated, and the “Vikings” on *Blown Away* and *Freogan* were fierce in their swords and horn helmets. The Moore-Sostroms on *Flying Cloud* set a new fashion standard in their “Muir” clan tartan kilts.

Everyone got settled in and the usual food and beverage sharing and roving party began. We finished the evening watching stars and satellites, while some partied until the wee hours of the morning.

The next morning (Sunday) we broke the raft and sailed independently to St. Michael's. Again, skies were sunny and winds brisk. Most of the St. Michael's Harbour Inn was populated with PSC boats. We were right next to a swimming pool, bar, restaurant, and showers. Many of us took advantage of the time to see the town and the famous Chesapeake Bay Museum.

Our dinner Sunday evening was held in the top floor of the Town Dock Restaurant, where we had a private bar and a full view of the harbor. After our traditional Memorial Day Prayer and dinner, we conducted the traditional PSC Memorial Day Raft-Up festivities, including the time-honored, annual celebration of former PSC “Commodore-for-Life” Bob Howe's birthday. Hal introduced Bob as having been a member of the club for “over two centuries,” but we later validated that it has only been mere decades. Hal Moore was

awarded his offshore skipper (D-SS) qualification from the US Naval Sailing Association, and then we passed out the awards for the raft-up as decided by a multi-boat committee.

- Best Food: *Flying Cloud*
- Best Costumes: *Flying Cloud*
- Best Boat Decorations: *Steel Aweigh*
- Best Ambience: *Chica Caliente*
- Best Trivia Contest Guessers: *Steel Aweigh*
- Best Overall: *Flying Cloud*

Monday morning all of the boats left at their own pace, with brisk southerly winds at 15-20 knots. Everyone enjoyed a nice fast sail to wherever they were going. Some headed back to their homeports while others headed south to the Norfolk Harborfest.



PSC Racing

continued from page 5

5 knots. *Ciripa*, the race committee, was already out and advised us they may shorten the course if the wind didn't pick up. It soon did. About ten minutes prior to the start, the winds shifted NNW and increased to a steady 10+ knots...there were three (including us) boats in the spin fleet and about 6 non-spin boats.

The Start:

We had a great start, having hung out about 8 boat lengths down wind of the line, while the other two spin boats sparred close to each other near the line. About two minutes prior to start, we headed towards the pin end and came about onto a starboard tack, close hauled towards the line (and the other boats). A non-spin boat on port tack failed to give us way forcing us to tack onto port tack. It was actually a nice tack which put us over the line right on time and in good air (we were second crossing the start behind Firefly...Hawkeye was a few boat lengths behind us.) Rich was as cool as ice during the shuffle.

Up wind to the Anacostia:

The winds were now 12 gusting to 15+...perfect! Firefly took off like a banshee and Hawkeye (staying way left of the channel (where we dare not go) soon passed us and continued to fly to-

wards the bridge. The non-spin fleet started only one minute behind us, but we kept our lead in front of them for a good while...only 2 of them passed us by the time we reached N2BP just south of the Anacostia bridge....so that gave us some hope.

Down wind to **C11** off Gainsboro Pt. and up to **N6** off Potomac Park:

We had a fast down wind reach to C11...catching up to the other two non-spin boats and leaving a few others behind. There was a bit of a mess as the boats rounded the mark to port (having to do a near 360 before heading up towards Memorial Bridge). There was a Hobie (an other small boat) race going on in that same location which was an added bonus of a challenge. We headed to the airport side of the river and found good air to maintain our relative position to the other boats..the wind was now shifting from N to NNW as we rounded N6.

N6 (Memorial Bridge) to Woodrow Wilson Bridge:

We managed to tack onto a near perfect layline as we came to N6, leaving it with about one boat length....we set the spin and headed down towards the channel (and the small boat race) passing most of the non-spin boats (but not the spin boats) once again. We jibed once on our way down...as we approached

Greensboro Point, we jibed once again (after all the traffic) onto a very close reach as we tried to head down the river. The wind had shifted almost due W so we decided to drop the spin. Two of the non-spin boats passed us as we doused the spin, but as we raised our jib and centered ourselves in the middle of the channel (with a strong current), we soon caught up and passed. The RC announced that the course had been shortened for the non-spin fleet (since the other two spin boats were rounding N2 and finding a strong current to fight back to the finish)...We, of course, announced that we would continue down to N2 and round it to finish."

As we have built up a number of qualified SORs, we hope to introduce more weekend racing as the DISC and club schedules (we cannot race if we need all the boats for a class) permit. Come Join the Excitement! If you would like to get involved, please contact the racing squadron at RS@pentagonsailing.org.



News of Interest **Don Hupman**

Bridge to Channel 68

If you are boating in Maryland waters and you want to talk with a drawbridge operator, you already know that you should use either VHF radio channel 13 or 16 to make the original contact. Fine. But from now on that's only for hailing the bridge. Now, after the opening pleasantries you will be asked to move to channel 68 to complete your business--like asking the bridge to open. This is meant to reduce radio traffic on channel 13, which is designated for ship to ship navigation safety communications.

Chesapeake Bay Magazine, July 2008.

Pfffttt, PFDs!

Don't you love it when you were right all along? Yeah! Well, for all of us right-thinking people who thought the official change from "life jacket" to "PFD" some years ago was just another example of pesky obfuscation in high places, we have our revenge. While not exactly admitting to any error in judgment, both the National Safe Boating Council and the Coast Guard's Office of Boating Safety have decided that more people may wear the danged things if they're called *life jackets* rather than PFDs. While not accusing these august bodies of flawed logic, we welcome them back into the fold nevertheless. But, whatever you call it, wear it!

Chesapeake Bay Magazine, July 2008.

No, You're Not in Kansas

Don't believe everything you read on your GPS this season. According to a bulletin from the Coast Guard 5th District, testing on GPS frequencies used in shipboard navigation and hand-held systems may cause "unreliable" readings from April 1 through October 31, especially in an area within a radius of 35 nautical miles of the Patuxent Naval Air Station. So far, most reports have been of loss of signal, rather than a sudden relocation to America's breadbasket, and principally in the late-night and early-morning hours when you are probably rocking gently at anchor anyway. However, if the GPS suddenly shows you on the Little Osage instead of the Great Wicomico, you are encouraged to report the incident to 703-313-5900.

Chesapeake Bay Magazine, July 2008.



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!!

PENTAGON SAILING CLUB



www.pentagonsailing.org



The PSC Racing Squadron Wants You On

September 27 from 0930 onwards

For the Hydrilla 2008 Challenge Cup

**Races: Men vs Women
Novice Challenge
Racing Sqn (Young Turks) vs PSC
Grey Beards (“Old Geezers”)**

Includes free BBQ and sodas (members requested to bring a side dish/dessert)



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

Crew Wanted to sail from Washington, DC, to Norfolk, Virginia!

My name is Seth Lawler and I recently joined the PSC. I own a Catalina 25 and I am looking for crew to sail her down to Norfolk, VA, on the weekend of July 25, 2008. Experienced cruisers only; the boat is in Washington, DC and I will provide transportation from Norfolk back to DC.

If you would like any additional information please let me know. My email is sethlawler@gmail.com and my phone is 240-315-3716.

Thank you,

Seth Lawler

