



## INSIDE THIS ISSUE

State of the Ship	2
Training Corner	3
From the Bay	4
PSC Racing Squadron	5
On the River	6
Treasurer's Report	7
Membership Update	7
U.S. Sailboat Show	8
2008 BVI Trip Update	10
News of Interest	11
Hydrilla Cup Flyer	12
Help Wanted	13

## PSC Bridge Elections to be Held at the October Membership Meeting **Will Kelchner**

**O**ctober is election month at the Pentagon Sailing Club. It is important that all Full-Regular members in good standing attend the October 15<sup>th</sup> membership meeting and vote in the election.

This year we complete our transition to two year Bridge terms. Therefore, only those Bridge positions that were elected for one year terms last year will be up for election this year. The positions to be elected this year are 1) Vice Commodore 2) River Commodore 3) Membership Commodore and 4) Secretary.

In accordance with the PSC By-laws, nominations for this

year's elections will be solicited through September 24<sup>th</sup> (21 days prior to the election on October 15<sup>th</sup>). No additional nominations will be accepted after that date, but voters may write in candidates for any position.

All Full-Regular members in good standing may vote in the election and should attend the October membership meeting to vote in person. Full-Regular Membership includes both the member and the member's spouse in a family membership so that both may cast ballots. Voting members who can not attend the October membership meeting may vote by absentee ballot or by proxy in accordance with the By-laws.

Absentee ballots will be accepted via regular mail or E-mail and must be received by the PSC Vice Commodore not later than 24 hours prior to the October 15<sup>th</sup> election.

Proxy votes (where one Full-Regular Member casts a ballot for another Full-Regular member) at the October membership meeting must have written authorization from one eligible voter to another Full-Regular member to vote on his or her behalf.

The list of candidates and information on where to send absentee ballots will be posted on the web site and E-Mailed to members not later than 25 September 2008.

## UPCOMING EVENTS See our web site for details and more events

### September

- 10 & 18 Basic Sailing Class 4 - Classroom Sessions, Furnari Hall
- 17 Membership Meeting, Floyd's Bar & Grill, Alexandria
- 27 Hydrilla Cup and River End of Season Party, Bolling Marina
- 27 & 28 Bay Day Sails, Annapolis

### October

- 9-13 39th Annual United States Sailboat Show, Annapolis
- 15 Membership Meeting, Floyd's Bar & Grill, Alexandria (**Election Night**)
- 16 & 22 Basic Sailing Class 5 - Classroom Sessions, Furnari Hall



## State of the Ship **Commodore Tony Skivo**

**C**ommodore's Log  
13 Sep 2008

Fellow PSC Sailors,

Seems like yesterday I was writing to say another sailing season was about to begin, and now we are on the homeward leg of that season. I thought then that we would have a great sailing season, and things have turned out even better than I originally thought. We've had record turnouts at PSC events all season long on the bay and the river.

If you wanted to get out on the bay with the PSC or take our Basic Keel boat class, I have to say sorry, everything is sold out for the rest of the 2008 season. Better luck next year, and please keep in mind to sign up early.

The PSC Hydrilla Cup is on Saturday, 27 September 2008 at 0930, and will be one of the last open opportunities to sail and socialize with the PSC this year on the River. The Hydrilla Cup is a fun PSC tradition where the men of the club take on the women of the club in a series of match races. We will also have a free BBQ for all PSC members and their guests, so bring a friend and spend a fun morning and afternoon on the river. Things get started at 0930 and run until the wind, food and liquid refreshments run out.

Our Basic Sailing Class on the river was a tremendous success story this year. Originally we planned for three classes of 15 students this year. Due to your demand we are now in the middle of class four, and there is a fifth class scheduled and already full for October. When that class is complete we will have trained nearly 75 new sailors. This is a new PSC record! In the past, the most we ever trained in one year was 45 students. This validates that we did the

right thing with our special membership/learn to sail package, and that we listened to what you had to say. None of this could have happened if it wasn't for the efforts of our volunteers. I would like to thank all the Lead Instructors, Instructors and Assistant Instructors who gave their time to the club. A special thanks to Roger Hammer and Chris Elenbaum who pulled it all together. I also want to say congratulations to all our new sailors and I hope to see you on the water next year.

Don't forget the PSC Winter Training Program as the days grow shorter and the weather colder. The PSC moves indoors, so check on the web site and watch your email for announcements on the 2009 Winter Training Program. We are lining up some new classes and instructors this year. Some of the upcoming classes this year are Navigation I/II, Rules of the Road, Anchoring and Raft-Ups, Chartering, Big Boat Systems and Maintenance, Heavy Weather/Safety, Red Cross CPR and First Aid plus a class on the dreaded MSD.

The elections for 2009 Bridge positions will be held during the 15 October membership meeting. We already have several people interested in running for Vice Commodore, River Commodore, Membership Commodore and Secretary. We will introduce those that are already on the slate at the 17 September membership meeting, which will be the last opportunity to nominate someone. Please do not nominate someone unless you have spoken to that person and they have agreed to run. Be on a look out for a detailed message from our Vice Commodore on who is running and how to vote electronically or at the meeting.

Before I close, don't forget to mark your calendars for the 2008 Holiday



Party and Awards Dinner on Saturday, 6 December 2008 at the Ft. Myer Officer's Club. Again go to the web site and watch your email for details.

Your 2008 Bridge continues to work for you. Please let us know about any concerns or things you would be interested in; it's YOUR club, and you DO have a say in how we operate.

Again my very sincere thanks to all of you for the important parts you play in keeping the PSC the organization we are today, and will be tomorrow.

Fair Winds and Following Seas

*Tony Skivo*  
Commodore 2008



## Training Corner Roger Hammer

**C**ontact Training Commodore **Roger Hammer** directly for information on current and upcoming PSC training classes and activities.

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



# From the Bay Ray Widmayer

**T**he bay sailing season ain't over yet, folks. The *best* is yet to come... Fall sailing on Ches Bay! If there are any spots remaining on the scheduled bay training sails....grab 'em! If not, Oh well, there is always next year...or try to find a friend who has a boat on the bay. Ken Skelps and Roger Hammer are doing a superb job in organizing and filling all scheduled bay training sails this year, and hats off to them for that super service to the club.

Three major 2008 bay sailing events are history now...the Memorial Day Raft Up, the BVI charter trip, and the Labor Day Raft Up. In past notes in the Lubber's Line, I thanked Hal Moore for running the MDRU, and Brenda and Wesley Moy for jointly running the BVI trip. And we all know what wonderfully-successful events the MDRU 2008 and the BVI 2008 were. No question! I would *now* like to thank Jim Battles for

planning an equally-successful Labor Day Raft Up 2008; he did a truly superb job, with over-ten boats on the raft in Baby Owl Cove and at the Marina in Oxford Maryland. A fine time was had by all, and we all truly enjoyed the expertly-prepared sea stories that provided entertainment on the raft on the Saturday evening. In that regard, I personally feel Duane Covino did a particularly outstanding job...he *really* got into to a "privateer" frame of reference. Very effective, indeed. So BZ to Duane and to *all* those associated with planning or participating in the LDRU 2008!

Now the **commercial**: On the wild chance that I may yet again be the Bay Commodore next year, 2009; and if the club wants even *more* success next year than we enjoyed in 2008 for the MDRU, BVI, and LDRU; then I am going to need **HELP!!!**



**We need coordinator/s for the 2009 MDRU, 2009 BVI Trip, and 2009 LDRU;** and it is *not* too early to step forward and share your talents to assure that we all have a wonderful 2009 Bay Sailing Season. Give me a call on my cell (202-255-5664), or send an email to me [raywidmayer@aol.com](mailto:raywidmayer@aol.com) and let's start working *together* for a great next year.

Thanks, and nice chatting with you.

Cheers, Ray

*"The Bay sailing season ain't over yet, folks. The best is yet to come..."*



**2008 LDRU Fun**



## PSC Racing Squadron Hal Moore

**T**he Pentagon Sailing Racing Squadron (RS) continues its regular program of Tuesday night racing, in addition to some weekend races. We continue to get enough people to run two boats, usually one in the spinnaker fleet of the Dangerfield Island Sailing Club (DISC) and one in the non-spin fleet. For more information on racing squadron generalities, please check out the April Lubbers Line.

We have continued to expand our qualified racing skippers of record (SORs), so that we now have Bill Hallam, Darrell Harris, Jim Mead, Chris Ellenbaum, Stephanie Vavonese, Steve Bussolari, Rodney Jones, Cesar Rios, and Hal Moore on the bench.

In the DISC series, we have continued to move up in the rankings and have started cracking into the first one or two boats across the start lines. To achieve this result, a lot of experience has been acquired in both dealing with equipment deficiencies, unusual wind environments, and just plain better sailing expertise.

We had a an accident with GAIL III, where the mast split into two in the middle of a race. We are in the process of procuring a new mast. We had to deal with an outhaul line on Falcon that burst from its clam cleat in 8 knots of wind.

We have continued to learn to deal with special challenges from racing in a mixed fleet, where we are one of the smaller (and by definition) slower boats. We are almost always in unusual give way situations, and our slower speed makes it easy for other boats to overlap us at marks, and difficult for us to cover when beating. There are typically over 40 vessels in the DISC series.

We also joined with DISC on their annual sail to Ft. Washington.

Some good recommendations from Steve Bussolari on the rigging set up required for Falcon:



*1- The sails appear to be in very good shape and the boat should point higher than we were able to in moderate wind. I would have liked to have more time to debug the sail trim, but I don't think it was sail trim alone that was the problem. I believe that her rigging needs adjustment. I also noted that she sailed better on port tack than starboard. This again points to a rigging issue.*

*2- I would start by ensuring the mast is raked appropriately by adjusting the headstay length. I don't think we need any rake at all, given the large mainsail on this boat. I would ensure that the mast is amidships by measuring from the head of the mast to the chainplates. I would adjust the shrouds until it is plumb. Then I would tighten the shrouds evenly to the tension recommended by your sail maker (Ullman).*

*3- In general for the moderate winds we had on the sail to the race, I would have liked a flat mainsail and would achieve this with a combination of halyard tension, Cunningham, and backstay tension. I would want the draft as far forward as possible to reduce the weather helm. I would want to keep a tight leech and dump lift in gusts by dropping the traveler. I*

*continued on page 9*

*"We have continued to learn to deal with special challenges from racing in a mixed fleet..."*



## On the River Larry Chapman & Darrell Harris

**A** hoy PSC Members,

Well, a lot has been happening down on the river. At the beginning of July, boat PSC 5 "Gale III" had a dismasting during one of the DISC races. Luckily nobody was injured and it was due to equipment failure on the mast. Metal fatigue had caused a weakness in the mast right in the spreader area.

The River Action Team 'Rats' were right on the case to work out an action plan headed by Bill Hallam. Via PSC sources we managed to locate a donated mast from one of our new members, Bill Carney who is in the process of doing up his own Catalina 22. The mast was collected and over the last couple of weeks we have been robbing the best parts from the original mast and boom and to put them on the new acquired mast. By Saturday the 2 Aug, the mast was erected

back on Gale III. She still needs some minor work sorting out her electrics, whilst we wait for a new upgraded spreader kit from Catalina Direct to be shipped -which is on back order.

Also, on the 2 August the RAT work day, boat PSC 1 "Falcon" was hauled out and her hull was carefully power washed by new member Howard Frost. The PSC racers are always looking for that extra 0.5 knot from her and she hasn't had her hull cleaned since she was put back in the water last April. Let's hope it helps in next Tuesday's race!

Also during the month of July, boat PSC 3 "Eagle" has had problems with her mast due to rot had set in on the starboard side of the boat. Her gussets where the chain plates are fixed were so weak that it was decided to replace both port and starboard gussets. Join effort from Roger Hammer, training commodore and new member Randy Cook took the lead on making new gussets from white oak

which doesn't absorb water so much. At the time of writing, the new gussets have been installed, and all that is required to do is some minor fiberglass repairs and step her mast again.

You will note that I have mentioned two new members who have stepped up to assist the RAT team. For all you new members out there interested in learning more about how to look after boats feel free to contact the River Commodores so that we can put you in touch with some of our more knowledgeable members so you too can join in the fun and learn more.

The RATS try and meet approximately every 4 -6 weeks as boat repair demands crop up. Come join in the fun, learn some new skills and earn a FVSM voucher at the same time.

From your Joint River Commodores,  
Darrell Harris & Larry Chapman

**This year's Hydrilla Cup is 27 September  
at the Bolling AFB Marina.  
See the flyer at page 12**



## Treasurer's Report **Larry Paulson**

**P**SC Treasurer's Report  
September 2008

We still, however, have a few expenditures to close out the year: Capitol Cove Marina slip fees, \$3,000; Holiday Party, \$5,000. We anticipate no further significant income other than about \$2,000 for the Holiday Party.

Our balance as of September 15<sup>th</sup> is \$31,295. As of August 6, when the balance was \$28,779, Year to Date, income is \$8,150 above expenses, and we are running ahead of our projected budget for both income and expenses.

*Larry Paulson*  
Treasurer  
Pentagon Sailing Club

## Membership Update **Jim Battles**

**C**ontact Membership Commodore **Jim Battles** directly for information on membership activities.

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



# 39th Annual United States Sailboat Show

## Annapolis, October 9 - 13, 2008

### [2008 U.S. Sailboat Show®](#)

Where: City Dock & Harbor  
Annapolis, Maryland

When: VIP Day  
October 9th, 2008  
Thursday 10am to 6pm

Regular Admission Days  
October 10th - 13th, 2008  
Friday - Sunday 10am to 7pm

Monday 10am to 5pm  
Come see the world's Largest show featuring exclusively new sailboats!



### **Directions:**

Take Rte. 50 to Annapolis/Rowe Blvd. exit # 24 and follow signs to nearby Boat Show Parking. Shuttle buses are provided to the City Dock on a continuing schedule from 9:00 AM until one hour after the show closes each day.

### **Tickets:**

Press/VIP Day, October 9: \$35, all ages  
General Admission Days, October 10-13: Adults \$16,  
Children 12 and under \$8

### **Web Site:**

[http://www.usboat.com/us\\_sailboat\\_show.php](http://www.usboat.com/us_sailboat_show.php)





## Racing Squadron

*continued from page 5*

*never did get to this as the wind quit before we were ready to race. I note that the traveler control is awkward to work from the helm, so the helmsman may need to get help or we need to rig a pendant to the traveler to work it directly from the helm.*

*4- In the lighter conditions we had, I think we did OK with sail trim, but maybe could have had more draft in the main. I couldn't see the head of the genoa, so perhaps we could have had more draft there as well. My prime suspect is a dirty bottom. When is the last time it was cleaned?*

*5- In general, I would recommend that foredeck crew stay low and near the mast. Standing at the forestay will ruin the flow over the jib. Standing at the mast will block the slot. I personally prefer that my foredeck crew stay in the cockpit unless setting, dousing, or keeping lookout. Typically in race boats this size, the foredeck crew will lie prone and peek under the genoa for traffic or to call the line at the start.*

*6- Finally, the spinnaker is too big for the boat. Since the pole cannot open the foot enough to get a good sail shape, it will be very inefficient reaching (as we were) and may do more harm than good. I would only use it on a very broad reach or a run. Again, I would need to see it fly under more appropriate conditions than we had on Tuesday. As you noted in your report, we got toasted by those who dropped their chutes early or never set them.*

### Highlight reports from recent races:

...One of the bigger boats had run aground just 50 yards or so beyond the mark - there is a shallow spot there and it was still essentially low tide. Again our crew raised the genoa and doused the spinnaker as we rounded the mark quite efficiently.

...Falcon's hull was cleaned last weekend. It was not that dirty, anyway, as it turned out. But sailing it even knowing it had just been cleaned, we found, made at best only a marginal difference, no real noticeable difference to this helmsman. The week before, Bill Hallam and Steve Bussolari worked over the rigging and got it fairly well optimized. The new genoa is big and good for light wind. Shape of main is real good. We have a couple of oversized halyard problems - their diameter is bigger than the sheaves. But this doesn't affect sail handling during sailing - just makes it a little harder to raise sails. Last two outings, Falcon has pointed much better than before. Still, Falcon's handling is sub-optimal - a high degree of drag is still there. On the same point of sail and similar sail-set, other boats just pull away. Either we have not figured out a mystery, yet, or the Capri 22 fractional rig is really not as quick as its reputation. It's fun to sail Falcon for leisure. But it's damn hard to make it perform fast in a race. But I've no doubt we'll keep working at it.

...We succeeded in keeping fairly close to Hawkeye (roughly our size, but with a much higher PHRF rating) and kept pace with Ozzie (about a 25' boat), catching up with them when they doused spinnakers rounding the mark. We rounded RN-6 close, and we went back onto a beat heading south on port tack towards the outside of the committee boat, and then nearly abreast flipped onto a starboard tack to bring us to where we could tack over again onto port tack and cross the finish line -- to the horn and resounding cheers from the committee boat, where Rich Alt's daughter and her friend were cheerleaders.

...So, by the rules...

we violated rule 10 by failing to keep clear. Regardless of the maneuver required by either boat, rights are rights and that's why he was on starboard tack...to exercise his rights and hose you over and gain an advantage over you. Your failure to keep clear forced him into a rule 14a. situation where he was required to maneuver to avoid contact. IAW the rules, you should have taken a two-turn penalty (rule 44.1 and 44.2) as soon as possible and well clear of other boats. I'm surprised he didn't protest at the end of the race and have you disqualified. These DISC folks are quite forgiving.

Now, what could we have done differently?

1) Fall off and execute a dip behind the other boat. If the crew is prompt to ease the sheets and then trim back in when you harden up again, the maneuver will cost you very little and should leave you in clear air if there aren't other boats covering you when you get to the other side of him.

2) Tack early and position yourself in a lee-bow position. If he thinks you might luff him up now that you have rights, he may choose to tack as well. If he chooses not to tack, you may continue on your course and see if he passes you in which case, you will get gassed out and left in the dust. Or, you may choose to luff him up. If you choose this tactic, remember that it's time consuming and compromises your overall position in the race. You also need to remember to complete your tack and establish your proper course before you initiate luffing the other guy up. He will likely tack and you may return to your original course.

...The Fourth of July, Cinco de Mayo, August 26th: Great days in history. The latter being the day FALCON finally beat somebody - straight up - in a Tues eve race! No, the poor victim didn't run aground, or dismast himself, or lose a

*continued on page 10*

## 2008 BVI Trip Update **Wesley Moy**

In July, 36 PSC sailors and friends spent ten days sailing the pristine waters of the British Virgin Islands. Remembering the warm and noisy (halyard slapping) evening spent in Nanny Cay last year on the night of boat pick up, five of the boats and crews were successful in escaping from the marina on the first night. This is a first for the club in at least the last three years. Many of the crews decided to arrive either the day before boat pick up or early the morning of. Horizon accommodated our efforts by holding the chart briefing at 9:30 am and beginning boat briefs almost immediately thereafter.

The trip included visits to anchorages new to many of the skippers and crews. Cane Garden Bay on Tortola's northwest shore provided many of us shelter for a, and for some more, night. Rumor has it that some of our crew were tempted by the rum factory and the authentic merchandise offered there. Most of the boats also made the passage to Anegada, brav-



ing the open water passage and narrow channel through Horseshoe Reef to get there.

Three skippers, Don Hupman, Ted Seward, and Ray Widmayer, returned for this year's return to paradise. In addition, Will Kelchner and Wesley Moy performed as skippers for the first time in BVI along with Marc Heroux, a Navy civilian joining us from Florida.

Will notes that he learned some important lessons in crew management that are not covered in the Bay Skipper program of instruction.

This year, a number of the boats experienced maintenance problems. While Horizon Yacht Charters quickly dispatched assistance quickly, this did cause some adjustments to some of the boats' itinerary. On the day of departure, my boat had to deal with a separating seam and a number of tears in the main sail. Repairs could not be made until the sail was taken off and sent to the sailmaker for remedy. In another

instance, the transmission linkage failed leaving us without auxiliary power. This was discovered after we dropped our mooring, forcing us to hastily raise sail and sail out of the Bight. Repairs were made by Horizon shortly afterwards as we were hoisted in Drake Channel.

The trip culminated in a group dinner at Pusser's Restaurant in Marina Cay. Five of six boats made from various points around the BVI.

No small feat considering the strong easterly winds and Marina Cay's location on the eastern end of Tortola/Beef Island area.

## Racing Squadron

*continued from page 9*

crew member overboard. None of those treasured tactical techniques for us this time. We simply outsailed the bugger. Almost got two! AND finished in front of the whole non-spin fleet. It was glorious.

We got a decent start, heading downriver to Red 4 in light wind out of the E. Made a terrible turn in squirrely wind which put us last. Then set out on a lonng leg upriver to Green 9 w/ wind picking up a little and settling about 10 deg. forward of a beam reach. Because

of the wind angle we didn't need to hoist the spinnaker. Which was a blessing since we had tangled several of Rodney's critical body parts in spin lines. We slooowly reeled in the next boat ahead and attempted to go over the top of him about halfway up the leg. He caught us sneaking up and used his rights to firmly luff us towards MD and into the path of several powerboats heading downriver. When they cleared we made another attempt and this time caught him in our wind shadow! We chased the next boat - the Alberg - for a couple of miles around 9 and back to the finish line. Sometimes gaining, sometimes falling back and never could catch him. Weather was cool and dry. Sunset

was gorgeous.

Come Join the Excitement! If you would like to get involved, please contact the racing squadron at [RS@pentagonsailing.org](mailto:RS@pentagonsailing.org).



## News of Interest **Don Hupman**

### President Bush Signs Clean Boating Act of 2008!

July 30, 2008 - It's a great day for boating! Last night on the way home from Ohio on Air Force One, the President signed S. 2766 "The Clean Boating Act of 2008" into law.

July 22, 2008 - In a remarkable display of bipartisan support for recreational boating, both the House and Senate today passed S. 2766, "The Clean Boating Act of 2008" which will permanently restore a long-standing exemption for recreational boats from permitting requirements under the Clean Water Act. The legislation now goes to the White House for the President's signature.

Congressional action was spawned by a U.S. District Court decision in September 2006 under which an estimated 17 million recreational boats would have fallen under Clean Water Act permit requirements effective September 30, 2008. The permit would have dictated maintenance and operation procedures and potentially subjected boaters to citizen lawsuits as well as a penalty system designed for industrial polluters.

"This is a fabulous victory for common sense and it just goes to show what can be done when the boating public, the marine industry and its representatives in Congress row together in a bipartisan way," said BoatU.S. President Nancy Michelman.

*BoatUS News Releases.*

### New Disney Sailing Movie - *Morning Light* to be Released on October 17, 2008

Fifteen young sailors... six months of intense training... one chance at the brass ring. This exciting True-Life documentary tells the inspiring story of a group of intrepid and determined young men and women, on the cusp of adulthood, as they embark on life's first great adventure. Racing a high-performance 52-foot sloop in the TRANSPAC, the most revered of open-ocean sailing competitions, the crew of "Morning Light" matches wits and skills in a dramatic 2300 mile showdown against top professionals. From their earliest training sessions in Hawaii conducted by world-class teachers through their test of endurance on the high seas, they form an unbreakable bond in the process of becoming a singular team that is greater than the sum of its parts.



**T**he 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



[www.pentagonsailing.org](http://www.pentagonsailing.org)



**The PSC Racing Squadron Wants You On**

**September 27 from 0930 onwards**

**For the Hydrilla 2008 Challenge Cup**

**Races: Men vs Women  
Novice Challenge  
Racing Sqn (Young Turks) vs PSC  
Grey Beards (“Old Geezers”)**

**Includes free BBQ and sodas (members requested to bring a side dish/dessert)**



## 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](http://www.pentagonsailing.org)

## Help Wanted Don Hupman

**N**ewsletter 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](mailto:commscommodore@pentagonsailing.org).

**A**re you interested in some free sailing!! We are buying an Island Packet 35 and I plan to sail it from New Bern, NC, to Southport, NC, in October or early November.

I am looking for a few highly experienced crewmembers to help. The trip is still in planning stage, but Email me at [Ken@skelps.com](mailto:Ken@skelps.com) if you are interested. Dates & itinerary TBD. We can do a leisurely daylight trip down the ICW, a continuous ocean sail, or something else.

Let me know if you are interested, your preferences and what dates look best for you. We are thinking maybe early Nov now.

*From PSC member Ken Skelps*

**C**oordinators for 2009 Raft-Ups (Memorial Day and Labor Day) and for a possible British Virgin Islands charter trip next summer.

Contact PSC Bay Commodore Ray Widmayer at [baycommodore@pentagonsailing.org](mailto:baycommodore@pentagonsailing.org).

