



LUBBER'S LINE

November/December 2008

Volume 6 Issue 7

INSIDE THIS ISSUE

Looking Ahead	2
Training Corner	3
From the Bay	4
2008 Hydrilla Cup	5
MWR Dinghy Class	6
2009 PSC Bridge	7
October Membership Meeting	7
The Ditch	8
Boat Buying Notes	9
News of Interest	12
HP&AD Invitation	13
HP&AD Reservation	14
Help Wanted	15

Holiday Party & Awards Dinner **Larry Paulson**

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

The Holiday Party is the one non-sailing event of the year that you absolutely should not miss 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 6th 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 dinner will be served. This year's menu includes a choice of a Petite Filet & Herbed Chicken or Grilled Mahi Mahi. Dinner also includes soup, salad, vegetables, dessert, and coffee or tea. Following dinner will be the award presentations and the installation of the new Bridge. Then the real party starts with more socializing and dancing until they kick us out. Music will be once again provided by D.J. Tom Atkins.

The party is an amazing event where PSC sailors turn out in everything from 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 [Winnie O'Connor](#) for more information.

UPCOMING EVENTS See our web site for details and more events

November

- 15 Winter Training Program Class-Rules of the Road, Furnari Hall
- 19 Membership Meeting, Floyd's Bar & Grill, Alexandria
- 22 Winter Training Program Class-Celestial Navigation, Furnari Hall

December

- 6 Holiday Party & Awards Dinner, Fort Myer Officers' Club
- 13 Winter Training Program Class-Advanced Sail Trim, Beatley Library, Alexandria



Looking Ahead Vice Commodore Elect Wesley Moy

I'm in the process of lining up topics and speakers for 2009 Membership Meetings. Please send me your speaker ideas—especially if you have someone in mind to speak and can reach out to them. My intent is to develop a general idea about meeting topics and speakers well in advance so you know what's coming up. You can reach me at wrmoy@cox.net.



Have an idea about something you would like to get involved in and see the club do? I've listed some current volunteer opportunities with the Pentagon Sailing Club below but this list is not all inclusive. As each of you knows, PSC runs on efforts of its

members and their willingness to volunteer a little—or a lot—of their time. The list was produced prior to the late-November Bridge Offsite and subsequent planning by the individual bridge members. Expect to see more in the January-February Lubber's Line and on the PSC website as we begin to shape our plans for the coming year. In the meantime, if there are things that you would like to participate in or make happen let me know.

Why would anyone want to spend an evening talking about **VHF Procedures**? You'll note that there's a radio class on the Winter Training Program. Well, here's what it's all about. There's often little time to discuss radio procedures on the bay training sails—or the river sails for that matter. This two hour session covers the materials required for Bay Candidates and, upon successful completion, will result in signoff of all the radio procedure requirements for Bay Candidates. The class is also recommended for river skippers. You may also want to consider that person that sails with you a lot and needs to know who and how to call in case something happens to you.

Event Calendar

Events from around the bay. No particular criteria during the winter except that they sounded fun. Things that I'd wish I'd known about when I first moved here. Last year, for example, was the first time I went to the Parade of Lights. Next year, I'll be listing things that might be fun to sail to. In the meantime, I'm practicing finding out what's going on. I'll post things that might be of interest here and on the website.

December 5th and 6th – **Solomons Christmas Walk**. Stroll Solomons' candlelit streets, browse in unique

shops. 8th: 6-9pm. 9th: 10am-9pm. Enjoy art, music, entertainment, puppet show and boat light parade. Information: www.solomonschristmaswalk.com

December 13th – **Annapolis Parade of Lights** hosted by the Eastport Yacht Club. For more information go to www.eastportyclightsparade.com.

December 13th and December 14th, **Handel's Messiah** Concert, Main Chapel, US Naval Academy, Annapolis, Maryland. Performance by USNA Glee Club, Hood College Choir and the Annapolis Symphony Orchestra. Naval Academy Grounds, Annapolis. For tickets: purchase.tickets.com/buy/TicketPurchase?organ_val=2870&schedule=list

December 31st – **New Year's Eve 2008-2009** Family oriented, alcohol-free New Year's celebration on the City Dock and along Main Street in Annapolis. Musicians, street performers, bands, and fireworks. \$10 or onsite for \$15. To purchase tickets please visit www.newyearsannapolis.com.

Volunteers Wanted

Meeting Presenter on Good Crew – Have you ever wondered what makes a good crew member, someone that skipper and other crew members welcome back on board time and time again? Here's your opportunity to find out straight from the horses' mouth . . . and share what you find with the rest of the club at a future meeting. For more information on this project, contact me at wrmoy@cox.net.

Writers for the Lubber's Line—Sailing stories, book and gear reviews, and articles on your travels are all good ideas and much appreciated by all of our club members. If you have an idea but don't know if works, drop a line to Don Hupman at commscommandore@pentagonsailing.org. Book and gear for reviews doesn't have to be the latest and greatest. Remember our membership. New sailors especially appreciate a review of the classics. And those same old destinations may seem banal to you but many of us haven't been there before and would enjoy a look ahead to possible future destinations.

Photographers for all of our club events—See your photos published in the Lubber's Line and on the PSC website. Don't send all of your photos, but the one, two, or three that represent your very best to Don Hupman at commscommandore@pentagonsailing.org.

Training Corner Roger Hammer

Each year the PSC conducts a Winter Training Program (WTP). This is a program of specialized classes...e.g. Sail Trim, Navigation, Anchoring, etc....taught by PSC experts, and aimed at those who want to learn more about sailing than is normally taught in our basic sailing classes. In particular, for those of you who are Bay Skipper Candidates, the WTP was made for you. Don't miss out on this marvelous opportunity to gain skills and knowledge that will help you greatly in successfully completing the Bay Skipper written exams.

Plus...as with all PSC activities...we have fun! Refreshments are served, and it is a great

opportunity to hang out with your PSC buddies.

Sessions are normally held on Saturdays from November through April although some shorter classes may be held on evenings during the week. See the WTP Schedule below. Except when otherwise noted, Saturday classes begin at 9:30 am.

Whenever possible, classes are held at a non-military site to accommodate our non-DoD members. Students are charged a nominal fee per session to cover course materials and other expenses.



Date	Time	Class	Cost	Instructor(s)	Location
Nov. 15, 2008	9:00 am to 2:00 pm	Rules of the Road	\$25	Jim Battles	Furnari Hall, Naval Dist. of Wash., Anacostia Annex
Nov. 22, 2008	9:00 am to 4:00 pm	Celestial Navigation	\$25	Hal Moore	Furnari Hall, Naval Dist. of Wash., Anacostia Annex
Dec. 13, 2008	9:30 am to 12:30 pm	Advanced Sail Trim	\$25	John Cavedo	Beatley Library, Alexandria
Jan. 10, 2009	9:30 am to 4:00 pm	Piloting & Navigation 1	\$75 for both sessions	Jim Battles & Larry Paulson	Beatley Library, Alexandria
Jan. 24, 2009	9:30 am to 4:00 pm	Piloting & Navigation 2		Jim Battles & Larry Paulson	Beatley Library, Alexandria
Feb. 5, 2009	7:00 pm to 9:00 pm	VHF Radio Procedures (Thursday evening class)	\$10	Wesley Moy	TBD
Feb. 14, 2009	9:30 am to 12:30 pm	Boat Systems	\$25	Tony Skivo & Will Kelchner	Beatley Library, Alexandria
Mar. 7, 2009	9:30 am to 12:30 pm	Anchoring, Rafting, and Raft-Up Planning	\$25	Lynnette & Don Hupman	Beatley Library, Alexandria
TBD in April	TBD	CPR & First Aid	TBD	TBD	TBD

From the Bay Ray Widmayer

Lately, before I can sail my little boat, *Etude*, I have to literally "rake" the leaves off the boat. I thought when I moved to a small condo...sans yard...my leaf-raking days were over. Not so apparently. What this means is that "A," I should probably move to a slip further from the offending trees on the shoreline; and "B," it is Fall, and time to reflect on the 2008 sailing season and to look forward to the 2009 sailing season.

I said this before...but it is well-worth repeating...Hal Moore, Wesley and Brenda Moy, and Jim Battles each did a *wonderful* job in planning the 2008 Memorial Day Raft Up, BVI, and Labor Day Raft Up respectively. Each of these events was a huge success due to their efforts, and due to the strong support of the participating PSC members and guests. And through the efforts of our Training Commodore, Roger Ham-

mer, and the Bay Training Coordinator, Ken Skelps, the 2008 Bay training season concluded recently with probably more bay sails than ever in the past...and with most sails full with a waiting list. It was a *really* good year on the Bay and in the Caribbean for the PSC!

I'm gonna do the Bay Commodore thing one more year... 2009...and I am anticipating an even *better* year for 2009. We already have Vince Ferrer working the 2009 BVI trip...more on that later. Many thanks to Vince for taking on this very demanding, but commensurately rewarding challenge. He is already going full speed ahead with RFPs out on the street to various charter companies...looking for the best deal possible for the PSC. And I will soon personally look into chartering the many



Ches Bay boats we use each year...maybe \$30K plus worth of charter business for a local company.

Missing at this point from the 2009 PSC Bay season, however, are **volunteers to coordinate the 2009 Memorial Day and Labor Day Raft Ups.** Contact me, Ray Widmayer, at raywidmayer@aol.com and/or on my cell at 202-255-5664 to discuss these opportunities to greatly contribute to the PSC by managing one of our two major Ches Bay sailing events.

Cheers, Ray

"It was a really good year on the Bay and in the Caribbean for the PSC."



**2008 PSC
Cruising Fun**



PSC 2008 Hydrilla Cup Chris Elenbaum

It was a blustery 27th of September morn...ahem...sorry, I was dreaming again. I mean it was a moist and over-cast September morn with dead calm winds and no improvement in the forecast. We got an early start prepping the boats for the annual crowning event of our racing season...The Hydrilla Cup. This year's event drew more than 40 club members and friends for a morning of exciting match racing and a delectable pot luck luncheon fit for a royal yacht club.

The racing categories included a dubious combination of comedy and classic rivalry. The "novice challenge" executed in two-knots of breeze with our newest members at the helm, had the audience longing for the days of watching paint dry. The classic "ladies versus men" face-off provided the closest competition of the day requiring careful execution of tactics and excellent helmsmanship in light wind. The men dominated first and second places and the ladies took third, edging out *Kestrel* and its crew of misfits. *Kestrel's* party-hearty crew took an arbitrarily imposed 13 minute penalty for failing to show up on the race course until 5

minutes after the starting horn sounded. After lunch, the "young turks" and 'old geezers" took the course. The competition was marked by three impressive races in steadily freshening winds up to 8 knots. Falcon's crew of young turks and turkettes, with their on-time starts and the boat's lower handicap left the competition gasping for wind.

This year's event was a great success all around. Many thanks to all who helped setup another successful Hydrilla Cup event with terrific food, great friends, and exciting match racing. The PSC's racing season was a great success with a significant increase in racing team membership and a regular crew of Tuesday night sailors participating in the Dangerfield Island Sailing Club races. The team produced a number of qualified racing skippers and experienced crew who are undoubtedly anxious to race again next season. And speaking of next season, the team will be reaching out to increase participation and will seek to continue to offer a great bargain for a lot of great sailing, and maybe even some club match racing!

Chris Elenbaum

"This year's event was a great success all around."



PSC boats racing in light winds at the 2008 Hydrilla Cup Photo by Wesley Moy



Bolling AFB MWR Dinghy Class **Wesley Moy**

On June 26, 28 and 29, PSC River Instructors delivered our first 2008 Potomac River dinghy course for Bolling AFB Morale Welfare and Recreation (MWR). The class consisted of ten students comprised of active and reserve military, retirees, and dependents. Unlike PSC, you must have a DoD affiliation in order to participate in MWR activities.

The class started Thursday evening with “classroom” instruction—ten minutes of introductions and paperwork, an hour and a half of hands on land drills in the parking lot, and no PowerPoint slides. Each of the students had a chance to be crew and helmsman as we tacked our way through the parking lot.

On Saturday, students started the day sailing with experienced PSC sailors for their first forays on to the river in the

Hunter 15 dinghies. As the winds built, some of the students—and instructors—had a chance to taste the Potomac. Righting a dinghy from a capsize; however, is valuable experience. On Sunday the students sailed a variety of courses in the dinghies, all without benefit of instructors with them. The development of skills from Saturday to Sunday was noteworthy.

The class was led by PSC Training Commodore Roger Hammer, ably assisted by numerous river instructors, assistant instructors, and a few on their way to being instructors.

Delivery of this dinghy sailing class demonstrates the continued partnership between Bolling MWR and the Pentagon Sailing Club.



MWR dinghy class students round a mark

Photo by Wesley Moy



2009 PSC Bridge Don Hupman

On October 15, 2008, the PSC held an election for our 2009 Bridge. Four positions were up for election: Vice Commodore, River Commodore, Membership Commodore, and Secretary. The newly elected Bridge members will serve through 2010. The election also required one additional Bridge member change. Upon his election as one of the two new Co-River Commo-

dores, Roger Hammer vacated his current position as PSC Training Commodore. Commodore Tony Skivo then appointed outgoing Vice Commodore Will Kelchner as Training Commodore to fill Roger's unexpired term in accordance with the PSC By-Laws. All other Bridge officers were elected for two-year terms (expiring in December 2009) at last year's election.

2009 PSC Bridge	
Commodore	Tony Skivo
Vice Commodore	Wesley Moy
Bay Commodore	Ray Widmayer
River Commodore	Larry Chapman & Roger Hammer (Co-River Commodores)
Training Commodore	Will Kelchner
Communications Commodore	Don Hupman
Membership Commodore	Darrell Harris & Jane Harris (Co-Membership Commodores)
Treasurer	Larry Paulson
Secretary	John Cavedo

October Membership Meeting Lynnette Hupman

At our October Membership Meeting, seven members were recognized for their achievements on the water. Training Commodore Roger Hammer awarded Basic Keelboat Skipper certificates to Woody Page, Dan Daubert, and Thomas Jordan. Rod Fauth received his PSC Senior Crew certificate. Achieving the coveted PSC Cruising Skipper (D-CS) certificate were three dedicated sailors: Jim Battles, Will Kelchner, and Jerry O'Connor. With almost 40 members and guests at the meeting, they received a hearty round of applause for all their efforts.

This meeting was our election night and we welcomed new Bridge members (no hanging chads!) We also heard some great information and stories from Rich Grandinetta, a Boat U.S. marine insurance expert, and viewed an interesting video. Many thanks to Will Kelchner, Vice-Commodore, for his efforts to provide programs for our meetings.

Lynnette



The Ditch Wesley Moy

Editor's Note: In October 2007 PSC member Wesley Moy traveled down the Intracoastal Waterway (ICW) on a sailboat headed for Bermuda and on to the U.S. Virgin Islands. Wesley provided the following article about his trip on the ICW.

The plan was to spend three late-October days working our way from Worton Creek on the upper Eastern Shore to the mouth of the Chesapeake in the Norfolk area. Enroute we would be taking an advanced coastal cruising class and getting the boat prepared for open water. In Norfolk, we would provision for an ocean passage and head to Bermuda about November 1st. The boat was a 1995 Island Packet 40 named *Island Retreat*. She had spent the summer up in Worton Creek as a school and charter boat and was being taken to St. Thomas to do the same for the winter. The skipper was Capt Dave Bello, owner of the Fair Wind Sailing School and of *Island Retreat*.



It's said about sailing and cruising that you can't really stick to a time schedule because weather and maintenance will insist on changing that schedule. We had both. As best as we can figure, last week's charterer had played with the battery selector switch while the engine was running. This is considered bad as it usually puts the alternator into a terminal death spiral, which it did in this case also. I learned that even in Annapolis, you can't just go to a marine store and get the exact part you need to fix what ails your boat. A new alternator had to be overnighed from somewhere in New England. In the meantime I got to learn about things like changing sails, bleeding fuel systems, changing oil, and all sorts of salty seeming things. Once the part arrived, it took about an hour to get it installed and ready.

With the boat repaired and prepared it was time to get back on schedule. Unfortunately, the National Weather Service was projecting that Hurricane Noel would be meeting us when we were about half way to Bermuda. Figuring that we didn't want to add ourselves to the casualties that Noel had already caused in the Dominican Republic, a change in plans seemed in order. We decided to head down the Intracoastal Waterway to Morehead City, North Carolina and let Noel

pass us by. From there, *Island Retreat* could head over to St. Thomas.

While many portions of the Intracoastal are narrow rivers and canals, the Chesapeake is wide and (mostly) deep, ideal for a night transit. We left late-afternoon on a planned 24 hour run of 160 nautical miles to take us into the Elizabeth River, through Great Bridge Lock, tying up in Chesapeake, VA the following afternoon. We also planned a staggered watch cycle so that the two-person watches would be able to maintain good situational awareness—for both navigation and safety. We made Chesapeake, VA in just under 22 hours after a beautiful sunrise and encountering dolphins and warships in the southern Chesapeake.



Great Bridge Lock is a good first lock to go through on a small boat. The rise and fall is only about two and a half feet and boats don't bounce around as the water level changes. Still, it is a lock and you'll need to tie up, maneuver in an area with many other boats, and ponder what locks are all about—even if it isn't on the Panama Canal. Once through the lock, we tied up to the canal bulkhead, looking forward to dinner and an early departure the following morning.

The Great Bridge Highway Bridge at (statute) mile 12 doesn't open during rush hour so there's a narrow time window in the early morning to get through. We were up and ready to go for the first opening at 6 a.m. We let the power boats queue up ahead of us and we were the first sailboat through the bridge. In the darkness, a few miles past the bridge, we encountered a number of green lights advancing steadily towards us. The COLREGS weren't helpful in determining what was coming. As the lights grew closer we began to hear low voices that sounded like they were keeping

continued on page 10

Boat Buying Notes **Ray Widmayer**

I bought a sailboat in April of 2005—my *first* boat! Being in my early 60's at the time...the thought “now or never” came to mind. Not particularly liking the “never” option, I choose the “now” option, and started looking...thinking “How hard can it be?”

The “looking” bit was simplified a lot by the fact that I knew *exactly* what kind of boat I wanted to own...an Island Packet. No question. Problem was these IP hummers ain't cheap... and I ain't rich...so my looking was focused by necessity to the older, smaller variety of Island Packet...the 27-31' range. My search was also simplified by the fact that there is only one real dealer of Island Packets on the Bay...an outfit called Gratitude Yachting Center, near Rock Hall, Md. This place is the “Toys R Us” of Island Packets. So it really was just a matter of finding a nice IP 27, 29 or 31 that I liked.

I started out looking at the IP 27...a fine boat that has many of the features of larger IPs. I actually made an offer on one of these guys, but someone was watching over me...and my offer was not accepted. In hindsight, I was basically trying to pack ten pounds...me...into a five pound bag...the IP27. The issue was headroom, not general boat size, which is ample with the IP27. Considerably less expensive than larger IPs, the IP 27 is a bit snug for a tall person, which I am. I was letting the “less expensive” thing drive the “head room” thing. In the long haul, although the fit was not totally unreasonable...I think I would have been *very* unhappy in a boat in which I could not comfortably walk with out scraping my head...which happens to be basically void of any significant cushion of hair. I would have been hitting my head all the time. Not good!

So then I looked at the more expensive IP 29. Same deal...not enough head room, although this time I learned my lesson and did *not* make an offer on a very nice IP 29 that I looked at.

That left the IP 31, larger IPs being out of my resource bracket. Gratitude happened to have only one IP 31 at the time (IPs in general are not on the market all that much, it seems...they don't make that many of each model to begin with, and folks like to keep them). It was on the hard...and hard times it had seen. Teak was awful, and the entire boat was generally not fun to look out...sad, really. Unfortunately, there were no other options to see at the time, and I was getting tired of looking (and of driving to Rock Hall...many trips), and I was beginning to question the sanity of all this boat buying stuff...so I gave up looking. For about a month. Sigh.

After said breather in this great adventure, I again called Gratitude and they said “Come right over...we have my boat waiting for me.” “Sure they do,” I thought to my self. But it

was a nice day, and my boat-buying-juices were flowing again, so in my car I jumped for yet another trip to Rock Hall.

Man, am I glad I did!

Sure enough, as advertised, Gratitude did indeed have my boat. As soon as I saw this 1988 IP31, it was love at first sight...no question. The teak just gleamed, and all through the boat were signs that whoever owned the boat before...knew what she or he was doing. This boat clearly enjoyed a life of serious TLC.

So I made an offer on 26 February, my daughter Heather's birthday, and the offer was accepted a few days later.

Then the process became a series of real-estate-like steps that included inspection (called a survey...a must from the sanity check perspective, and also from the insurance perspective), re-negotiation, loan acquisition, final inspection, settlement, joy and relief, and sudden realization of “good grief...what have I done?”

Anyway...it all turned out just fine. I love my little boat...*Etude*...and she continues to receive TLC...big time.



continued on page 11

The Ditch

continued from page 8

time, almost a cadence. Almost as they reached us, we realized that the green lights were rowing shells and we were passing through an early morning practice.

Late afternoon, we made the Alligator River and put in at the marina at the western end of the swing bridge. Following an exciting pivot turn--full keel boats don't really like fancy fairway maneuvers--Miss Wanda helped us make fast. NWS was predicting a gale for the next day. Because the Route 64 bridge won't open in winds higher than 25 knots, we were provided an opportunity to do laundry and otherwise get caught up.

Morehead City, NC, is sister city to Beaufort, NC, separated by US 70 and Radio Island. Beaufort seems to be the resort community while Morehead City seems to be the other side of the tracks. Our criteria for a marina included proximity to a grocery store, a West Marine, and a marina at least one of us knew how to find--not necessarily in that order. We found our way into the Morehead City Yacht Harbor, escorted by a pod of porpoises. It was also good that the Cruising Guide was pretty specific about navigating to the marina since only one of us knew where it was--sort of. The West Marine and grocery store were pretty far away also.

While not every marina along the way had WiFi, we found establishing connectivity along the way to be invaluable. Access to E-mail allowed us to provide updates to family and friends. Weather related websites gave us real time information on Hurricane Noel and other developments. While I wouldn't necessarily advocate taking a laptop on a bay training sail, going on a cruise somewhere is a different story. A computer is an invaluable tool for a variety of tasks.

As we made our way down the ICW, we found ourselves encountering the same boats again and again. On the water, in marinas and anchorages, and on the radio it seemed as if we were traveling in a pack of power and sail boats. We had, in

fact, joined the migration of snowbirds heading for warmer climates. Insurance provisions from some companies preclude travel south of the Mason Dixon Line until the official hurricane season passes on November 1st . . . of course by this time we were into November and Hurricane Noel was making its way up the coast. So much for the hurricane season ending.

The popularity of the ICW for boats making their way north or south lies in the sheltered passageway that avoids the open ocean. There are many crews, especially those sailing short-handed that wish to avoid the Atlantic's open water and need to stand watches. The relatively easy day trips between marinas and anchorages breaks up the trip into manageable pieces for those not in a hurry. On the downside, at least for sailors, are the long narrow stretches that preclude sailing. These same stretches also preclude traveling at night.



Fog on the ICW Photo by Wesley Moy

The interest in the ICW is evidenced in a September 2008 *Cruising World* article. I'd head down the ICW again. There were places we passed that seemed to beckon for a visit. And of course there's everything beyond Morehead City, leading all the way down to Key West.



Sailboats motoring on the ICW Photo snatched from the internet

Boat Buying Notes

continued from page 9

Tips to those thinking about a similar boat-buying adventure:

- ▶ Recognize that boating is a *life style*...not just something you do now and then...like dusting off a set of golf clubs for an occasional round.
- ▶ Understand that unless you like to work on stuff and fix stuff, and have or are able to learn the associated skills...you should **not** be looking to buy a boat, particularly an "older" boat.
- ▶ Understand that the money you put down at settlement is just the start. The rule of thumb of 10% of the cost of the boat per year for upkeep is about right, I have noted...my visa card charred from overheating with frequent use. Marinas, insurance, new stuff you need, new stuff you really *don't* need,

but someone else has so you just HAVE to have also, all combine to make owning a boat a bit on the expensive side.

- ▶ Understand that it is also not cheap just getting to your boat every weekend or so...fuel being what it is...and I chose to keep *Etude* at Solomons...farther away than many other marina locations.
- ▶ And then there is all that Corona and other liquid refreshment you are going to buy.

However, so far, it is well worth it folks! I love owning my boat, and I love sharing sailing on her with others. As long as these conditions remain, the enjoyment I am gaining from boat ownership far outweighs all else. As I said earlier...it was "now or never" and I chose "now."

Cheers, Ray



News of Interest **Don Hupman**

One Knot is Always 100 Feet

Some math formulas are worth committing to memory. One I've always found useful defines the simple relationship between speed in knots and the number of feet traveled through the water in a minute. This is known as the "one-one hundred-one" formula. For example, if your boat is moving at 1 knot, it will cover 100 feet in 1 minute; at 2.6 knots, 260 feet in 1 minute, and so forth. It's easy to use when you're maneuvering your boat in a tight space or if you have a MOB situation.

Charles Mason in the Oct. 2008 Sail magazine.

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.



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 6, 2008

Fort Myer Officers' 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 25, 2008, but space is limited so don't
wait. Send in your reservation today!**

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



2008 Holiday Party & Awards Dinner Reservation Form

\$50 per person (by check)

or

One (and only one) Frequent Volunteer Sea Miles (FVSM) Coupon **plus \$25** (by check) per volunteer
(coupons are not transferable)

Name(s) _____

Total # of Reservations _____

Phone number _____

E-mail _____

Meal Selection (indicate number by each selection):

_____ Petite Filet & Herbed Chicken

- Or -

_____ Grilled Mahi Mahi

(Both selections include salad, soup, vegetables, dessert, and coffee/tea)

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

Send check(s), along with FVSM coupon, not later than November 25, 2008, to:

Larry Paulson
Pentagon Sailing Club (ATTN: Holiday Party)
1318 Mistyvale St.
Herndon, VA 20170

(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.



Coordinators for 2009 Raft-Ups (Memorial Day and Labor Day) .

Contact PSC Bay Commodore Ray Widmayer at baycommodore@pentagonsailing.org.

