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## State of the Ship

Larry Paulson

Commodore 2010

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



Why did you join the Pentagon Sailing Club? I joined to sail and then got to know some fine folks and wanted to give back to the club. As your Commodore I work with the other Bridge Officers to get things done. You will read about many of things we “got done” in this issue. I hope you will join me in congratulating the club on our latest accomplishment. Tony Skivo, our Vice Commodore, has literally put the Pentagon Sailing Club on the map as the only official American Sailing Association Facility in Washington DC. With this comes more work but I know you are all up to it. But don't forget to get out on the water too!

Last month's membership meeting was packed in several ways. It was packed with people including several prospective members. Keep telling your friends and co-workers about these meetings. Our next

one is at the same location it's been for the last 5 months and we appreciate how hospitable they have been. Come to McGinty's Public House in Arlington on Wednesday, May 19. The meeting is scheduled to start at 7pm but come early to take advantage of some great appetizer deals and socialize with other club members. There is free parking - check the web site for directions if needed.

I hope to see many of you on the Memorial Day Raft-up (MDRU), one of our premier sailing events. If

you cannot sail the entire weekend, plan on joining us for the Sunday evening meal at Herrington Harbour North Marina in Tracey's Landing, Maryland. Read the Bay Commodore's article for more details.

Volunteerism is what we are known for and what we need more of. Thanks for yours!  
Larry



Commodore Paulson presents BKBS certificate to Steve Curtis



You will receive a welcoming smile from club members like Winnie O'Connor

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

Vice Commodore's Log  
2 May 2010

Fellow PSC Sailors,

PSC passed the ASA Facility Inspection on Monday with flying colors. For all intents and purposes, but pending the official notice from ASA HQ, we are now a recognized ASA Facility. Our river training program was also ASA certified at the 101 and 103 levels. All we need now is to qualify ASA instructors.

Larry Paulson, Roger Hammer, Hal Moore, and I spent the day with Duncan Hood. It was a great meeting and left all with a very positive feeling about the way ahead. Working with Duncan is a lot like working with Rich White.

I would like to thank all those that made this happen. There are a few people that we really need to thank Wes Moy for getting us started down the road and introducing us to ASA, Roger Hammer for all the great work in getting the club house and boats ready as well as meeting with Wes, myself and ASA Reps last year, and Will Kelchner for his work putting assembling all our 2009 training material into one well laid-out binder. I would also like to thank Larry for his support this year.

We need as many people qualified as ASA 201/ 203 instructors in order to teach and award ASA 101/103 certifications. The PSC

will award the USNSA, B-KBS rating as well as the ASA 101/103 Certification for our Basic Keelboat Classes starting later this year.

Student numbers drive the costs and other requirements so we need to determine now how many PSC members are interested in attending. The plan is to host the 4-day ASA Instructor Course on the Potomac River tentatively on about 28 - 31 July 2010 (Thursday through Sunday). Class time would be from 0830 - 1700 daily. You will need to completely clear your calendar to enroll. Any missed class time will result in failure to obtain your qualification. No exceptions.

Administrative details are still being coordinated and will be based upon your responses. For planning purposes the estimated cost for the course is \$200-\$300. The club is looking at possibly mitigating this cost through some means, but nothing is final. Expect to pay the full amount. The maximum size for the class is limited to 8 people so please let us know your interest quickly. If there is a demand we will try possibly to schedule another class later this year, but we will definitely schedule one for Spring/Summer 2011.

Prerequisites to take the PSC sponsored ASA Instructor Course are:

- You must be a current PSC member
- You must hold a USNSA, B-KBS rating or higher
- You must have passed the PSC Navigation and Rules of the Road exam



- You must have completed the DC boater's safety course.

Having attended the USNSA Instructor Course would be helpful but is not a prerequisite to take the ASA is course. A benefit to becoming an ASA instructor is that you can teach at any ASA sailing school.

This is a challenging course. There will be an extensive ASA written test before the class. You will also be required to prepare and present presentations, participate in class discussions, and go through an On-The-Water (OTW) evaluation. Expect about two hours of homework each night. Students must also pass a ASA written navigation and visual piloting exam. You must also pass a Single handed sailing test. You will be required to complete each of the following tasks single handed; hoist the jib, tack, jibe, conduct a man overboard recovery, heave to, and reef, shack the reef out all while under sail.

(continued next page)

## Vice Commodore (continued)

Graduates of the course will be required to teach as Lead Instructors the remaining three courses in the PSC schedule for 2010, as well as the five courses scheduled for next year. First come, first served on lining up your teaching dates.

If think you are interested in taking this course, please send an email to Tony Skivo at [vicecommodore@pentagonsailing.org](mailto:vicecommodore@pentagonsailing.org) or [amshd2@aol.com](mailto:amshd2@aol.com) and cc Hal Moore [trainingcommodore@pentagonsailing.org](mailto:trainingcommodore@pentagonsailing.org) no later than 21 May 10.

*Tony Skivo*

Vice Commodore 2010



## Membership **Kate Miller**

Ahoy PSC Members,

As our commodore reminded you on page 1, the May membership meeting is on the 19<sup>th</sup> 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.

Please join us for the Membership Drive at the Pentagon on 11-12 May, Tuesday and Wednesday, from 1000-1400. Recreational Services at the Pentagon hosts a "travel show" for area recreational activities to advertise their services. We plan to be there with brochures and poster boards.

If you would like to sign up, please send an email to [membershipcommodore@pentagonsailing.org](mailto:membershipcommodore@pentagonsailing.org).

**Kate**



**This month, potential sailors have come out of hibernation. Our May and June B-KBS classes are completely filled, and we have had a rash of new prospective fills for the August class.**

**I still do not have a Lead Instructor for the B-KBS III (August) class. I also have some primary instructor gaps.**



**The second Rules of the Road Clinic for those who have not been able to pass is scheduled for Monday, 10 May at 1830 at McGinty's.**

**While we have been doing well at filling the B-KBS classes, we have been doing so well at filling the Bay Sails. We usually get a surge after each of the B-KBS classes, so that may help out. But it also means that the places you have been "thinking about signing up for" won't be for when you ready to send in your form.**

**We will be updating the calendar shortly, but almost all of our training events will be held out McGinty's after the last navigation class on 8 May.**

**I will be reviewing the new ASA training materials that we have received this month, and determine any modifications that are needed to our training program. ASA is recognizing our B-KBS course because of its duration and because it is conducted on larger boats with outboard engines, as an ASA 103 course. Our plan is to make minor changes to the classroom and On-The Water portions of the class. Starting with the August class, we will award concurrently an ASA 101/103 certificate and the B-KBS Certificate. Students will need to take and pass both the ASA 101 and 103 exams. We will no longer administer our B-KBS exam.**

**We will set up a challenge process where previous B-KBS graduates can take the ASA 101 and 103 exams to get credit for those classes. There will be a fee for the challenge (that is how ASA gets its money), but we have not determined that price yet. We will most likely offer these exams as part of the Cruising Skipper exam series dates.**

**Hal Moore, Training Commodore**

## The Bay and Beyond **Ray Widmayer**

Just a quick update on the PSC Bay Program.

The Memorial Day Raft-up is pretty much a done deal at this point. MDRU Coordinator, Lynnette Hupman, wants me to remind you that if you are planning to attend the dinner on Sunday night at Calypso Bay Restaurant, she needs to have your \$29 payment in advance. Look for details regarding the meal, limerick contests, and directions on the PSC web site or you can contact her at [hupman@erols.com](mailto:hupman@erols.com).



As far as planning and participants are concerned, the British Virgin Islands trip is also a done deal but we've included all the details for you in this issue of the Lubber's Line. Let's focus on 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 too 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.

Our Bay training program got off in earnest with Hal Moore conducting the first two days of Close Quarters Maneuvering Training. This training is very valuable, as we find that one of the most difficult situations that many sailors find themselves in is confined marinas. This training is mandatory for all D-CS candidates, primarily because we have had accidents in the past. There will be another session scheduled in July.

Many of our overnight sails are already full, including those late in the season. However, several of our day sails are coming up quickly and do not have any sign ups. If we are going to lose more money by paying full price for a boat for a weekend than we will lose by forfeiting a deposit, we will do the latter. Please keep in mind that once we have students graduating from the B-KBS classes, we normally get a rush of people signing up for bay sails. If you wait too long, all of the sails will be filled for the season. You will then have to wait until next year to get on the bay.

With a small deposit (see the club rate tables), you can reserve sails without a big financial outlay.

Cheers, Ray

# British Virgin Islands (BVI) Trip Winnie O'Connor

## Greetings PSC Sailors,

Spring has sprung and the weather is getting warmer. The **BVI Trip** is only two months away and will be here faster than you think. Time to check the snorkel gear out and find those swim trunks, look at your sailing charts and Google British Virgin Islands! In any case, here are the details of the 2010 trip to the BVI.

☀️ **WHAT:** As in past years, the trip will focus on introducing PSC members, their families, and their friends to the wonders of the Caribbean with over a week of sailing in the British Virgin Islands -- truly one of the most beautiful sailing (and diving/snorkeling) experiences in the world!

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

**PLEASE NOTE: A VALID PASSPORT is required for travel to BVI.**

☀️ **WHERE:** Bareboat charter out of Tortola, British Virgin Islands.

☀️ **WHEN:** July 10<sup>th</sup> through July 20<sup>th</sup>, 2010.

☀️ **CHARTER COMPANY:** [Horizon Yacht Charters](#), located at [Nanny Cay Marina](#) on Tortola in the BVI.

**BOATS:** We have reserved two Bavaria 46 foot yachts, one Bavaria 42 each with three cabins /two heads, one Beneteau 523 with five cabins/five heads Lagoon 420 catamarans with four cabins and four heads. (no spaces left on Catamaran at this time)

☀️ **ITINERARY:** Includes visits to most of the major islands in the BVI: Tortola, Virgin Gorda, Jost Van Dyke, Norman Island, Peter Island, Cooper Island, and Anegada. Most legs of the trip are relatively short and allow ample time to stop for lunch and snorkel or sightsee. Our boats will often spend the night at the same anchorage, which allows crews to eat together ashore. There will also be scuba diving opportunities for any interested divers.

☀️ **ONE WEEK TRAVELERS:** Although we have the boats for 11 days, some people may not be able to take off more than a week. We will try to put those people on the same boat/boats so they can return to the marina at the end of one week (there is no penalty for early return of the boats). If only



# British Virgin Islands (BVI) Trip Winnie O'Connor

one or two people must leave early from any boat, they can be dropped off on their departure day at a ferry dock (Road Town or Soper's Hole) for departures from St. Thomas or at the dock at Trellis Bay (only a short walk from the airport) for departures from Tortola. Please arrange your departure details with your skipper. The trip cost is the same for 7 or 11 days.

☀️ **ARRIVAL PLAN:** Whether you are arriving in Tortola, BVI, or St. Thomas, U.S. Virgin Islands, please make **every** effort to arrive at the Horizon Yacht Charter Base at the Nanny Cay Marina on (or before) July 9<sup>th</sup>. Last year most of our crewmembers arrived the day before our charters started allowing almost all of our boats to depart on the first charter day. Picking-up the boat requires time to complete such items as the skipper's chart briefing, the boat briefing & checkout, crew briefings, provisioning, etc. so it helps to have everybody there. If you are unable to arrive July 9<sup>th</sup>, you will need to be at the Horizon Yacht Charter Base by 3:00 PM on Friday July 10<sup>th</sup>. For those sailing the full 11 days, please schedule your return home **NO EARLIER THAN 1:00 PM, Tuesday, July 20<sup>th</sup>**. The [Nanny Cay Hotel](http://www.nannycay.com/hotel-rates/) offers very convenient lodging at the marina and reasonable rates. <http://www.nannycay.com/hotel-rates/>. If you would like to spend some extra time in the islands, arrive earlier than July 10<sup>th</sup> or stay after July 20<sup>th</sup>. A wide variety of lodging/resorts are readily available in the BVI and the USVI.

☀️ **FLIGHT ARRANGEMENTS:** Participants will be responsible for booking their own flights. You can fly to Beef Island Airport (EIS) on Tortola in the BVI. Alternatively, you can get a flight into St. Thomas (STT) in the USVI and take a ferry to Tortola (for about \$50 round trip).

☀️ **SAILING EXPERIENCE:** No sailing experience is necessary; we expect enough participation by veteran PSC sailors so that every boat will be sufficiently crewed.

☀️ **CHARTER RATES:** This year is the first time catamarans are being chartered. And, as you may know, cats command a premium over monohulls. The advantages of a cat are minimal heeling, speed, space and privacy (separate head access). The advantages of a monohull are tacking, points higher under sail, and less cost. For the catamarans, charter price is \$726. Monohull charter price is \$526. The charter companies have slightly increased their rates this year, but remember that we are getting 11 days on the water so the cost per day is still very reasonable.

The price includes hull damage waiver, cruising taxes, and park fees. It does not include taxi fares to and from the airport/ferry dock or ferry tickets for those

# British Virgin Islands (BVI) Trip Winnie O'Connor

flying into St. Thomas.

☀️ OTHER COSTS: There are some other costs that are shared by each boat's crew. Provisions (about \$200/pp) are purchased by each crew upon arrival or ordered prior to arrival. Each crew determines what meals they eat aboard/ashore. Meals ashore are about \$15-\$30. Mooring fees are normally \$25 per night. You will also need to purchase ice almost every day and fuel and water when you return the boat at the end of the charter.

☀️ TOTAL COST: Estimate ~ \$1,500-\$2,000 for everything (flight, taxis, charter, provisions, fuel, shore dinners, shopping/souvenirs, incidentals).

☀️ TRIP INSURANCE: Things happen, so most charter companies strongly recommend travel insurance. Horizon Yacht Charters recommends [CSA Travel Protection](#). For past trips, some of our members have used AMEX's [Global Travel Shield](#). While your BVI trip coordinators don't recommend any particular company or policy, we do recommend that you seriously consider getting travel insurance for your trip. Travel insurance policies that cover trip cancellation, trip interruption, medical, etc., start at about \$35 and go up to \$100 or more for comprehensive policies.

☀️ CANCELLATIONS: In the event you need to cancel, we will make every attempt to fill your slot; however, we can't guarantee that we'll be able to provide a refund. Again, we strongly recommend you consider trip insurance.

☀️ SIGN UPS & PAYMENTS: Sign up by contacting Winnie O'Connor at [Winnifrid@yahoo.com](mailto:Winnifrid@yahoo.com) with your intent and mail your check to:

Winnifrid O'Connor  
7502 Cervantes Court  
Springfield, VA 22153

☀️ Please email me at [Winnifrid@yahoo.com](mailto:Winnifrid@yahoo.com) if you have any questions.

Fair Winds!

Winnie O'Connor

2010 BVI Trip Coordinator

[Winnifrid@yahoo.com](mailto:Winnifrid@yahoo.com)



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

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



## Week 2:

### Sunday/Monday

Everyone took Saturday to rest. On Sunday, we provisioned the boat for our ocean journey.

On Monday morning, the SCRD repair action team, which arrives at 0600 to fix previously reported problems, installed a new alternator and voltage regulator in Santee Basin. BOLD transited to the Small Craft Repair Division (SCRD) to top off our fuel tanks on Monday morning, and we then joined the rest of the squadron which was gathering near Tully Point and headed south. We were hoping that MIDN 3/C Pye would be able to return to BWI from Atlanta on Monday evening in time for one of the Robert Crown staff to drive him to meet us at Navy Pax. However, our winds were good and we were south of Navy Pax sooner than expected.

Our normal rule under way is that the boats don't need to be in sight of one another. However, each boat must have at least one other boat within VHF range, so that we can relay communications, unless some previous agreement is made. Most of the time, we usually cannot see each other. The only time we talk is at the 0700 and 1900 status report meetings or "fireside chats", which occur between the skippers and the OTC. We report our status, and the Navigation and METOC boat provides a weather forecast and navigation/report planning.

We began to look at the option of meeting MIDN 3/C Pye at either the Naval Operating Base (NOB) in Norfolk, or at the Little Creek Amphibious Base. Little Creek was closer to our track, and Robert Crown agreed to make the necessary arrangements. At around 2100 on Monday evening, OSTs 3 detached us to proceed independently to Little Creek to pick up Luke the next afternoon. We motor sailed at first and then made good speed under sail alone and got ahead of the squadron.



We continued to head south in the Chesapeake with good winds and an estimated time of arrival at Little Creek by 1500 on Tuesday. We actually had an excellent lay line and were making 8 knots for Little Creek, when a squall developed, forcing us to reef down quickly and fall off. We backtracked after about an hour under motor sail, as the winds were heading us, and made Little Creek at 1700. [\(video of the storm and reefing and sailing in the Atlantic the next day\)](#)

## Tuesday:

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

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Per the port directory, we contacted Little Creek on Channel 12 and received permission to enter port and were told which pier to go to. We were met by a Rigid Hull Inflatable Boat (RHIB) on patrol. The crew on the patrol boat did not get the word from port operations that we had permission to enter the basin, but they called port control and were set straight. We embarked Midshipman Pye, who brought a snatch block for RESTLESS and a mooring line for DANDY, dropped off a bag of garbage, departed Little Creek and headed out past Cape Henry.

As we headed into the Atlantic on Tuesday evening, we thought that we were behind the rest of the squadron. How-



ever, after receiving the other boats position reports by HF and VHF we realized that we were several hours ahead. My guess is that the other boats had also been battling squalls or were trying to conserve fuel, although we had not done much motor sailing. The OTC passed a rally point (Red 14 about 40 nm north-east of Cape Charles) at the evening status call (1900), which we reached at around midnight. We waited until 0600 on Wednesday for the rest of the squadron to join us, doing east west legs around Red 14.



I was getting concerned over loitering for so long. Our transit SOA planned speed was 4.75 knots. It was calculated to have us arrive in Newport on Friday at 1700. On Wednesday morning at 0600, we were 14 hours behind where we should have been.

For our weather reports, or as we refer to it in the Navy, our "METOC" (meteorological and oceanographic), we had been calling the CIN-CLANTFLT Optimum Track Ship Routing (OTSR) desk in Norfolk, as well as NOAA's "Dial-a-Buoy" service. However, without a satellite phone, we were forced to rely on weather fax alone once we were at sea and beyond cell phone range. Normally, only the OTC carries a satellite phone. In the future, if it is affordable, it would be desirable to equip the squadron METOC boat with a satellite phone. There are many open ocean buoys in the Western Atlantic within the Dial-a-Buoy system.

## Wednesday:

Our first task in the morning was to transfer the snatch block and the extra mooring line to RESTLESS and DANDY. Our First Lieutenant rigged up a really interesting float, consisting of fenders. We protected the goods in plastic bags, tied them to the float, and let the other boat pick the float and cargo up. They then put the fenders back in the water for us to pick up. We proceeded on our northeast course for Newport. The winds were light, approximately 5-8 knots from the southwest, and we flew the spinnaker the entire day. ([Heading north in the Atlantic with spinnaker](#))

Continued next page.....

# Sailing the North Atlantic with the Naval Academy

(continued from previous page)

As evening approached, storm clouds began to appear. We ended up going to a #3 and double reef as the winds and seas picked up from the south to about 25 knots. We mostly made about 6-8 knots over ground for the next 12 hour period. We had quartering seas of five to eight feet. During the day, we had a pod of dolphins that followed us for an hour.

During the poor weather, we encountered a fishing flotilla. It is always difficult to get aspect angles on them as they tend to light up their decks so much. They also tend to constantly change course and go in circles. We called a couple of them to ensure that they saw us and concurred with us proceeding on our track.

## Thursday:



By Thursday morning, conditions had improved and winds were westerly at 10 knots. We went to a full main, with a #2 and stay-sail on the inner forestay. This combination on a beam reach gave us a speed over ground of 7.5 knots. ([Sailing North with a #2 and staysail combo](#))

We had clear skies the second night, and were able to get good celestial fixes. TJ Setzer was within half a mile of GPS for his LOP on Arcturus. We shot four sun lines up to that point, which averaged within 3 miles of GPS.

Nevertheless, despite their success, the midshipmen were not impressed by their ability to do celestial navigation accurately; they did not understand the need for methods other than GPS, and found the use of the nautical almanac and the reduction tables tedious.

Most people have a difficult time recognizing stars in the sky. I have a \$100 laser pointer that the crew dubbed "Darth Vader's light saber" for use in pointing out the stars. We pointed out the Big Dipper, Polaris, Arcturus, Spica, then moved on to Scorpio, which had Jupiter in it, and then looked at the summer triangle stars of Vega, Deneb, and Altair. This activity was one that the midshipmen seemed to enjoy. The "light saber" was also a useful tool for pointing out nav aids, such as buoys, at night.

We had a pod of dolphins that cruised with us all evening. Their bubble trails were creating green bioluminescence trails all around us. It was a nice contrast between the bright stars of the clear sky and the green glow caused by our cetacean friends in the ocean.



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

## Friday:

Continued from previous page.....

We arrived off Block Island, Rhode Island in company with FROLIC and DASH, mid morning on Friday. We were awaiting the arrival of RESTLESS and DANDY, which had fallen behind. Our high boat speeds on Wednesday and Thursday let us make up our 14 hour deficit on our position of intended movement.

I had gone to sleep after the Friday morning (0700) status call. I woke up at 1000, grabbed my coffee, and went up to the cockpit. I noticed that DASH was coming towards us and had fenders deployed. I knew that DASH had experienced problems with their head, and thought to myself "they must want to go to the bathroom badly."

However, the real reason for their approach was that our radios were off. The VHF hand held in the cockpit had drained its battery the previous evening. The nav plotter for the watch who came on at 0800 had accidentally secured the VHF switch on the switchboard. The person on watch did not notice the conspicuous silence on the radio, nor did he look at it to see if it was scanning through the normal 13, 16, 12, and 82A channels. FROLIC and DASH had been trying to call us.



The special warfare unit in Little Creek had wanted to get one of the Navy 44 MKIs as they were being phased out and replaced by the MK IIs. They embarked several of their personnel on FROLIC and DASH to learn how to sail them. DASH was trying to call us to let us know that they wanted to transfer their special boat unit crew members to us, so that we could proceed into Newport early and they could catch an evening flight out of Providence. DASH would wait at Block Island for RESTLESS and DANDY. ([video of Entering Newport 1](#)). We had a great end of first week dinner on the outside deck of the O'Club in Newport.

Robert Crown was unable to get space at the Navy Lodge or BOQ for us before our arrival. So we were berthed at King Hall. I was last in King Hall 27 years ago when I attended OCS. Nothing had changed. The furniture was the same, the tiles were the same, and it even smelled the same. It had a ghostly and ominous feeling and I tried to spend as little time as possible there. OCS for me was a wine that need only be tasted once in a lifetime.

## Saturday:

Prior to our departure from Annapolis, we had planned to take the crew up to see USS CONSTITUTION ("Old Ironsides") in Boston, which was a little more than an hour away from Newport. We went up in our Navy Sailing Polo over Khaki and were greeted by the visitors and crewmembers. Several of the visitors had been sailors on the Navy 44s at the Academy, and one of them knew Donna Sengelaub and other Naval Academy skippers. The crew got lots of attention from the CO of Old Ironsides and regional commander.



Afterwards, we took the "T" (what the locals call the "Metro") to Fenway Park, where we watched the Red Sox trounce the Oakland As. We then drove back to Newport.

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



## Sunday:

Rich, my next XO, arrived the previous evening and did his turn-over with Donna. Dick Lunsford, Rich Mount, and I took Donna to the train station in Kingston. Rich spent most of the afternoon designing the race course for the Monday race around Prudence Island with Dick Lunsford.



## Week Three: 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 hoisting 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 hoisted 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 overboard 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.

**Next Month the return home**



# Racing Squadron

The racing season is off to a flying start with PSC. We now have three boats (NOVA, FALCON, and GALE III) registered to sail in the various fleets of the Dangerfield Island Sailing Club.

We don't have fixed crews, rather we have a race-based development system that progressively advances a new member through the crew positions until we are ready to entrust him with command of a boat in DISC Races. Here is some background on the sailors who rotate through the crews of these three boats:

- Tom Cordell is our elected leader for 2010; he is a retired Navy surface ship driver who lives way down in southern Maryland and sails his 26 ft McGregor on the lower Potomac.
- Darrell Harris (the Big Brit) is a staffer at the British Embassy. He sails his countryman's 38 ft Catalina out of Solomons. Darrell is one of the founders of our Racing Squadron and is still scarred from all of those early battles to get "our thing" off the ground.
- Chris Elenbaum is an AF fighter jock and the only one of us that knows anything about sailboat racing beyond what we are learning with DISC.
- Hank Lavery is a retired bomber pilot. He is the mechanical go-to guy who takes care of our boats, and especially our outboards.
- Jim Mead is a Marine ground officer who sails his Catalina 27 out of Quantico.
- Steve Calhoun is a retired Army helicopter pilot and one of our new additions from last year.
- Ed Kilbane is a Navy doctor whom we are all very nice to because his next posting is rumored to be some place in the Caribbean Islands.
- Rich Alt is a retired Arlington Police Detective who now investigates a desk for Homeland Security.
- Bill Hallam is an old Army paratrooper who spends odd hours repairing his Katrina- damaged Island Packet over at Fort Belvoir marina.



## Among our goals for 2010:

- Moving up a notch or two in the standings
- Stepping up to help DISC administer a race or two. Hopefully everyone's memory of our last attempt at that task has sufficiently faded. (Both fleets finished in the dark and one of those big cruise ships passed between the finishing fleet and our committee boat at precisely the wrong moment. Oh, the Horror!!!)
- Jumping up an occasional member to crew on one of the more experienced boats - to see how it's done.

If you are interested in seeing what racing is all about, come down for the Tuesday night races and be at Capital Cove Marina by 5 PM. Your first trip is free. After that, if you wish to join, you will need to abide by the Racing Framework as published on the web site.

# Cruising Skipper Designations

## Bravo Zulus !!

The following PSC Members have successfully attained the following qualifications:

**PSC Bay SOR**

Tony Skivo

**PSC Bay SOR and D-CS**

Chris Elenbaum

**Cruising Instructor**

Will Kelchner

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 I	B-KBS I	B-KBS II	B-KBS II	B-KBS III	B-KBS III	B-KBS IV	B-KBS IV	B-KBS V	B-KBS V
Weekend Dates	(5/15-16)	(5/22-23)	(6/12-13)	(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	Eric Kessler	Eric Kessler	Will Kelchner	Will Kelchner			Hal Moore	Hal Moore	Bob Cox	Bob Cox
Primary Instructor	Mike Steiner	Mike Steiner	Joan Rineberg (Sat only) Vince Ferrier (Sun)	Jim Battles	Mike Moreau	Mike Moreau	Rick Robey	Rick Robey	Rick Robey	Rick Robey
Primary Instructor	Jim Battles	Jim Battles	Mike Moreau	Joan Rineberg	Rod Fauth	Rod Fauth	Mike Moreau	Tom Dunn	Mike Moreau	Rose Vega
Primary Instructor	Joan Rineberg	Joan Rineberg	Steve Calhoun	Mike Steiner	Eddie Conde	Tom Dunn	Rodney Jones	Rose Vega	Steve Calhoun	Steve Calhoun
Primary Instructor	Rodney Jones	Steve Calhoun	Mike Steiner	Vince Ferrer		Rick Robey	Dave Hillner	Eddie Conde	Dave Hillner	Eddie Conde
Asst Instructor	Micah Czigan	Alane Couch	Tom Pullin							
Asst Instructor		Stephanie Vavonese	Vilma Calix-Baez							
Asst Instructor	Tom Pullin	Craig Ferguson	Rose Vega							
Asst Instructor		Fritz Swartzbaugh	Eddie Conde							

**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!**

**Save the Dates:  
September 4<sup>th</sup> to 6<sup>th</sup>, 2010. Destination: Rock Hall, MD.**

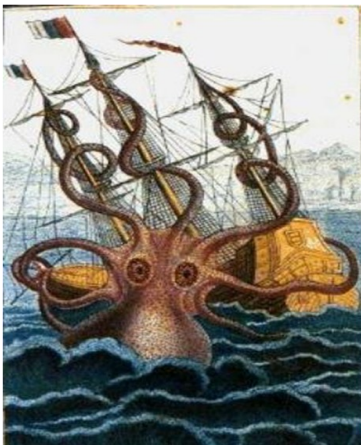
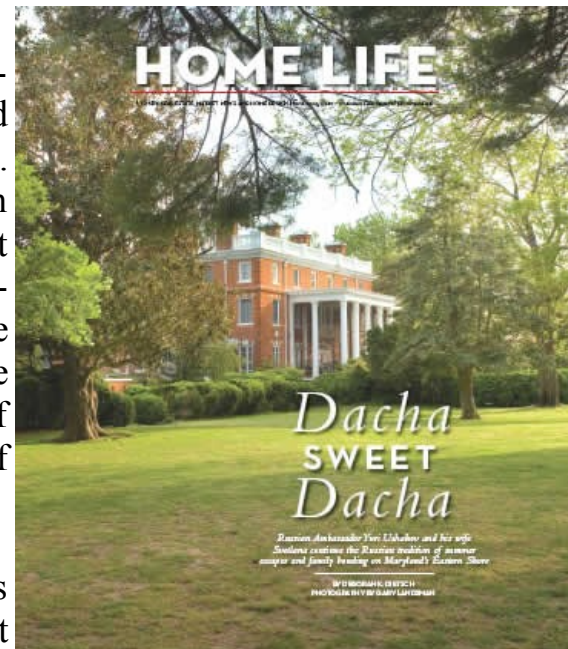
The 2010 Labor Day Raft-Up will be a three day sailing excursion to exotic places where we will hold imaginative competitions and enjoy delicious food. The adventure will begin Saturday, September 4<sup>th</sup> when eight to twelve PSC boats raft-up, anchoring in a quiet cove of the Corsica River not far from a Russian Embassy Recreational Dacha. The Corsica River is on the Eastern Shore of Maryland on an eastern branch of the Chester River. Our alternate raft-up location is north of the Corsica River on Langford Creek in the vicinity of Cacaway Island.

Once secure in the raft-up, the festivities will begin as each boat begins cooking. Typically, crewmembers eat supper as a crew on their own boat. Later, participants

will walk around to other hospitality boats for progressive hors d'oeuvres, sampling the food, drink, and music. In anticipation of the approaching Halloween spirits, we will hold an after dinner ghost story competition telling tales with a focus on this year's theme, "Sea Gods, Legends and Nautical Lore."

Prior to entering the raft-up, each boat will participate in our first competition submitting answers on VHF radio to a set of trivia questions each skipper previously submitted by email. The object will be to guess the nautical legend theme subject of each of the approaching boats.

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



# Labor Day Raft-Up

The next morning, everyone awakens leisurely and the boats at the extreme end of the raft break from the raft and either maneuver out for sailing or head to the Sunday night in port destination. This year, we will be mooring at the Sailing Emporium [www.sailingemporium.com](http://www.sailingemporium.com) at Rock Hall, Maryland. The Sailing Emporium provides a friendly and courteous staff, spotless washrooms, showers, a pool, free bicycles, wireless broadband, snack bar, gift shop, hardware chandlery, a replica of the gazebo at the governor's mansion in Philadelphia, and carefully tended flower gardens. The marina has guaranteed our transportation for the 1.6 mile journey to Waterman's Crab House for our 6:30 p.m. dinner.



Once in heart of town, Rock Hall is easily walkable. You are never more than a mile from anywhere. Old style Americana Main Street includes ice cream parlors, shops, galleries, and museums. The Rock Hall Museum [www.rockhallmd.com](http://www.rockhallmd.com), at 5585 Main Street, is open from 11 a.m. to 3 p.m. Durlings Store, a fully restored turn of the century drugstore at the corner of Main and Sharp Streets, offers fanciful ice cream concoctions prepared at the original marble topped soda fountain. Just past Durlings Store is the Rock Hall Visitors Center on South Main Street

[www.rockhallmd.com/visitor\\_center.php](http://www.rockhallmd.com/visitor_center.php). The Rock Hall Chamber of Commerce (410) 810-2968 is also a very helpful source of information.

It has been said that Rock Hall has “twelve hundred people and fourteen hundred boat slips.” The numbers may be exaggerated, but that is the type of town it is. The town motto is, “Nice people live here.” There are 12 bed and breakfasts and a number of rental homes in Rock Hall. However, most of the visiting population come by boat and sleep on their boats when they are in town. Boaters are primarily New Jersey and Pennsylvania residents. With so many boaters from Pennsylvania, many people refer to Rock Hall as “The Pennsylvania Navy.” Since Rock Hall is the capital of the Island Packet, there may be some interest in touring an Island Packet sailboat. Tours of new and used Island Packet sailboats can be arranged with Robin Kurowki, owner of Gratitude Yachting Center, (410) 639-7111, [www.gratitudeyachting.com](http://www.gratitudeyachting.com).

Bayside Avenue is the central focus of Rock Hall with its commercial fishing boats and restaurants. Rock Hall is a quaint commercial fishing village. From April until November, commercial fisherman focus on stripped bass, known locally as “Rock Fish.” September is also the perfect time for crabs. We will be there at the height of the crab season, and the best place for large local crabs is Waterman's Crab House.

# Labor Day Raft-Up

At our Sunday dinner at Waterman's Crab House, we will have Fried Rockfish Bite appetizers and four dinner choices: the Rock Hall Combo consisting of broiled flounder, crabcake, shrimp and scallops; two large crabcakes; barbeque rack of ribs with crabcake; or a 12 ounce New York strip steak. 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). Alcoholic beverages can be purchased on the outside deck cash bar. After our dinner and prize awards, everyone is welcome enjoy the free entertainment outside. Weather permitting, the band will begins at 8 p.m. on Waterman's huge outdoor deck.



The next morning, crewmembers can enjoy the town and Sailing Emporium facilities or head back to their home ports.

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

## Help Wanted

Volunteers are welcome in the Training Program. Whether you want to teach or just help out, please send a note to Hal Moore, the Training Commodore, at [trainingcommodore@pentagonsailing.org](mailto:trainingcommodore@pentagonsailing.org).

A logistics assistant to assist with the River and Winter Training Programs would be great. We are also looking for sailing stories or sailing logs from any sailing adventures that people may have. Articles could also be about a particular nettlesome maintenance issue. Our hope is to have lots of articles that embody human interest stories, and not just “come to the meeting” or “sign up for this event.” If you have a story to tell, please draft it in some Word or Power-Point, and send it “Attention: Lubber’s Line Editor” at [trainingcommodore@pentagonsailing.org](mailto:trainingcommodore@pentagonsailing.org). Photos are highly desired.

Membership Commodore Kate Miller needs greeters to help make people feel welcome at monthly Membership meetings and other club events. If you are interested in being a friendly face to a new or prospective club member, please contact Kate at [membershipcommodore@pentagonsailing.org](mailto:membershipcommodore@pentagonsailing.org).

The Membership Commodore also would like to get “This is my life” stories for publication in the Lubbers Line. We would like to feature a “new member” and an “legacy member” on each edition, with photos. We would like for as many club members as possible to introduce themselves in this way. Submissions should be about half a page.

Help wanted – tell others about the Pentagon Sailing Club! Share the PSC web site with your friends and family! You are the best advertisement for our club and we need more of it!

