



INSIDE THIS ISSUE

Vice Commodore	2
Membership /Bay	3
Training Corner	4
Help Wanted	5
B-KBS Class/News You Can Use	6
MDRU After Action Rpt	7
Sailing the North Atlantic 1	
Congratulations	13
BKBS Instructor Status	14
LDRU	15

For Upcoming Events

See the Pentagon Sailing Calendar on the PSC Web Site at www.pentagonsailing.org

State of the Ship

Larry Paulson

Commodore 2010

commodore@pentagonsailing.org



Ahoy PSC Members,

Members telling friends about sailing – that is the best way we find new members so start talking about the Pentagon Sailing Club. Share the website address with your workmates...tell the neighbors why the lawn isn't getting mowed...you get the idea. Start talking!!

It was great to meet some of the new B-KBS skippers and welcome them to their first PSC membership meeting on June 16. I look forward to seeing many of you on Wednesday, July 21 at McGinty's Public House in Arlington starting about 7pm. Calendar this event and plan to bring someone along.



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

Finally, the long-awaited report on the PSC Pentagon Membership Drive. This year we rented a table at the Pentagon's Travel Fair, May 11-12. The first day dawned overcast and then it began to rain. Did that chill our toes? Yes. Did it dampen our spirits? No! We ran the gauntlet of security clearances thanks to excellent support from Donna Paulson. We had lots of great posters, brochures, and lollipops but it was our members who drew the people in. Thanks to Sandy Blalock, John Buescher, Lynnette Hupman, Larry Paulson, and Ross Rosiak for sharing PSC excitement despite the weather.

Commodore's Page **Larry Paulson** commodore@pentagonsailing.org



You can imagine we were dressed warmer and ready to go on May 12 and the sun was a welcome sight to match the smiles on our volunteers. Thanks to Vilma Calix-Baez, Carol Chaney, Hal Moore, Tracy O'Connor, and Tom Perison for sharing the news that there is a Pentagon Sailing Club. We found most Pentagon workers who could break away for this fair did not realize there was a Pentagon Sailing Club and they were pleasantly surprised to learn about all the activities we have. If you know of an opportunity where we can share news about the PSC, send an email to membership-commodore@pentagonsailing.org.

We had over 50 members and friends gather for the June Membership meeting and we shared a lot of excitement. Members received their training certificates from Training Commodore, Hal Moore, for D-CS, Senior Crew, Navigator, and B-KBS training. The B-KBS graduates also received a \$35 discount towards a future PSC Bay Sail. Congratulations to all!

Now is the time to sign up for the Labor Day Raft-up (LDRU) and other Bay sails. Read inside about these and the successful Memorial Day Raft-up (MDRU). All the details are (or soon will be) on the PSC website as is information about another new initiative regarding getting crew together with boat owners.

One of our newest members was also our June meeting speaker, Preston Brooks. He is a retired Navy Captain who recently sailed from Charleston to Annapolis with Rich White and four PSC members: Alane, Eddie, Francesca, and Scott. Preston shared some tips on getting ready for an offshore passage and with the crew shared some stories of their voyage. Thanks Preston and PSC members!

In the last Lubber's Line, I talked about volunteering. In early June I reluctantly volunteered to fill in as a River Instructor; reluctantly only because my to-do list seems never-ending with new to-do's seemingly added daily. I had forgotten what a great pleasure it is to me to be able to share my very limited sailing knowledge with some enthusiastic new comers; it was really the highlight of my weekend. What a joy to see some of our new sailors also enthusiastically sharing and welcoming the newest members to our club.



See you all on the water and at the July 21 membership meeting; that includes those sailors returning from the BVI trip. We want to hear all about it!

Vice Commodore's Page **Tony Skivo** vicecommodore@pentagonsailing.org

Vice Commodore's Log
 2 June 2010

Fellow PSC Sailors,

We are onboard with our ASA program. The first group of ASA 101/103 B-KBS graduates finished in May and the second class is underway. Our thanks to Mike Steiner, whose 201/203 qualification as an ASA Lead Instructor is carrying us until we can get the rest of our team certified.

Our current sessions for ASA Instructor classes are set for Friday, July 30, 1830-2130; Saturday, 31 July, 0900-1700; Sunday, August 1, 0900-1700; through Monday, August 2, 0900-1700.

The dates for a second class are: Friday, August 20, 1830-2130; Saturday, August 21, 0900-1700; Sunday, August 22, 0900-1700; through Monday, August 23, 0900-1700.

With two classes, we are hoping to have 17 qualified ASA 201/203 Lead Instructors by the end of the year.

Many of you who have passed the B-KBS class have been asking about how to challenge for your ASA 101/103 qualifications. We will not require any on the water demonstrations. However, you will need to take and pass the ASA 101 and the ASA 103 exams. Each exam is 100 questions. Prior to taking the exam, you will want to review the ASA book.

We are still researching how to make this work. Right now, we are focusing our attention on getting the ASA 201/203 instructor course successfully behind us, and then worry about challenge qualifications for other club members.

There is a cost associated with the books and the exams, as well as the ASA membership fee, which comes to about \$80. We are looking at potentially holding the exams during the August Cruising Exam series on 29 August. However, none of this is definite, and we ask that everyone be patient.

Tony Skivo
 Vice Commodore 2010



The Bay and Beyond **Ray Widmayer**

Our next big event on the Bay...the fabulous PSC Labor Day Raft-up. As in the past, the PSC goes somewhere really nice over the Labor Day Weekend ...and this year is certainly no exception. This year we are going to Rock Hall, Maryland. For those not familiar with Rock Hall, it is the home of the Maryland School of Sailing, one of the best offshore sailing schools anywhere. It is also the home of the Gertrude Sailing Center, and is the home of the Island Packet Yachts on the Bay. The Maryland School of Sailing uses Island Packets for its offshore sailing. Per our normal raft up policy, we will be rafting on Saturday at an anchorage not to far from Rock Hall (specific details TBD). Back to our home ports on Monday, September 1st...Labor Day. Check out the Sea Gods, Legends and Nautical Lore theme page further on in this Lubber's Line.

My thanks to everyone getting their BARFs in for empty spaces on our Bay Sails. We currently have only eight total training slots on various day and overnight cruises. If we fill up the sails, then we will look at chartering more boats for training. With a small deposit (see the club rate tables), you can reserve sails without a big financial outlay.

Cheers, Ray

Membership **Kate Miller**

Ahoy PSC Members,

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

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

I want to thank everyone who showed up for the Pentagon Membership Drive!!!

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



Kate

The training programs are underway and are at full stride.

My thanks to all of you for helping to put them together.

New Policy:



With the advent of so many D-CS training opportunities, including the sailing adventures offered by Rich White and Preston Brooks, there are many opportunities for PSC members to build their skills and experiences. Although we cannot sponsor these sails as club events, as with other private opportunities, including the increasing number of members with private boats, we encourage our members to participate.

A perceived side effect of greater sailing opportunities from non-PSC sailing events is that the PSC events typically led by our new D-CS skippers are not getting the level of interest that they ordinarily would. Unless they are able to get experience as new D skippers, we will not be able to replenish our ranks of cruising and senior cruising instructors.

Another effect is that individuals who earn their D-CS qualification without experiencing a PSC Sailing Event do not understand the logistics associated with the Annapolis Bay Charters boats. As D-CS skippers, they are expected to be able to lead sails on ABC boats.

As a result, the Bridge has voted to require that 35% of the hours accumulated by D-CS skippers must be obtained on official PSC Sailing Events. Since the minimum hours required to complete the program from beginning to end are 142 day hours and 29 night hours, this equates to 50 hours of day sailing and 10 hours of night sailing. This requirement will apply to D candidates who have not yet completed their D-CS OTW I. This hours can be obtained at any stage of the program.

The requirement remains for any D-CS candidate to teach as a Primary Instructor three river classes. This requirement can also be satisfied by doing “catch up” or “skill building sessions” outside the normal classes.

The CQM requirement remains a tightly controlled requirement. It must be obtained as part of a designated PSC training event. Exceptions can be granted by the training commodore. For example, if you want to attend an ASA 118 Docking Endorsement course, that would rate an exception.

Hal Moore, Training Commodore

The help wanted advertisements have not been getting much attention. So we will try something a bit more prominent.

River Training Coordinator Assistant:

Almost everyone in the club has been through the B-KBS course as an instructor or student, and so you know what it takes to run it. There is a great deal of behind the scenes work that needs to be done. Much of it is administrative and can be done from home.

Helping with the logistics of the River Class would be advantageous as well. These include helping with drinks and snacks or helping those without military access get on the base. You do not need to be present on the River all day long for every River Class. Please contact Katie Harrison (rivertraining@pentagonsailing.org) if you can help.

Bay Training Coordinator Assistant

This position would be entirely administrative. They are described under the Club Training Policy. You do not have to take them all on. For example, assistance with sending out information on club bay sails would be an example.

Inputs for Lubber's Line Articles

Although we have had offers from people to assist with coordinating the newsletter and other marketing materials, what we really need is for members to generate content. We have tried to start off a new member/legacy member set of bios so that members can get to know each other better, but we have had no submissions from the newer members. We are also looking for write-ups on sailing adventures. If you have any stories to tell, please send them to Hal Moore (trainingcommodore@pentagonsailing.org.)

B-KBS Class Graduates

The club recently finished its first River course of the year, graduating 16 new B-KBS skippers. For the first time, we offered the joint ASA 101/103 qualification and used the ASA examination process. Eric Kessler served as lead instructor, assisted by Mike Steiner, Rodney Jones, Jim Battles, Tom Pullin, Micah Czigan, Steve Calhoun, and Hal Moore as primary instructors. Assistant instructors included Joan Rineberg, Kate Miller, Rose Vega, Howard Frost, Eddie Conde, Rose Vega, Craig Ferguson, and Fritz Swartzbaugh.



Student graduates were Dave Cheek, Joanne Vaughan, Danny Torreyson, Radhe Webster, Dave Dickey, Rebecca Fridley, Dennis O'Sullivan, Kevin Torreyson, Kevin Kremer, Jay Hopkins, Chris Spigelmeyer, Dale Fridley, Roger Sherman, Bill Webster, Justin Kees, Rod Dorsey.

News You Can Use

There is no longer a requirement to take a proctored NASBLA course to meet the Maryland Boating Safety Requirement for those born after 1972. As a result, everyone in the club can now complete a Boating Safety course online and satisfy the requirements for DC and Maryland. However, you must have your certificate with you at all times.

Memorial Day Raft-Up

Ireland on the Chesapeake by Lynnette Hupman, MDRU coordinator`

The Memorial Day Raft-Up, May 29-31, was a success in so many ways.

First, the people - eleven boats filled with sailors and friends all enjoying the MDRU theme, **Ireland on the Chesapeake**. The unique ways the boats incorporated this theme was a site to behold, from the potato howitzer and matching crew gear on the Irish warship VALIANT (skipper Hal Moore) to the Irish Pub on LA MIA STELLA (skipper Jerry O'Connor), and the Irish Speakeasy on SUNDANCE (skipper Susan Seymour). Merriment flowed from boat to boat and we all enjoyed watching the RUM RUNNER skipper (Jeff Betts) take the photographer out for some sunset shots of boats and their crew (was that before or after the Irish Car Bomb drinks?)

Secondly, the weather – three days of sunshine with just a little rain shower during the night to cool things down. We even had some wind and some of it was in the “right” direction. We rafted together on the Little Choptank and sailed over to Herrington Harbour North (HHN) before returning to our home ports. We gathered on Saturday night to share our limericks, songs, and jokes. Many thanks to “Father Tim” from STEEL AWEIGH (skipper Tim Christenson) for his jokes and blessings.



Thirdly, the food, beverages, and fun! On Saturday night, we had Irish stews from C'EST LA VIE (skipper Paul Shall), green deviled eggs from ETUDE (skipper Ray Widmayer), Irish coffees from NEW HORIZONS (skipper Ted Seward), Irish chicken salad from JENNY (skipper Mike Steiner), and Irish corned beef sandwiches from FLYING CLOUD (skipper Don Hupman). Sunday morning the winds encouraged an early raft-up break-up and boats departed the anchorage with FLYING CLOUD and VALIANT bringing up the rear. These vessels engaged in a sail race to HHN and VALIANT, our second largest vessel, quickly raced to the head of the pack before the wind began to slow down. However, once they arrived at the entrance to the harbor, they wisely allowed experienced crew on FLYING CLOUD to lead

the way into the marina. That evening, after some pool time and hot showers, we gathered at the Calypso Dock Bar where we welcomed the crew of FREEDOM, whose skipper (John Nelson) swam the furthest distance in the Bay on this raft-up. Before the award presentations we remembered the reasons for Memorial Day and I would like to thank all who participated by with the readings. May we never forget those who fought and continue to fight for our freedoms.

In closing, I would like to thank everyone for their participation in this annual event, especially the skippers and the two Bay Commodores I worked with, Wesley Moy and Ray Widmayer. I could not have done this without you!

Memorial Day Raft-Up



Memorial Day Raft-Up



Memorial Day Raft-Up



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

This Travel Log is a continuation from that contained in the May Lubber's Line.

Week 3:

Monday

We decided that an all day race around Prudence Island in Narragansett Bay would be a great way to spend Monday. In honor of DASH's head difficulties, we dubbed it the "Wilcox-Crittenden Bowl" named after the manufacturer of the toilet. The "trophy" was a toilet bowl plunger, which we dubbed the "Wilcox-Crittenden Scepter."



Rich and Dick did not follow the normal ISAF Racing Rules in setting up for the race. We could just imagine the scenarios that would result from crews, who had never raced before, suddenly being "given the keys" to five NAVY 44s trying to barge each other at a start line. So we made our start based upon hosting the main, where each boat would notify the OTC who would then note the time. I am not sure that we got this right, as several of the other boats hosted their mains, but did not immediately call in their start times. The course had eight legs, and we had to have a new crew on deck for each leg. During the first four legs, each crew had to conduct a man over-board recovery, a sail change, and take/shake a reef. For the first four legs, the crews had to be tethered.



We made a mistake when we rounded the first mark, when the foredeck crew failed to bend both sheets on to our #2. Then the nav plotter came up to take a visual fix at the same time, and let the sailing instructions blow away in the wind. I relied on Rich to make sure that we were rounding the correct marks, since he was the author of the sailing instructions. ([First Part of the Wilcox-Crittenden Trophy race](#)) We lost some time when we had to turn around and round a mark that we did not realize we needed to round.

On the whole, I was pleased with our sailing. Winds were around 20-25 knots in the morning, and lessened during the day. We enjoyed playing with and passing FROLIC, where we rendered honors as we flew past Col. Lunsford. ([Second Part of the Wilcox-Crittenden Trophy](#))

It took all five of the boats about 5 hours to finish the course. RESTLESS won the scepter.

Tuesday:

Most of the day was spent relaxing and stocking up on supplies. We noticed that we had to put coolant into the engine, which was our first sign of future trouble.

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

Wednesday:



Our next destination was Freeport, NY, which is on the southern side of Long Island near Jones Beach. We were going to proceed through Long Island Sound and the East River. One of the challenges of Long Island Sound is an area known as the "Race", which is where the pointed end of Long Island forms a channel with Rhode Island. The currents there are notoriously high.

We had computed that we needed to make the 39 nm journey to the Race in Long Island sound by 1354 to make slack before ebb. The currents in the race can exceed 3 knots at ebb and flood and we did not want to be pushing against it. However, we did not want to wake up at "O dark thirty" to be underway. The weather forecast was for a low pressure system offshore to provide easterly winds in the 20 knot plus range for most of the morning, until we pushed through to Long Island sound.

We were underway at 0630, and essentially ran at 8 knots through the water. True winds were gusting to 30 knots, and we had a #3 and double reefed main most of the way. Seas were quartering at 5-7 feet. Most of the crew was seasick, and we had three crewmembers up-

chuck, but they fortunately did their business over the side, into the sink, or into the toilet. People aged 20 are about ten times more likely to be seasick than forty year olds. I was the only person available to stand navigator until the seas diminished, as I had to send the midshipmen topside to keep down the seasickness.

We reached the Race three hours ahead of schedule, and followed the flood current into Long Island Sound. We estimated that we were making 11 knots over ground while in the Race. Winds eventually shifted to the NW and we barely avoided some thunderstorm cells near New Haven. We made Execution Rocks, which marks the end of Long Island Sound and the beginning of Throgs Neck and New York Harbor by about 0130. ([video of passage through Long Island Sound and the East River](#))

CAPT Zurrey elected to make the passage of Hell Gate at the slack before ebb at 0300, vice waiting for the next window at 1500 the next day, which was our original plan. Hell Gate is notorious for its currents and vortices, which can reach 8 knots. So BOLD scooted to the front of the formation, with the rest of the group in a close line behind us.

BOLD gave constant updates (next course, time to turn, navigation bearings, and new course) over 82A as we went through each leg of the route to the boats astern. By the time we reached Hell Gate, the vortices were starting to form, but it presented no navigation hazard. We were soon racing down with the ebb on the East River at 10 knots over ground, marveling at the Manhattan skyline from that vantage point.



Sailing the North Atlantic with the Naval Academy

Thursday:



Freeport feeds and houses the crews.

We were concerned that our hosts in Freeport would be ready for us on Friday, not on Thursday. So we tried to figure out some other place to go other than doing donuts in the ocean. Sandy Hook with its Coast Guard marina and beach was available. We reached the channel for Sandy Hook around noon. Prior to entering the channel for Sandy Hook, we refilled the coolant and started the engine. The temp stayed low with no visible leakage or steam in the exhaust.

We led RESTLESS and DANDY down and checked out the marina at Sandy Hook before calling in the other boats. DASH had encountered a transmission failure and was being towed in by FROLIC. SCRDR was able to send a fly away team up to repair DASH's transmission later that evening. Sandy hook had a small commissary, but some very nice beaches. There is also a fast ferry to Manhattan nearby, and some of the midshipmen took advantage of it. We relaxed at Sandy Hook for the afternoon and evening.

We reached Governors Island at 0500, and saw the Queen Mary 2 come into port. However, there was almost no other traffic in the harbor. We cruised up the Hudson to around 42nd Street, then turned south. At that point, our engine alarm went off (high temp), and we secured it. The coolant did not appear to be leaking, but the engine was out of coolant again. We had been watching for unusual steam in the exhaust after the last refill of coolant, but noticed nothing. We let the engine cool and put up the sails.

Each boat in the squadron posed for DASH going in front of the Statue of Liberty in the morning light, and then we headed for Sandy Hook, New Jersey. We were a day ahead of where we needed to be.

Freeport for several years has hosted one of the OSTS squadrons for a major waterfront festival that they hold each year. The OSTS squadron provides "color" and we give tours of the boats to the public. In return,



Friday:

We departed Sandy Hook at 0700, leaving DASH behind to complete her transmission repairs. Winds were initially 10 knots from the north, but they dwindled as the morning wore on.

We also noticed steam spraying from the aft connection point between the freshwater expansion tank and the engine block. At that point, we realized that we had a decaying gasket and reported it to Robert Crown and the Cutter Shed.

We arrived at Jones Inlet on schedule, and formed up to head into Scotty's refueling dock near the inlet entrance behind a Coast Guard escort. This inlet is notorious for boats running aground, and that has happened on previous OSTS cruises. They stayed with us while we refueled, and then escorted us through the bridge and into Freeport. BOLD hovered outside the inlet with DANDY and waited for FROLIC and RESTLESS to moor. BOLD ended up with one of the smallest slips, nestled between a large wooden boat on our starboard side and the pier on our port, with about three inches to spare on either side. Our fenders were very compressed.

DASH arrived three hours later, and unfortunately, was hit by a thunderstorm cell while transiting the inlet. As we helped them moor, I expressed admiration for CAPT Zurrey's Glousterman rain hat, and he gave it to me as a going away present, as this was his last cruise with the program.

Sailing the North Atlantic with the Naval Academy

Week 4:



Freeport was very hospitable. They put us up at Hoffstra University and they continuously fed us the whole time. They also provided tickets to Shea stadium to watch the Mets get shellacked by Florida. The new Shea stadium, which will open next year, looks very much like Camden Yards. They had a buffet for us upon arrival at a restaurant next to where we moored. Meals were covered by either receptions at various locales in Freeport or catered at Hoffstra. We received the use of a van and sedan from the city. For key events, chartered busses were hired. We provided tours of the boats (using the duty boat representative) until 2100 each evening.

In an effort to fix our coolant leak, we learned the location of marine supply store in Freeport. We visited the Westerbeke diesel dealer (Mayfair Power Systems). The manger showed Rich the blow up schematics of the engine parts. From it, we realized that there was no gasket where we observed the leak. This meant that we had a more systemic problem, probably with the head gasket. We elected to buy sealant for the coolant as a temporary fix until we could get BOLD back to An-

napolis vice trying to take apart the engine.

While Rich was shopping for parts, I was teaching celestial and providing blue book signoffs to crewmembers from the other boats. I have a bubble horizon, and we were actually getting LOPs on the sun within 5 miles of GPS position from the foredeck of BOLD in Freeport harbor.

Tuesday:

We left Freeport under good weather, and headed south. Winds were from the north, and so we flew the spinnaker and full main. ([video sailing south from Freeport](#)) As the winds shifted to the West, we switched to a #2. We made 7-8 knots most of the day, but the winds shifted to the SW, and we had to beat to reach the entrance to Delaware Bay. We switched headsails to a #3 so that we could point better. We were joined by more dolphins en route. I showed Rich how to use maneuvering board. The midshipmen seemed to appreciate seeing how maneuvering board worked "for real." It had been a mystery in their professional development classes, but now that they visually saw ships coming close and how they looked on radar, the lights came on in their heads. ([video sailing south with dolphins](#))

Unfortunately, navigation was a tougher sell. They seemed to struggle with understanding the value of celestial and visual navigation. Why bother with the "old geezer" stuff when you have satellites to tell you where you are? I tried to use all of the usual pitches for "selling" celestial and visual navigation (they saw the value in radar navigation), but there was still a lack of enthusiasm. I told the crew that, as each person took turns at navigator, they would have to shoot and reduce a celestial LOP. I put tape over the GPS. There was much groaning at the prospect of reducing the sights. However, we ended the day with 5 good sun lines through the day, which we capped off with an evening fix of Arcturus, Vega, Deneb, Jupiter, and the moon, which was within 3 miles of GPS. We actually stopped using universal plotting sheets, and just put the assumed positions, took the Z bearing, and plotted the LOPs directly on the chart.



Sailing the North Atlantic with the Naval Academy

Wednesday:

Although we had fallen behind our planned position by about 3 hours in reaching the entrance to Delaware Bay (we were beating against a southwest wind all night), our following current going up the Bay made up the deficit during our transit north. I made a securite call for the squadron as we were the lead boat when we were abeam of Cape Henlopen. There were lots of large ships as usual. Most of them were good at responding to our hails. We prepared for a thunderstorm cell about halfway up the Bay, but it did not impact us.

I had a very bad experience in Delaware Bay two years before. We had entered Delaware Bay in late afternoon on a different Navy 44. There was a sea breeze blowing in from the ocean meeting an outgoing current from the Delaware River. The waves became very steep and choppy. We had plenty of breeze to sail against the chop. We did not want to turn on the engine, as that would make it hard to hear other vessels. However, the pitching caused all of the GPS equipment onboard (both the ship's system and the hand held's) to "lose satellite reception" for about four hours until it subsided. Visibility was about 25 yards in the fog. Our radar picture was painting RACON buoys and the land fairly well, so we had a good navigation picture. However, the pitching (Navy 44 radar antennas are fixed) was obscuring our surface contact picture.

We issued a securite call, and the lead ship in a five ship (each over 500 feet long) formation heading outbound in the main channel in Delaware Bay called back. It gave us a good course to steer to stay away from other contacts. The last ship in the group continued to give us a good contact picture as long as she was within range. Fortunately, the wind, fog, and chop improved.

As we neared Salem Nuclear Power Plant, the OTC called us and indicated that DANDY was having an engine problem from running over a crab pot. He wanted us to see if we could assist her. DASH would move ahead and rally with FROLIC and RESTLESS near the C&D and wait for us there. I was not ecstatic about towing DANDY with my own engine under intensive care and monitoring, but we turned around and backtracked to her. We transferred the XO over to her, and he worked with the engine. Something was not right with DANDY's engine, but it did not appear to have any lines wrapped around the prop. We embarked Rich and followed DANDY up to the entrance to the C&D.

As we entered the C&D, there was no traffic. We later passed an eastbound tug that alerted other shipping further west to our presence. About one mile shy of the railroad bridge, I heard on Channel 13 a tug pushing a barge discuss passing another tug as they approached the railroad bridge from the other direction. I called the two tugs and told them that the squadron would stay as close as we could to the north side of the channel. Soon we saw a tug towing two barges (probably over 400 m in length), with a tug pushing a barge trying to pass. All three of us fit simultaneously under the railroad bridge without a lot of room to spare.

Thursday/Friday:

We exited the canal at about 0400, with winds very calm on the Chesapeake. I turned over with Rich and went to bed after the 0700 report. I awoke at around 1000 to discover the smell of smoke in the cabin. Rich shut down the engine, and discovered that the freshwater expansion tank had backed off its bolts. He tried to screw it back on, and when we tried to restart, we had fire come out the air intake. We then realized that we had a major exhaust leak in the engine, and that it would be out of action until we could reach Annapolis. We shut down the reefer and cabin lights, only leaving the VHF radio and sailing instruments on. We tried sailing, but winds were light. We eventually requested a tow from FROLIC about 4 miles north of the Bay Bridge and they brought us back to Santee Basin, where the cutter shed towed us up to the floating pier. We had to quickly offload so they could tow BOLD to SCR D to tear the engine apart.

Overall:

OSTS 3 involved over 1239 miles and 248 hours of sailing in the Atlantic Ocean, Long Island Sound, and the bays of Chesapeake, Delaware, and Narragansett. I really enjoyed sailing with both of my executive officers, Donna and Rich, and with the other skippers as well. I am sad that Ed Zurrey is going to make this his last year. We told many sea stories about people we both knew and shared a common philosophy. Todd and Ann were great, and of course, Dick Lunsford is still everyone's uncle whom we all look up to.



Cruising Skipper Designations

Bravo Zulus !!

The following PSC Members have successfully attained the following qualifications:

ASA101/103 B-KBS Graduates

**Dave Cheek Joanne Vaughan Danny Torreyson Radhe Webster
Dave Dickey Rebecca Fridley Dennis O'Sullivan Kevin Torreyson
Kevin Kremer Jay Hopkins Chris Spigelmeyer Dale Fridley
Roger Sherman Bill Webster Justin Kees Rod Dorsey**

PSC Day/Night Navigator

Vince Ferrer

Tom Dunn

Senior Crew

Laura Hockensmith

Bruce Hogland

B-KBS Challenge

Ryan Yost

B-CS(N)

John O'Connor

Please join me in wishing them a hearty Bravo Zulu !! They worked long and hard for these levels of achievement.

B-KBS Instructor Lineup

(yellow denotes spots that need to be filled)

Class	B-KBS II	B-KBS III	B-KBS III	B-KBS IV	B-KBS IV	B-KBS V	B-KBS V
Weekend Dates	(6/19-20)	(8/7-8)	(8/14-15)	(9/11-12)	(9/18-19)	(10/2-3)	(10/16-17) Weekend not consecutive
Lead Instructor	Will Kelchner			Hal Moore	Hal Moore	Bob Cox	Bob Cox
Primary Instructor	Joe Osborne	Mike Moreau	Mike Moreau	Rick Robey	Rick Robey	Rick Robey	Rick Robey
Primary Instructor	Joan Rineberg	Rod Fauth	Rod Fauth	Mike Moreau	Tom Dunn	Mike Moreau	Rose Vega
Primary Instructor	Anne Ipsen (Sat)/ Mike Steiner (Sun)	Eddie Conde	Tom Dunn	Rodney Jones	Rose Vega	Steve Calhoun	Steve Calhoun
Primary Instructor	Vince Ferrer		Rick Robey	Dave Hillner	Eddie Conde	Dave Hillner	Eddie Conde
Asst Instructor	Mike Steiner (Sat)						
Asst Instructor	Tom Cordell						
Asst Instructor	Joanne Vaughan (Sat.)						
Asst Instructor	Kate Miller						

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

Labor Day Raft-Up

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

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

September 4th 5th & 6th



See the May Issue of the Lubbers Line for a Feature Article on the Raft-Up

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

Labor Day Raft-Up

Early Halloween on the Chesapeake

Theme: Sea Gods, Legends and Nautical Lore

Labor Day Raft-Up

PSC sailing & social event!!!

The plans include:

- Great Sailing
- Great Fun
- A Great Party
- Food
- Drinks
- Sailor Stories
- More Drinks
- More Party



Destination: Corsica River and Rock Hall,
Maryland

Labor Day Raft-Up

Here's the itinerary:

Saturday, September 4th:

- Sail to our anchorage in the Corsica River, which is an eastern branch of the Chester River.
- Raft up, entertainments, nautical legends and ghost stories, food, and drink.

Sunday, September 5th:

- Sail to the [Sailing Emporium](#), Rock Hall, Maryland.
- Dinner at [Watermans Crab House](#) the 21055 Sharp Street, Rock Hall, MD 21661, 410-639-2261. All meals come with fries and coleslaw and include non-alcoholic beverages with refills (iced tea, Diet Pepsi, mug root beer, ginger ale, Mountain Dew, Sierra Mist & Pink Lemonade). Price is \$32. There will be a cash Bar. Please indicate your entrée with prepayment. We will have four dinner choices:
 1. The Rock Hall Combo consisting of broiled flounder, crabcake, shrimp and scallops;
 2. Two large crabcakes;
 3. Barbeque rack of ribs with crabcake; or
 4. 12 ounce New York strip steak.
- Party, awards, more party, and other festivities.

Monday, September 6th:

- Return to home ports.

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

Labor Day Raft-Up

Signing up as crew or skipper:

- A non-refundable down payment of only \$100 reserves your place...balance is due NLT 30 days prior to departure date.
- Price per person for the three day sail is \$375 on either of two club boats. Skippers go for half-price. Prices includes early boarding on Friday, September 3rd.
- Members going on their first ever PSC Raft-Up will get a \$50.00 discount.
- One FVSM coupon may be used per day (i.e., up to 3 coupons may be used per person for a 3-day Raft-Up).
- To sign up contact LDRU CoCoordinator Mike Weber (weberma1@me.com) *and* mail your [LDRU Sign-Up Form](#) with your check payable to "Pentagon Sailing Club" and any FVSM coupons to:
- Mike Weber
PSC LDRU Treasurer
5480 Wisconsin Ave, Apt 1221
Chevy Chase, MD 20815

Private boat owners please plan on joining us: For each dinner at Watermans Crab House Sunday, please send a **dinner check for \$32** to Mike Weber at the address above **and indicate dinner entrée selections NLT August 16th**. In addition, please send ALL of the following information to Tom Dunn (tdunn90@comcast.net) (609) 865-2529:

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

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