



LUBBER'S LINE

November/December 2007

Volume 5 Issue 2

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PSC Holiday Party & Awards Dinner **Larry Paulson**

December is the highpoint of the PSC social season as we gather for our annual Holiday Party & Awards Dinner.

The Holiday Party is the one non-sailing event of the year that you absolutely should attend as a member of our club. It is the culmination of all we work for each year as we recognize the instructors, students, Boat Captains and their helpers, the outgoing Bridge, and the many other volunteers who make our club one of the very best sailing clubs around. Plus it is a heck of a lot of fun.

This year's party is Saturday, December 1st at the Fort Myer Officers' Club in Arlington. The festivities begin

at 6:30 pm.

The party starts with pre-dinner socializing. There will be a cash bar that is open all evening. About 7:15 pm din-



ner will be served. This year's menu includes a choice of Herb Roasted Pork Loin or Atlantic Flounder stuffed with Crabmeat. Dinner also includes soup, salad, vegetables, dessert, and coffee or tea. Following dinner will be the award presentations and the introduction of the new Bridge. Then the real party starts with more socializing and dancing until they throw us out. Our music will be once again provided by D.J. Tom Atkins.

The party is an amazing event where PSC sailors turn out in everything for party casual outfits to tuxedos (generally the guys) and formal gowns (usually the gals). No matter how they are dressed, we always have a great time (see picture).

Turn to pages 13 and 14 for a copy of the party invitation and a reservation form.

Contact Party coordinator [Larry Paulson](#) for more information.

UPCOMING EVENTS See our web site for details and more events

November

22 Thanksgiving

December

1 Holiday Party & Awards Dinner, Ft. Myer Officers' Club

8 Winter Training Program, Rules of the Road Class, Beatley Library, Alexandria

January

12 Winter Training Program, Piloting & Navigation—Part 1, Beatley Library, Alexandria

17 Membership Meeting, Floyd's Bar & Grill, Alexandria



Webbing Lynnette Hupman

A small but hardy group of PSC sailors braved the elements to meet together for the November 15, 2007 meeting at Floyd's Bar and Grill in Alexandria. Commodore Tony Skivo introduced the guest speaker, Terri Parrow-Botsford, from the Boat Owners Association of The United States (BoatU.S.). As Vice-President of Internet Operations Terri definitely knows the BoatU.S. web site (www.boatus.com) and showed us some very interesting items such as the classified ad section if you are looking to buy or sell a boat. They offer travel services which includes the Star Clipper bareboat charters, hotel discounts, and much more. It seems like every button had new things that we didn't even about such as the hurricane information updates, my-BoatU.S. web sites, and boat name graphics.

We met Joel, a new member, who joined the club after talking to one of his friends at work. It

was a good reminder that we need to talk about the club, share the web site information, and invite our friends to a meeting or special event. Speak-



ing of special events, the Annual Holiday Party and Awards Dinner is scheduled for December 1st and we still have room for 45 people to attend. If you have worked for this club during this past year, we want to recognize your help in making this club one of the finest volunteer run organizations in the region. Check out the web site for more information such as the registration form or directions to Fort Myer. You may also E-mail party coordinator Larry Paulson. It's not too late but it soon will be so do it now!

Training Commodore Roger Hammer told us about the December 8th Winter Training Program

class on Rules of the Road. This is essential sailing information and trainer and Membership Commodore Jim Battles will lead the class. It

also provides a good lead-in to the two session Piloting and Navigation class which begins in January. Other bridge members gave updates including the

news that Hal Moore will be coordinating the 2008 Memorial Day Raft-up. Volunteers are still needed to coordinate a trip to the British Virgin Islands and the Labor Day Raft-up. Contact Bay Commodore Ray Widmayer for more details.

In case you're wondering about the title, I just wanted to get your attention! Plan now on attending the January 17th meeting (no meeting other than the party in December) and bring a friend. The food is good, PSC people are fantastic, and you might end up learning something that will help you in your pursuit of sailing joy.

"As Vice - President of Internet Operations Terri definitely knows the BoatU.S. web site."



Labor Day Raft-up Update Jerry O'Connor

In the last issue we reported on the Pentagon Sailing Club's "Latin Fiesta" at our annual Labor Day Raft-up cruise over the Labor Day weekend.

Finally we have some pictures of that great weekend in San Domingo

Creek off the Choptank River and the Herrington Harbor North Marina with dinner at the Calypso Restaurant.

Our PSC raft-ups each Memorial Day weekend and each Labor Day weekend are THE fun weekends on

the Chesapeake Bay. The PSC knows how to party on the water. No sailing experience is necessary to join in an outstanding weekend of fun and sailing. Space is always limited on the club boats so remember to sign up early for each of these weekends.



Sailing Puget Sound Don Hupman

While visiting the Seattle area this summer, Lynnette and I along with Lynnette's parents and her cousin, Lloyd Allen, the priest, were able to meet up with former PSC members Rick and Patti Taylor at the Olympia Yacht Club for a day sail on their new Hunter 36.

Although we didn't get in too much actual sailing that day, I was very impressed by the beauty of the area and the many small (and not so small) islands that fairly litter the southern end of the Puget Sound area.



Another thing, however, that *really* impressed me was the tidal range. Here in the Chesapeake Bay area we seldom see more than a foot or two of tidal range. In the Puget Sound area the tidal range is typically well over 10 feet. The day we sailed there, it was more than 15 feet. When we motored out of the Olympia Yacht Club the water was so low that we had to hug the covered docks to make it out into water deep enough for the boat's 5' keel.



The following day I was able to take some pictures that show the tide going up over a several hour period. I hope I get another chance to sail in that great sailing area. I know I will have a better appreciation for tides much larger than ours and how they demand a sailor's constant and full attention.



Pictures taken 7 hours apart
Tidal range 15 feet + or -.

Training Corner **Roger Hammer**

The Winter Training Program is now underway! Every year we put on a series of winter training classes in subjects such as Heavy Weather Sailing, Navigation & Piloting, Sail Trim, Anchoring, Large Boat Systems, Bareboat Chartering, and CPR/First Aid.

These classes provide a great way to keep your mind on sailing during the cold winter months. They are a good introduction to some of the fundamentals of sail boats and sailing for new sailors. They also allow our "old Salts" to sharpen their skills and keep up with new developments in sailing.

Early in November, Rupert Knowles, one of our most experienced skippers, taught a great class on Heavy Weather Sailing. Whether you are sailing offshore, on the Chesapeake Bay, or just day sailing on the Potomac River, heavy weather happens. And in this area storms often happen with very little warning (see "Ray Makes Coffee" on page 6). Rup's advice on planning ahead and dealing with heavy weather will help PSC sailors stay safe when the weather turns bad.

On December 8th, Membership Commodore Jim Battles will teach a class on the Rules of the Road. This is important stuff out on the water. Knowing which vessel has the right of way and being able to identify other vessels at night by their lights are critical to boating safety (although it often seems that many power boaters missed the memo on this subject). For those wanting to take the PSC Rules of the Road exam, an exam will be given following Jim's class.

January 12th and February 2nd, former PSC Commodores Judy Manning and Jimmy Dean will again present their two-part Piloting and Navigation class. This is the most popular class in the Winter Training series and is always "sold out" early. This class will provide you with the

basics of navigation or refresh rusty navigation skills in chart reading, course plotting, position determination, GPS navigation, etc. You must sign up for both parts to take this class. You also need to sign up early so that materials for the class can be ordered.

On March 1st, longtime members and former charter boat owners Lynnette and Don Hupman will present a class on Bareboat Chartering & Cruising, Anchoring & Rafting, and Raft-up Planning. This class covers a number of subjects, but if you are dreaming about chartering a sailing yacht in the Caribbean, you don't want to miss it. You also won't want to miss Anchoring. This basic boating skill is critical to safe boating and Don will cover the ins and outs of safe anchoring.

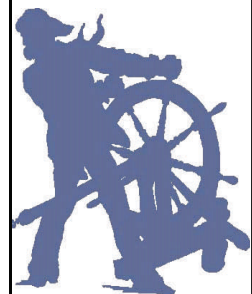
In early spring we will have a Red Cross Adult CPR & First Aid class. Details will be announced as soon as they are finalized.

All classes except CPR/First Aid are held at the Beatley Library on Duke Street in Alexandria. The cost for each class except for Piloting & Navigation and CPR/First Aid is \$25 to cover the cost of materials and classroom rental. The cost for Piloting & Navigation is \$75 for the two-part class. The cost for CPR/First Aid will be set by the Red Cross.

All the details and directions to the library are posted on the [PSC web site](#). The Winter Training Program coordinator is [Bill Mahoney](#). Contact Bill with any questions and to sign up for Winter Training Program classes.



"These classes provide a great way to keep your mind on sailing during the cold winter months."



Ray Makes Coffee Jimmy Dean A Weekend Sail with the Boys

Saturday, October 27th, dawned dark and stormy. The rain was pouring down. Nonetheless, the boys (Don Hupman, Ray Widmayer, and Jimmy Dean) prepared Indigo, Jimmy and Judy's Island Packet 380, for a sail. The weatherman had predicted the rain would stop by noon, and there would be 15-20 knot winds. The weatherman was "spot on."

We headed out of Point Patience Marina in Solomons at noon, and sailed out as far as the mouth of the Patuxent -- until we got to the point where the shore to the North no longer blocked the waves, then tacked back up the river almost to Saint Leonard's Creek. We were often doing over 7 knots; Indigo loved it. Don and Ray got all the time at the helm they wanted. Ray just kept saying how solid Indigo was. At around 1600, the sun came out, and the wind died. So, we motored in and had a celebratory beer. I had my finest parking job ever -- no pressure!

We went to Cerro Grande for a Mexican dinner -- and it was as great as ever. Fajitas & Margaritas -- it doesn't get any better. Then back to the boat to get some sleep. I put on some Jimmy Buffet tunes, and poured the crew a tot of Pusser's -- neat. We told sea stories until 2200 and turned in.

There was nobody else at the marina except the Coast Guard Auxiliary guys. They had a good day on the river retrieving all the debris that had floated down with the rain.

Sunday morning dawned clear, cold, and windy! We had a pot of coffee on the boat, and then headed to the Captain's Table for some serious carbo-loading at the breakfast buffet. Then we donned our "foulies" for the sail on Etude.

Ray welcomed us aboard Etude, his Island Packet 31, said he'd like to go to Hooper Island Light -- never been there before. (This in 15-20 Kt winds, gusting to 25.) We said, "What the hell," (we did NOT say, "Hey -- watch this! But it was about the same.) and headed out under reefed main and jib. Not bad getting there -- wind was out of the NE, so it was a broad reach.

Once we turned around, we had 4-6 ft waves on the nose, and the wind veered back to the North. Now, instead of the broad reach back we had expected, it was a close-hauled beat to weather. We could only make about 2 knots of headway, with the bow rearing up like a frightened mare. I had not been able to talk Ray into putting in a second reef before departure, and now it was too treacherous to do so. Ray opted to take in all sail, and motor back across the Bay.

I took the helm, and held her into the wind while Ray and Don mounted the cabin top to tie down the main. Under power alone, we were making about 4 knots -- we'd been flying across the Bay TO Hooper Island Light at around 6.5 - 7. Now we could only do 4 -- whenever the bigger waves didn't stop us dead.

About halfway across the bay, a ship coming up from the South,

passed us, and I pulled into his wake, which was almost like glass (a welcome relief!). We were able to ride in his wake for almost a mile. He SHOULD have been flying past us, but he was going really slow. Then we found out why as he made an abrupt 90 degree turn to the West, and stopped dead in the water??????? Then we saw the pilot boat out of Solomons. The ship had turned perpendicular to the wind and waves to help the pilot get aboard! Once the pilot was up the ladder, they turned the ship North again, and picked up speed.

We slogged on into the Patuxent, un-furling a little of the jib to steady the motion. Once in the River, we sailed under jib alone quite nicely all the way past the fishing pier at Point Patience. By now it was nearing 1600, and we'd decided to head back at 1700. Ray said he wanted to make a pot of coffee while we were beating up the Patuxent -- howling winds and swaying stove be damned. So he clamped the fids on the stove, and "fired that sucker up!"

I told you the winds were a steady 15-20, with occasional gusts to 25. Well, as the coffee started to perk atop the swaying gimbaled stove, we were knocked on our beam-ends by what I estimate to be a 40 knot gust. We went over to 45 degrees heel, and water poured through the open port side port above the stove (the formerly port side of Etude now being on the bottom of Etude) -- and onto the stove! The wind held us like that for a good 30 seconds.

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Sailing Greece 2007

Tim Christenson

The PSCers who did the Greek trip this year had good wind and great weather. As a result, they were able to cover nearly 250 miles, with time left over for sightseeing at a wide variety of islands. The sailing is much like BVI, though the legs are longer, as the islands

are farther apart. Unlike the BVI, there's very little snorkeling or scuba in Greece because the bottom drops away so quickly. Unless you're right next to the shore, there's nothing to see, despite the marvelous clarity of the deep Mediterranean blue water. But if there's less to see underwater, there's more to see ashore. Each island had its own personality and attractions, and the natives were definitely friendly. (Ouzo, however, is no substitute for rum.)

By Saturday morning, 6 October, all 12 sailors and their luggage had arrived on Paros, south of Athens in the Cyclades islands.

The six-person crews stowed their gear aboard the 41- and 43-foot Beneteau

sloops, trundled armloads of provisions from the quayside grocery, and planned their passages.



After taking a last look around Paros, including the Sunday services in the town's ornate Orthodox church, they cast off their lines and headed south. Oh, wait! Skipper Tim forgot to cast off his shore power line! ("How do they expect you to remember a shore power line when they make it skinny and gray instead of fat and yellow?") A quick burst of reverse and Tim's progress is halted long enough to haul the shore power cord aboard.

Then it's off to Ios, burial place of the ancient poet Homer, whose "wine-dark sea" these crews were cruising. Today, however, the sea's a marvelous deep blue, blending so seamlessly at the horizon that distant ships seem to be sailing on the sky. With a light wind from the southwest and temps in the 70s, the sails are set for a close reach and soon Ios' mountaintops come into view. With five dolphins providing an escort, the crews arrive in a well-protected harbor. The boats are

Med-moored (this year, Tim remembered not to drop his anchor under the harbor chain), and the crews cross the gangplanks for

happy hour and a dinner of Cypriot specialties ashore.

An early start the next day brings the flotilla into the massive caldron of the Santorini volcano by early afternoon. This is an amazing physical feature, three times the size of Krakatoa in Indonesia. Its explosion in the 15th century BC destroyed Minoan civilization; but, on the up-side, it left a great destination for honeymooners, cruise ships, and intrepid yachties. Tying up to a mooring, the dinghy is deployed for the short trip to shore. From here, it's only about 1000 feet to the town of Thira – straight up the cliff! Offered a choice of riding a donkey, walking (behind the donkey!), or a cable-



car, the crews splinter: to each his own. After shopping and surveying the caldron ("Is that tiny thing down there our boat?") "No, that's the 150-foot ketch that pulled in after us; our boat is the dot to port."), the crews meet up for a sunset dinner on the cliff-top. Then back to the boats ("Cable car; no way am I walking behind a donkey in the dark!") for a good night's sleep.

It's a long way to Milos (birthplace of Venus di Milo) and winds are light, so the boats are on the engine much of Tuesday. Late

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Maine Windjammer Cruise **Bob & Jan Manning**

Maine is known for cold, damp weather in the fall and we weren't surprised early in September when we went to Rockland to board a traditional old two-masted schooner. Arriving on Sunday under a heavy mist and intermittent rain, we loaded our gear on board, little realizing we would spend half of the next six days looking for a dry place to sit or lay down.

We were in Maine to celebrate Bob's birthday with a 6 day, 6 night sail along the Midcoast of Maine and Penobscot Bay on the Sailing Vessel *J. & E. Rigg*. The *J. & E. Rigg*, originally built in 1927 as an oystering schooner, has been newly rebuilt to accommodate 24 passengers and a crew of 4-5. Measuring 120' overall, she is 90' long on deck, 23' wide and draws 7' with her centerboard up. In 1991, she was designated a National Historical Monument.



Launching out on Monday morning with the continuing rain and a heavy fog, the *Rigg* passed the Rockland Breakwater Light on its way out into the West Penobscot Bay. Across the horizon and below the variable fog deck, other sailing schooners could be seen leaving their home ports. The *Rigg* is powered mostly by sail and pushed by a small yawl boat when needed. With smooth conditions on the first

day, the *Rigg* motored and sailed across the bay. Reaching our first anchorage on North Haven Island about 4:00 PM, the crew dropped the 500 lb anchor in Pulpit Harbor. The scene was idyllic, with the harbor being slightly oval, about 400 yards across and with a depth exceeding 50 feet in places. We enjoyed our first sunset of red and orange hues under the low-lying clouds.

The week we sailed was designated WoodenBoat Week. WoodenBoat is a boat building school located on the coast of Maine, on the west side of Eggenoggin Reach. They also publish WoodenBoat Magazine (<http://www.woodenboat.com/>). Our second day destination was WoodenBoat Harbor, where we joined with nearly 20 wooden boats of all sizes, including close to a dozen of the Maine Windjammer fleet. We sailed for a few hours under a stiff breeze and anchored early in the afternoon. We spent a few hours on shore, visiting the WoodenBoat store and watching a class of students building their own sea kayaks. An additional treat was a concert by a local steel drum band of more than 30 musicians of all ages and sizes. Under a nearby tree, they were serving fresh boiled mussels and bread. The only drawback was the heavy rain which had come in for the afternoon, leaving us wet, although entertained.

We had failed to bring our heavy weather gear in the name of saving space in our luggage. Next time we will know better.

Our third day dawned bright and sunny and with a wind of upwards



of 25 knots, we sailed off the anchor and skimmed across the deep blue waters, sometimes reaching 12 knots under sail. What a treat! We passed multiple private homesteads of the

rich and famous and slithered through a narrow passage on the west side of Mt Desert Island, home to Acadia National Park and Bar Harbor. We finally dropped anchor outside the harbor at Blue Hill, Maine, thoroughly refreshed from an outstanding day of sailing.

The next two days were more of the same, refreshing our spirits as well as our bodies. Bob shared a few hours at the helm and Jan enjoyed reading a good book while the beauty of Maine and numerous lighthouses passed by over the side rails. The fifth evening on board was highlighted with a trip to a



nearby deserted island named Hell's Half Acre. There we enjoyed fresh lobster, corn on the cob, fresh vegetables, and marshmallows cooked over an open fire. The

next morning we motored for less than an hour and pulled into Stonington Harbor. We spent a couple hours ashore in this quaint Maine

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On the River Darrell Harris & Larry Chapman

Your Co-River Commodores are looking for some help in the continued development of the PSC river sailing environment.

We would like to hear from those who are willing to try their hand at being a Boat Captain. The position involves keeping tabs on the boat to which you are assigned and working with the river team to maintain the fleet and facilities. Just one of the perks of being a Boat Captain is free boat charters. No specific aptitude is required, just a willingness to put in some time

and elbow grease.

We would like to hear suggestions for river activities for the '08 season or general ideas to improve the operation of the fleet and encourage member participation.

We are both excited to be taking on the responsibilities you have entrusted us with and with your help and support we are confident that the '08 sailing season on the Potomac will be the best yet.

Darrell and Larry

"We are confident that the '08 sailing season on the Potomac will be the best yet."

Ray Makes Coffee

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I was on my back, with the jib winch against my back, and I could not flip over fast enough to throw off the sheet. When I did, she righted herself, and Ray ran below. There were 2-3 inches of water on the cabin sole. The water would have run forward into the forward cabin had he not pulled up the floorboard to drain it faster. As it was, the throw rugs and newly varnished cabin sole were soaked. As he pulled up the grating and dustbin, the water drain down to the bilges -- and the eager bilge pump. (I learned 3 valuable lessons -- 1) close all the ports when the weather is bad, 2) never sail under jib alone in bad weather; the boat will not "round up" in a gust, and, 3) if you take water in the cabin, pull up the floorboards to drain it quickly.)

The water had come in like a small waterfall. It was in the spice rack, the cupboard above the stove, in the stove (I helped him dismantle and dry it out,

remembering how Indigo's old stove had rusted out from water coming through the port. He got that much water in 30 seconds, while Indigo got it over a few weeks/months.)

Ray remained calm -- and focused on making that damn coffee! He dried the stove, fired up the burners, and put the pot back on. Before we got back to the marina, we were enjoying a hot cup of coffee. (Hey, does this coffee taste a little salty to you?)

We offered to stay on the boat, and help clean up, but Ray insisted we all go to dinner -- he wanted to do it himself after dinner. So we had a nice dinner at the Captain's Table, and parted ways. It was a fun weekend with the boys -- with a little excitement thrown in. I think I came off as being the cautious one, and Ray as the adventurer. But hey, I can live with it.



Hydrilla Cup 2007 Bill Hallam

The wind was whistling in the 18 - 22 knot range when Brenda and I arrived about 9:00 AM at the Capital Cove Marina at Bolling

AFB for the annual PSC Hydrilla Cup.

Commodore Tony Skivo, Liz Bieri, Hal Moore and his family, as well as Hydrilla organizers Darrell and Jane Harris were already there exchanging concerned looks as rumors of Small-Craft Warnings

circulated. Then the breeze moderated, the whitecaps disappeared, and a perfect day ensued.

Hal and his girls, along with Brenda Hallam and Todd Mueller (the Marine officer in charge of the GWU Naval ROTC contingent which is affiliating with us), took KESTREL and placed a buoy to mark the Start/Finish line for the Charlie Peck - designed course. The course ran from just off the CC Marina entrance up the Potomac, around the Green Can #9, then downriver about 3/4 kilometer, around Green #7a, and then back to the finish line at the marina.

Jim Mead skippered the men's team in the main event (Men vs. Women). In fact, he might be called the Father of the Men's Team, since his crew was mostly little Meads. Stephanie Vavonese led the women's team, which included former PSC Membership Commodore Sharon Baker, Laura Hockensmith, and one other lady.

We met Larry Dawes, a past PSC Commodore from back in the day when the Pentagon Sailing Club was actually located at the Pentagon! Larry, Bob Howe, and Hank Lavery



took Larry's private Catalina 22 out on the course and showed all how it ought to be done. I think Bruce McLelland was aboard too. Between the two official competitor boats, the women took the gold after a well-contested race.

Then we had a great lunch - Darrell and Stephanie's grilled burgers enhanced by an array of salads and side dishes brought by Club ladies. New PSC Co-River Commodore Larry Chapman made an impressive appearance aboard his big red DCFD fire engine.

After lunch everyone with even the slightest inclination to get waterborne then got into the boats. We raced four boats in the Race Squadron members (the Young Turks) vs. the non-Race Squadron sailors (the

Old Geezers) event.

Hal and his crew which included Bruce McLelland sailed on KESTREL; Tony Skivo and Wesley Moy took EAGLE; Bob Howe, Hank Lavery and Sharon Baker crewed for Larry Dawes; and the Race Squadron (with Charlie Peck skippering, Stephanie and Darrell trimming sails, and Bill Hallam on the foredeck) took FALCON. Larry and crew took a good lead over FALCON on the upwind leg, but, rounding #9, FALCON put the spinnaker up while Larry chose not to. It was neck and neck at the leeward mark. So close, in fact, that there was a minor collision between the two boats in a crossing situation on the last leg to the finish line. Since FALCON had the right of way, being on starboard tack, Larry graciously conceded the fault and withdrew in FALCON's favor. So ended a great sailing day.

I heard several suggestions that we do this again in the Spring, with the Old Geezers wanting a rematch with the Young Turks. If we do, I'll be attending! Thanks to all who contributed and participated.



Sailing Greece 2007

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in the afternoon they pull under the cliffs of Kleftiko, a deserted cove with swim-through caves. After rafting up and holding swim call, dinner is served under a galaxy of stars. ("How did you find your pasta?" "With a flashlight. How did you find yours?") There was not much room to swing at anchor here, so an informal deck watch was posted most of the night, composed primarily of those who left their credit card numbers with the charter company! All went well, but enough of this roughing it; on Wednesday morning they head up the west coast of Milos and pull into port for brunch and a quick trip to the catacombs, amphitheater, and an Internet café. Then on to Sifnos, close-

hauled on a port tack, for dinner – ashore.

The last night out was spent on Kea, familiar as the first-night stop for PSC's 2005 Greek flotilla. Now as then, the crews took cabs from the wharf up to the mountaintop *chora*



(village) and wandered through its narrow, winding streets, past the guy with the donkey (yes, he's still there) and out into the olive groves in search of the Lion of Kea. Once

this 2600-year old local attraction was found and duly revered, everyone headed back to the *chora* for dinner in an outdoor café.

It's time to head home! The boats are due back in Piraeus, Athens' port, Friday evening, so they head north on a starboard tack as if they can smell the barn. Thanks to the GPS charts on board, the crews manage to sort out the bustling activity in Piraeus and pull up to the correct dock. After one more dinner together ashore (punctuated by the only rain of the week) and another night aboard, they go their separate ways on Saturday; some to sail more, some to tour Greece from the landward side, and some to scurry off to the airport and home.

Maine Windjammer Cruise

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seaside village, shopping for mementos and chatting with local people.

The rest of our last full day on the water we reached across East Penobscot Bay, slipped under sail between North Haven and Vinalhaven Islands, and return sailed across West Penobscot Bay under

decreasing clouds and a thickening fog bank into South Rockland Harbor to anchor. The next morning, under the now familiar heavy mist and intermittent rain, we returned to our berth. We unloaded our bags of damp clothes and knick knacks and said goodbye to a wonderful group of people with whom we enjoyed an outstanding Maine adventure under sail.

Before we had departed for our Maine sailing adventure, we discovered that Jerry and Winnie O'Con-

nor and their family had sailed this same schooner about a dozen years earlier. They said we would have a truly enjoyable time. They weren't wrong.

Anyone interested in more information about Windjammer sailing in Maine, can contact us or see the website for the sailing vessels *J. & E. Riggin* and *Timberwind* at <http://www.maineadventuresails.com/index.html>.



News of Interest **Don Hupman**

One of the quietest, most secluded, and most pristine little anchorages on the Chesapeake Bay is Dividing Creek on the Wye East River. However, did you know that there are actually three Dividing Creeks on the Chesapeake Bay?

One is the Wye East River Dividing Creek which cuts into undeveloped Wye Island. The PSC has rafted up there several times over the years.

Another Dividing Creek is about four miles up the Magothy River and shares a common entrance with Mill Creek.

The third and southernmost Dividing Creek opens directly to the bay on Virginia's Northern Neck, just above Kilmarnock.

Check out the article "The Great Divides" in the November *Chesapeake Bay Magazine* for more information.



Current State Boating Course Requirements (information extracted from *Chesapeake Bay Magazine*).

Delaware: Required for boaters born on or after January 1, 1978.

Maryland: Required for boaters born on or after July 1, 1972.

Pennsylvania: Required for boaters 12-15 years old and all personal watercraft users.

Virginia: Required for personal watercraft users ages 14 and 15.

District of Columbia: Required for all boaters.

This is only the second PSC newsletter published in over four years. The newsletter can once again be a primary and valuable means of intra-club communications. If you have ideas about topics you would like to see covered in the newsletter, let us know. If you can provide material for the newsletter that would be of interest to the general membership, let us know. Contact Don Hupman, PSC Communications Commodore at webmaster@pentagonsailing.org with your ideas and suggestions.

The PSC is an organization run by volunteers, so we need your help in every single function we provide for our members!

The "Frequent Volunteer Sea Miles" (FVSM) Program compensates you with coupons for your volunteer time. FVSM coupons can be redeemed for use of the river boats, trips on the Bay, or for other PSC activities like the Holiday Party!

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

PSC activity. FVSM coupons are valid for one year from the date of issue.

This is an exceptional deal! You work at the marina, help maintain boats, instruct in the Basic Sailing Classes, etc. And in return, we'll reward you with Frequent Volunteer Sea Miles! Plus, we'll give you the training you need to do any job right; for most volunteer opportunities, no previous experience is required! Just think, while doing something enjoyable and helping the PSC, you'll collect coupons to use towards great sailing opportunities on the River and the Bay!

The PSC needs your time and commitment in order to survive and thrive ---VOLUNTEER TODAY!!



Pentagon Sailing Club Annual Holiday Party and Awards Dinner

Saturday, December 1, 2007
Fort Myer Officer's Club
(bring 2 forms of Identification for security check)

Social Time begins at 6:30 PM (Cash Bar)

Dinner at 7:15PM

**Come Celebrate with Friends, Recognize our Great
Volunteers, and Enjoy Delicious Food!
Then Dance the Night Away to your Favorite Tunes with
DJ Tom Atkins!!!**

Holiday Attire: Dressy Casual to Formal Dress Suggested

**Reservations MUST be received by Tuesday,
November 20, 2007, but space is limited so don't wait.
Send in your reservation today!**

**Directions and additional information will be posted at
www.pentagonsailing.org**



2007 Holiday Party & Awards Dinner Reservation Form

\$35 each (by check)

or

One (and only one) Frequent Volunteer Sea Miles (FVSM) Coupon and \$10 (by check) per volunteer (coupons are not transferable)

Name(s) _____

Total # of Reservations _____

Phone number _____

E-mail _____

Meal Selection (indicate number by each selection):

_____ Herb Roasted Pork Loin

- Or -

_____ Atlantic Flounder stuffed with Crab Meat

Make check(s) out to: **PSC**

Send check(s), along with FVSM coupon, to:

Larry Paulson
Pentagon Sailing Club (ATTN: Holiday Party)
P.O. Box 23422
Washington, DC 20026-3422

(Questions? Contact Larry Paulson at laurence.paulson@gmail.com

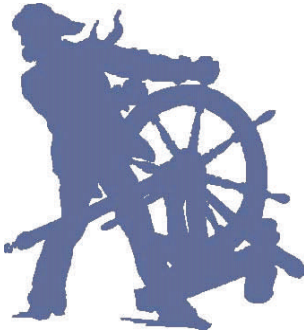
or

Winnie O'Connor at wynfryd@hotmail.com)



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.

Boat Captains for the PSC river boats. The position involves keeping tabs on the boat to which you are assigned and working with the river team to maintain the fleet and facilities. Just one of the perks of being a Boat Captain is free boat charters. No specific aptitude is required, just a willingness to put in some time and elbow grease. Contact the River Commodores Darrell Harris or Larry Chapman at rivercommodore@pentagonsailing.org.

Coordinators for the Labor Day Raft-up and a possible bareboat charter trip to the British Virgin Islands in 2008. The BVI trip coordinator should have some previous experience bareboat chartering. The raft-up coordinator can train on the job. If you would like to help with these PSC events contact Bay Commodore Ray Widmayer at baycommodore@pentagonsailing.org.

