



LUBBER'S LINE

June 2008

Volume 6 Issue 4

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Labor Day Raft-up **Jim Battles**

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

The 2008 PSC Labor Day Raft-up, August 30th to September 1st, will be in the Choptank River and Oxford, Maryland. We sail to lovely Baby Owl Cove off the Choptank on Saturday for the Raft-up. We then sail to the Hinckley Marina in Oxford on Sunday, August 31st. Sunday's dinner will be at Schooner's on the Creek formerly known as Schooner's Landing).

Our Raft-up theme is Pirates and Privateers of the Chesapeake. We will turn the clock back 300 years to the Golden age of Pirates and Privateers (1685-1725). The year is 1708 and we are in the middle of Queen Anne's War also known as the war of Spanish Succession. There is real danger from Spanish and French pirates and privateers

entering the Chesapeake Bay. Maryland Governor Major General Edward Lloyd has commissioned Captain James Battles raft up coordinator to organize the Pentagon Sloop Squadron to defend the Chesapeake. Each vessel in the squadron will receive a Letter of Marque which will authorize the sloop to War, Fight, Take, Kill, Suppress and Destroy all Pirates, Privateers, or other subjects and Vessels of France and Spain.



When the Squadron gathers at Baby Owl Cove on Saturday evening there will be a

variety of activities and contests held for the amusement and readiness of the Squadron. There will be a fashion contest for each sloop as well as men's and women's fashion contests determining which sloop and which individuals are the best dressed. There will also be a contest to determine which sloop has prepared the best rum-based drink for the refreshment of the Squadron.

Each sloop is required to develop a sea story describing their adventure real or imagined on this or any other voyage. The way you can tell a sea story is that it begins with the phrase "This is the truth, no \$#!"!! A panel of Old Salts will judge the stories in two categories, 1) best story and 2) best story telling style.

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UPCOMING EVENTS See our web site for details and more events

June

- 1 Day Sail on Chesapeake Bay, Annapolis
- 11 & 19 Basic Sailing Class 2 - Classroom Sessions, Furnari Hall
- 14-15 Overnight Sail on Chesapeake Bay, Annapolis
- 18 Membership Meeting, Floyd's Bar & Grill, Alexandria
- 28-29 Day Sails on Chesapeake Bay, Annapolis



State of the Ship **Commodore Tony Skivo**

Commodore's Log:
28 May 2008

Fellow PSC Sailors,

Another sailing season has begun and the PSC is off to a fantastic start. We are experiencing record turn outs at PSC events so far. The first two Basic Keel-boat classes are full and we are wait listing people, forcing the Bridge to add an additional class this summer. Bay Sails are full through June and the Memorial Day Raft Up was a tremendous success with over 60 people sailing with us. The PSC Racing Squadron is also off again to a strong start with over 20 members signing up to race.

This MDRU may have well set a new benchmark for the PSC. We had ten boats and crews turn out for an absolutely beautiful weekend on the Wye River and at St Michaels. We had several members drive over to St. Mikes and join us for dinner. Hal Moore did an outstanding job organizing this event, and deserves a big Bravo Zulu.

Bolling AFB has asked us again this year to conduct Basic dingy sailing courses for them. Roger Hammer is looking for PSC members to help teach the course. This is also a fun class for any of you out there who didn't learn to sail in a dinghy.

The club needs your help not only

teaching the Basic Sailing Class but for other PSC sponsored training, maintenance and social events. Our programs are successful because of volunteers. Many thanks to all who volunteer their time and share their experience. Professional instruction and friendly encouragement is a trademark of the Pentagon Sailing Club. If you are interested in volunteering and giving back to the club please contact a Bridge Officer. Remember we give FVSM for your time. If you are unfamiliar with the FVSM Program please contact our Vice Commodore Will Kelchner for details.

If you have not been down to the river lately you should go down and check things out. Due to the efforts and leadership of Darrell and Larry, the River Action Team and Staff (River RATS) have our fleet in top sailing shape. We now have two PSC boats with new sails so come on down and give them a sea trial of your own. Don't forget about Wednesday night social sailing on the river. Also be on the lookout for new river sailing opportunities.

Mark your calendars and keep in mind 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 for a little fun and camaraderie. We are still looking for interesting speakers for meetings, so if you have any ideas, please contact Vice Commodore Will Kelchner.

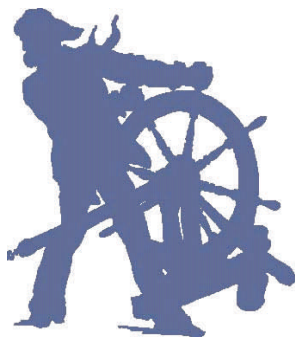
The bridge has created a couple of new Bay sailing and Raft Up Specials for new members and for those who have never sailed with us on the Bay. These specials offer a great opportunity to come out and see what's happening on the Bay.

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

Our bay training started in April and is now going full blast. We have four Bay sails scheduled in June including the first night sailing Bay sail of 2008. If you have never experienced the thrill and beauty of sailing on the Chesapeake Bay at night, you have missed one of the finest sailing experiences the PSC offers. Our Bay classes are filling up fast so check the PSC calendar and contact Bay Training Coordinator, Ken Skelps at baytraining@pentagonsailing.org for more information and to sign up.

The PSC Beginning Keelboat (B-KBS) Classes started in May and the next class begins on June 11th with a classroom session at

Furnari Hall. Note that most classroom sessions have been moved back to Wednesday evenings except when that would conflict with the monthly membership meetings. Please check the PSC calendar to make sure of the class dates. Because of the demand for our Basic Sailing Classes this year, we have added a fourth class in August. Contact the River Training Coordinator, Chris Elenbaum at rivertraining@pentagonsailing.org for more information or to sign up.

Contact Chris also if you are interested in serving as an instructor on the river. Remember that Bay Skipper Candidates now must teach on the river to qualify as D-CS skippers.



"If you have never experienced the thrill and beauty of sailing on the Chesapeake Bay at night, you have missed one of the finest sailing experiences the PSC offers."



From the Bay Ray Widmayer

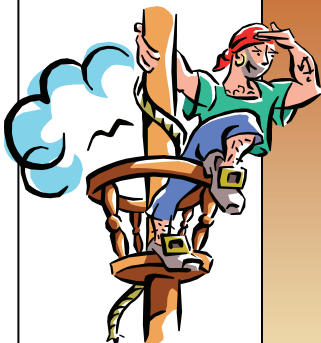
Believe it or not...it is **not too early to be planning for the PSC Labor Day Raft Up...30/31 Aug-1 Sept.** In that regard, I have a good news announcement. We have a volunteer to be the coordinator for the PSC LDRU...and he is Jim Battles, the PSC Membership Commodore! I am very appreciative of Jim for taking on this challenging, but highly-rewarding responsibility. Jim has already jumped into action, building upon preliminary arrangements in place for us to visit **Oxford Maryland**, and stay at the **Hinckley Marina** on Sunday/Monday...31 Aug/1 Sept. Jim has a very interesting theme in mind, and he has located our raft location in Baby Owl Cove off the Chop-tank River for Saturday night and a great restaurant in Oxford for Sunday evening.



timers will therefore pay only \$325 and \$275 for our premium and training boats, respectively...a significant savings for those wanting to take advantage of all the fun of a PSC raft up...for the first time. Wild guess for "first timers"...it will *not* be your *last* time. Most of our raft up participants are repeat customers. There is a message there...raft ups are a lot of fun! Stand by for more details on the LDRU in the next Lubber's Line...and, as usual, on our super Web Site. Contact LDRU Coordinator Jim Battles at jbatt4644@aol.com for more information and to sign up.

Cheers, Ray

"We are offering a \$50 discount for anyone joining us for the first time on a PSC raft up."



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 PSC Letter of Marque on page 11

PSC Racing Squadron Hal Moore

The Pentagon Sailing Racing Squadron (RS) has been off to an energetic start. We have been getting an average of 10 members of the racing squadron down for Tuesday night racing. For more information on racing squadron generalities, please check out the April Lubbers Line on the PSC web site.

We have had to have a couple of canceled races due to weather and "killer logjams" in the river. But we just used our new mainsail and new jib for FALCON on our 20 May 2008 race, and she is cracking now. With the new sails she points about 15 degrees better, and handles quite differently. She is definitely much peppier. We still have the wrong spinnaker (all of the spinnakers, including the new boat, are too large for class size), and have a temporary PHRF rating. However, hopefully this fall we will be able to get a correct sized spinnaker.

The GALE III, our new Capri 22 (with swing keel), has good sails and performs well. We will look at getting her registered in the Dangerfield Island Sailing Club (DISC) series. Currently, we have FALCON registered in the Spinnaker series and OSPREY in the non-spin series.

We have four qualified racing skippers of record (SORs) on our bench... Bill Hallam, Darrell Harris, Jim Mead, and Hal Moore. We are hoping to build that cadre and we have enough people who are crew certified so that we can start lining up a series of SOR qualification rides. After we get our bank of SORs fatter, we will probably switch to actually calling the "Tactician" the skipper, and free that person from foredeck and helm duties. The helmsman is really too busy to be running the overall picture.

You may ask "Why do I have to qualify as a Racing SOR if I already have a B-KBS plus or a D-CS?" The reason is that racing is different from what we normally expect or teach in our standard B-KBS and D-CS curriculum. There is a lot of spinnaker work, and it takes some additional training to learn the additional complications (and hazards) of using that sail. The racing rules and sailboat racing tactics are different as well. As a result, we

want you to feel comfortable with all of the crew positions, as well as these aspects of racing, before becoming a racing skipper of record. There are more details on the PSC Racing Squadron portion of the website. We are always looking to do what it takes to get people qualified.

We would like to consistently race both FALCON and OSPREY on Tuesday, and FALCON on the weekends, when it does not conflict with a PSC B-KBS class.

In terms of "continuous improvement", we are getting out of the marina on time, which is giving us time to think and prepare near the start. We are setting our countdown timers perfectly. Our tacks, after we practiced, were good. The "ballast," foredeck, helm, and grinders were working well together. Foredeck communication is good. Having lots of people on board (five, as opposed to three or four) is proving to be an advantage as it is difficult for the helm to operate the helm, backstay, mainsheet, and traveler, while simultaneously watching out for other boats and be tactician.

We are getting quite good at executing the concept of keeping the boat on a constant angle of heel through the puffs by using as little rudder as possible. Instead, we use traveler and backstay to make those adjustments, since the rudder is just a brake. We make roundings by just letting out on the sheets, instead of using rudder. Our spinnaker sets at mark rounding have been excellent. We hoist the spinnaker outboard the jib, then drop the jib. Our starting strategy and execution continues to be an area of focus.

If you want to get involved, contact the racing squadron at RS@pentagonsailing.org



"We would like to consistently race both FALCON and OSPREY on Tuesday, and FALCON on the weekends..."



On the River Larry Chapman & Darrell Harris

The PSC river fleet has a new addition. The 1976 22' Catalina swing keel "Gale III," to be known in the fleet as PSC #5, is now at her new home at the Capital Cove Marina at Bolling AFB. The newest member of the fleet was donated to the United States Naval Sailing Foundation by club member Larry Dawes. We will be the stewards of the vessel for three years as part of our continuing relationship with the USNSF; at the end of three years the vessel will be disposed of.

Several weeks back Will Kelchner and I headed down to Mt. Vernon to take possession of our new toy. Knowing full well that we would be getting there at low tide I was confident we would have no problems, after all swing keel = shallow draft. Well, "the best laid plans of mice and men often go awry." With Will on the pier, I backed the boat



down the ramp got her just awash and tapped the brakes; she slid off nicely and got completely stuck in the mud. At this point Will and I were able to pivot her back and forth on the keel but moving her toward deeper water wasn't happening. After a whole lot of tugging Will suggested that we heel her over (he isn't the Vice Commodore for nothing) after a few feet heeled over she popped free and I got ready to head up river. I checked the boat over, rigged the sails, started the motor and headed out to the

channel, as Will drove my truck back up to Bolling. Once I was safely in the channel I headed her into the wind and hoisted the sails, after I had the course set and the sails trimmed I started to familiarize myself with our new friend, got the stereo set to a good station, and settled back to enjoy a nice sail. The trip was pleasant with a good following breeze and we made fine time, including a wing on wing pass under the W.W. bridge (sometimes you gotta showoff) we arrived at Capital Cove after about three hours without incident. She has a lot of bells and whistles and is fun to sail; I invite everyone to come down and look her over and take a ride.

In the near future look for more information on river events for the summer season.

Larry Chapman



And, speaking of heeling (see above), here is a non-PSC sailboat passing under a much too low bridge using the sailboat's really big balls. Could that be why power boaters tend to be so envious of sailors?



Buying a Boat Wesley Moy

Buying a sailboat isn't about sailboats . . . at least not at first. If you're thinking about buying your first boat, start by procrastinating—go out sailing instead—and as much as possible. I sailed about 50 days last season on boats ranging from a J-15 to a Bavaria 49; winds ranged from a dead calm to near gale; and locations were close to home on the Potomac, farther afield in the British Virgin Islands, and down the ditch almost to South Carolina. Besides learning more about sailing, I learned what Brenda and I enjoy, and don't enjoy, about boats.

The best preparation is to sail on as many different types of boats as possible doing different things. Sailing dinghies on the Potomac is a great way to hone your skills; the PSC raft ups allow you to live on a cruising boat for a few days, look at other boats, and get a feel for the boating lifestyle. An extended trip such as the BVI or beyond will allow you to experience a boat in a way you can't in just a weekend.

For the purposes of this discussion, I'll assume that you're thinking about buying a boat to use locally. An arrangement like putting a boat into charter is outside our scope.

After you've sailed as much as you can on as many different boats as possible, you'll be in a position to start asking yourself some questions.

Why do you want to own a boat instead of chartering? Right now, for about \$150 a day, you can sail on a recent model boat, get on the Chesapeake Bay—one of the world's greatest sailing destinations, with your friends from the Pentagon Sailing Club. Ask yourself why you would trade inexpensive sailing and the ability to walk away at the end of the day for something else. If, on the other hand, you'd prefer learning which boat insurance policy is best for you, spending a night at home awake wondering if you closed all of your seacocks, or running home because you've forgotten the keys to the boat, then you definitely are a candidate to be a first-time boat owner.



What do you want to do with a boat? Every boat is a design compromise and understanding what you'll be doing is an important step. A Hans Christian 43, like that owned by Annapolis MWR, is heavy, sea worthy vessel capable of taking you anywhere in the world but it's not the kind of boat that's well suited to racing around the buoys on Wednesday evening. In contrast, a Capri 22 is nimble, fun to day sail and race but with its' minimal systems and amenities, a weekend or week on one would be more like camping out. That's fine, if that's what you want to do. At least for me, neither boat was optimal for where I think that I'll be spending most of my time sailing out on the Chesapeake Bay.

Where do you intend to sail? The Potomac River is different than the Chesapeake Bay and the Chesapeake is different than the coastal Atlantic Ocean. You can sail for a couple of hours in the evening on the Potomac pretty easily. The Chesapeake also. The Atlantic, on the other hand, is 70 to 150 nautical miles away from Annapolis depending on if you go north or south. If possible, sail all three but if you're planning on continuing to work full-time then your schedule may dictate where you sail.

How do you feel about working on a boat? Do you really have the time? The answer may help with questions on the size and age of the boat. Larger boats have more complex systems and, therefore, more that can go wrong. There's a theory that you should not have anything on your boat that you don't know how to fix yourself or be able to do without. Of course, if you're able or willing to do without something then why do you really want to buy one for the boat? The age of the boat will also determine how much you need to work on it or be willing to have it worked on. There aren't enough owners of old boats to support a television show like "This old House," but there is a separate how-to magazine titled, "Good Old Boat." That should be a tip of to all of us.

How much do you want to spend? Plan out your boating budget and include everything you can

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BVI Trip Update

Brenda & Wesley Moy

All of our boats are paid for and the various pieces of paperwork are being finalized with Horizon Yacht Charters. This year, we're trying to get as many of the administrative details out of the way before we get there so that, on arrival, we can get to the serious business of getting aboard and out of the marina as efficiently as possible. We will, of course, be on vacation AND in the Caribbean—so efficient is a relative term!

With so many great destinations in the BVI, there has been spirited discussion and debate about our itinerary. Last year, for example, we didn't go to Cane Garden Bay because Horizon reported that the mooring balls required maintenance. A scout dispatched in December; however, has reported that the moorings were in good condition.

North Sound, Virgin Gorda? Definitely on the list, but then the questions arise. Bitter End Yacht Club? Saba Rock? Leverick Bay? One skipper observed that his research on the perfect Rum Punch is not yet complete and the offerings at Leverick Bay are calling to him. Another skipper states that the availability of free water and ice is a critical consideration.

It is anticipated that the fleet—and we do have a fleet this year—may dispatch scouting expeditions to insure full coverage of what BVI has to offer. We will be meeting up towards the end for a group dinner. Probably Friday, July 18th; probably Pusser's at Marina Cay.

The issues abound. The simple, inescapable fact is that there are just too many great destinations in the BVI and we'll only be there for ten days.



Labor Day Raft-up

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At Oxford Sunday we will be at the Hinckley Marina in Oxford. Hinckley's is a full service marina with showers, laundry, and a swimming pool. Oxford is a delightful town and one of the oldest ports on the Chesapeake. Hinckley's has a limited number of free bicycles that you can use to explore the town.

Admiralty and Prize Court Dinner-Sunday evening the Squadron will gather at Schooner's on the Creek (formerly known as Schooner's Landing) for Dinner and an Admiralty and prize court to socialize and divide up the prizes and booty taken during Squadron activities. There will be a band out on the deck for dancing after dinner.

Sunday Dinner Menu Choices:

- ☞ New York Steak
- ☞ Chicken Chesapeake a free range chicken topped with crab imperial
- ☞ Crab Imperial

All dinners will come with a salad, vegetable and cheesecake for desert. Price \$35.00 per person.

We will splice the Main Brace at 6:30 pm with a cash bar and serve dinner at 7:00 pm.

Raft Up Rates- For the raft up we have reserve two types of boats. Premium boats which are newer and larger boats in the ABC Charter Fleet and offer lots of amenities. Standard Boats are older boats in the fleet and lack some of the amenities of the newer boats, but are still very adequate. We use standard boats for most of our training sails on the Bay.

- Premium Boat Rate \$375 for the Raft Up
- Standard Boat Rate \$325 for the Raft Up
- First Timer's Discounts- We are offering a First Timer's discount of \$50 for any member who has never been on a PSC raft up before. This discount is to encourage members or members who have not sailed on the Bay to join us for a Raft Up.
- Frequent Volunteer Sea Miles

(FVSM) - Members can apply up to three FVSM for the raft up for a value of \$25 each FVSM for a total of \$75 in reduced price for the raft up.

Sign Up Now - Contact MDRU Coordinator Jim Battles at James.Battles@ahrq.hhs.gov or jbatt4644@aol.com to sign up and mail your [Bay Registration Form](#), check payable to "PSC," and any FVSM coupons to:

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



Buying a Boat

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think of as potential expenses. Insurance, maintenance, various parts (it's a boat, things break), and a place to keep the boat all add to the cost of ownership.

Besides the price of the boat, you'll have some up front expenses: survey, hauling, registration, property tax, title(s), and documentation. A survey will cost about \$22 a foot but you'll know what you're getting yourself in to. The survey will give you a start on your things to do list. Hauling the boat is necessary for the conduct of the survey—you'll need to get the boat out of and back into the water. Sales tax, at least in Maryland, will be 5 percent of the cost of the boat.

A title search, much like a house will be about \$100. If you finance the boat, the lender will probably require USCG documentation because that records the lien against the property. The USCG documentation is another \$500.

By the way, leave yourself five percent, maybe even ten percent, of the price of the boat for "stuff." Some you can finance into the cost of the boat but other things you may not want to finance or may not think of until later. Things like \$5000 for canvas and \$800 for cockpit cushions starts adding up pretty quickly. Then there are the smaller things like life preservers, horn, flares, jacklines, radar reflector, bungs, tools, logo hats, galley-ware, christening champagne, key floats, docklines, BBQ grill, cleaning supplies, hose and

nozzle, charts, cruising guides, graphics, binoculars, autopilot, and stuff for your projects.

Look at as many different types of boats suited to what you want to do as you have patience for. A large boat show, particularly the Annapolis Boat Show, is a great place to start. Keep in mind that a boat show will have new boats. This is a great starting point but you'll soon want to see what else is available. In fact, over 70 percent of all boats purchased are used. You can see what's available through the various brokerage open houses in Annapolis. The open houses are a great way to look at a bunch of boats without the pressure of having a broker with you while you're looking.

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Buying a Boat

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Pretty soon, you'll start developing preferences in size and model. At this point, you'll have gone from perceiving that there are thousands of boats out there to just a handful. In fact, there may be just a couple of boats that you're interested in . . . perhaps just one or two. You'll probably get to know all of the boats in the size and model that you're interested in if you limit your geographic area. As an example, there were just four boats in the model, size, and age in which we were interested in Maryland, Delaware, Pennsylvania, and New Jersey.

Line up your "advisors." At this point, if not sooner, a Yacht Broker is essential. He or she will help you get a feel for what you like and dislike, determine what's available, and arrange for you to go see the boats. The broker will also help you navigate through the closing process including registration and documentation.

Financing a boat is much like financing a house. There's always someone out there wanting to give you more money than you need for the boat. Deciding how much you want to finance in advance will be helpful here. I got a referral through the broker and another quote from BoatUS. Insurance quotes are fairly quick to get so get a couple. USAA no longer underwrites boat insurance but you can get insurance through their general brokerage. BoatUS will also get you a quote fairly quickly. While

you're at it, don't forget unlimited towing from BoatUS or SeaTow. Finally, you'll need a Surveyor to do a thorough marine survey. They'll be helpful in keeping you from making a costly mistake, but more importantly, you'll be going into the deal with your eyes open.

Finally, think about where you are going to keep your boat. Selection of a marina is beyond the scope of this discussion but involves many of the same questions that deciding on a boat did.



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!!

Letter of Marque

Edward Lloyd, Esq; Major General and Governor General in Chief, in and over Her Majesties Province of Maryland in America, and Vice-Admiral of the same. To Capt. James Battles and Capt. Raymond Widmayer, Commanders of the Pentagon Sloop Squadron of Annapolis, Greeting.

Whereas Her Sacred Majesty ANNE by the Grace of GOD, of England, Scotland, France and Ireland, QUEEN, Defender of the Faith, Etc. Hath an Open and Declared War against France and Spain, their Vassals and Subjects. And Forasmuch as you have made Application unto Me for Licence to Arm, Furnish and Equip the said Pentagon Sloop Squadron in Warlike manner, against Her Majesties said Enemies, I do accordingly Permit and Allow the same; And, Reposing special Trust and Confidence in your Loyalty, Courage and good Conduct, Do by these Presents, by Virtue of the Powers and Authorities contained in Her Majesties Royal Commission to Me granted, Impower and Commissionate you the said James Battles and Raymond Widmayer to be Captains and Commanders of the said Pentagon Sloop Squadron of ten sloops or thereabouts: Hereby Authorizing you in and with the said Squadron and Company to her belonging, to War, Fight, Take, Kill, Suppress and Destroy, any Pirates, Privateers, or other the Subjects and Vassals of France, or Spain, the Declared Enemies of the Crown of England, in what Place soever you shall happen to meet them; Their Ships, Vessels and Goods, to take and make Prize of. And your said Pentagon Sloop Squadron are Comanded to Obey you as their Captains: And your selves in the Execution of this Commission, to Observe and Follow the Orders and Instructions herewith given you. And I do hereby Request all Governors and Commanders in Chief, of any of Her Majesties Territories, Islands, Provinces or Plantations, where the said Captain or Commander shall arrive with his said Vessel and Men: And all Admirals, Vice-Admirals and Commanders of Her Majesties Ships of War, and others, that may happen to meet him at Sea; Also all Officers and Subjects of the Friends or Allies of Her said Sacred Majesty, to permit him the said Captain or Commander with his said Vessel, Men, and the Prizes that he may have taken, freely and quietly to pass and repass, without giving or suffering him to receive any Trouble or Hindrance, but on the contrary all Succour and Assistance needful. And this Commission is to continue in Force for the Space of Six Months next ensuing (if the War so long last) and not afterwards. Given under my Hand and Seal at Arms at Annapolis the Fifteenth Day of May: In the Seventh Year of Her said Majesties Reign, Annoque Domini, 1708.

*By His Excellencies Command,
Philemon Lloyd, Secr.*

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.

