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For Upcoming Events....

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

State of the Ship

Larry Paulson

Commodore 2010

commodore@pentagonsailing.org



The fall and early winter has been busy for the PSC Bridge. We had elections followed by a Bridge offsite in November. Lots of issues to consider and get set up for the upcoming sailing season. Our Holiday Party was a big success!!



Many of you have been participating in the club's winter training program. Nona Puciarello, Hal Moore, and our friends at Sea Scouts have been making it a success.

The River and Bay schedules have been published. Hal, and his assistants, Katie Harrison, Ryan Yost (who, in addition to Bay Commodore, is serving as Hal's Bay Training Coordinator), and Duane Covino (who, as Bay Sailing

Coordinator, matches crews with boats) are hard at work.

Our monthly meetings are in something of a flux as our old location, McGinty's, went out of business. Please consult the PSC website (www.pentagon sailing.org) for meeting updates.

Larry Paulson, Commodore

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

2011 New Year

New Bridge.....

Congratulations to the New Bridge Members:

- BayRyan Yost
- Membership (co).....Ross Rosiak and Cynthia Houston
- Secretary.....Rosaura Conde
- River (co).....Eddie Conde and Tom Pullin
- Racing.....Steve Calhoun



The continue to serve with the “old people”.

- Commodore..... Larry Paulson
- Vice Commodore..... Tony Skivo
- Communications.....Don Hupman
- Treasurer.....Alane Couch
- Training.....Hal Moore

Holiday Party thanks....

What a great event !!! Almost seventy people participated at the event that was held at our old haunt, the Ft. Meyer Officers Club. We had live music, dancing, a nicer meal, cheaper drinks, and a lover ticket prices than in 2009. My hat is off to Kate Miller and Cynthia Houston who made it such a success.

Meeting Location

We received notice during the last week of the year that McGinty’s, which had hosted us for a year and a half, had gone out of business. The owners of McGinty’s own another restaurant, P. Brennans, in South Arlington near the intersection of Glebe Road and Columbia Pike.

The Bridge held its normal first Wednesday of the month meeting in January at P. Brennans. Unfortunately, P. Brennans does not have a relatively sound isolated room like McGinty’s had. The area where we met was upstairs, but we had an ear full of the TV speakers, conversation, and band after 8:30PM.

We held our February Bridge meeting at Bailey’s in Crystal City. We currently believe that this will be a better set up. Their Monday nights have low volume, and so they can accommodate our smaller needs (B-KBS classes and Bridge meetings) without a room charge. They appear to be able to scoot in our higher volume membership meetings on Wednesday nights.

Tony Skivo, Vice Commodore

The Bay and Beyond **Ryan Yost** baycommadore@pentagonsailing.org

Fellow PSC sailors,

As your new Bay Commodore, I'm looking forward to another fabulous sailing season. Soon the 2011 calendar will be posted to the PSC website and members can begin signing up for club sails. We've made a few changes for the 2011 season. First, you'll notice some new boats listed like [Blue Heron](#), [Blown Away](#), and [Time For Us](#). We'll be using *Blue Heron*, a 2011 Beneteau 34, for our day sails and [Blown Away](#) and [Time For Us](#) along with old faithfuls like [Steel Aweigh](#) and [Flying Cloud](#) for our overnights. Second, you'll notice that our overnight sail format has expanded across a 4-day weekend (not necessarily a holiday weekend), taking advantage of the reduced rates for extra charter days. If you're willing to give up a weekday, either Friday or Monday, we can provide you a overnight sail at a reduced rate. If we don't get enough interest, the overnights may have to revert back to the Saturday/Sunday format. If they turn out to be more popular, the Bridge will consider adding/changing future sails. Give us your feedback. baycommadore@pentagonsailing.org



Volunteers needed to coordinate the BVI trip and the Labor Day Raft-up (LDRU). The BVI trip this year will be 9-19 July. Request interested skippers notify me and start soliciting for crew. Horizons has a limited boat selection this year; however two other charterers have considerable offerings at good discounted rates for PCS members.

We're also in need of a boat owner to take point on our first endeavor for a boat-owners 4th of July raft-up (FJRU) which we will have one charter boat available. Thanks to Hal Moore and Dave Kunselman for coordinating the MDRU.

See you on the bay!
Ryan Yost
Bay Commodore

Membership Cynthia Houston-Ross Rosiak Membershipcommodore@pentagonsailing.org

Fellow PSC sailors,

Thanks for helping Kate and Cynthia in making the holiday party a success.

Please put the monthly membership meetings on your calendar. They are a great way to meet members and expand your sailing opportunities beyond the river and the normal bay sails.

Ross Rosiak and Cynthia Houston
Membership (co-Commodores)



On the River Eddie Conde and Tom Pullin

Folks,



We have just purchased a new sonic cleaner that should hopefully make our engines easier for Hank, our Chief Engineer, to maintain and more reliable for our other uses.

If you are interested in social sails, just shoot us and the River Staff with your desired date and time. The cost is \$25 or an FVSM. You can just attach it to the float plan when you are done. KESTREL is still in the water over the winter. Just call the marina to ensure that there is no ice and that the protection boom is up.

Eddie Conde and Tom Pullin
River (co-Commodores)

Training Corner Hal Moore

Training commodore@pentagonsailing.org



Fellow PSC Members,

This year is looking to be busier than last year.

A reminder to ASA Lead Instructors. Please re-new your instructor dues before 15 February. The Bridge is considering a reimbursement plan, but that will not be decided until after our February Bridge meeting.

All PSC Bay SORs (and higher) as well as D candidates. Please ensure that your CPR/First Aid is current past April. If not, please sign up for our PSC First Aid Class.

A few statistics below from 2010.

River

	Enrolled Students	Number of Lead Instructors	Percent not earning full B-KBS	Number Successful Challenges
2008	73	17	14%	3
2009	78	17	8%	8
2010	83	13	14%	6
2011 (est.)	80	11	14%	5

Bay

	Number Enrolled in Bay Sails	Number of People on Bay Training Sails	Number of PSC Bay SORs	Number of Cruising Instructors	Number of Senior Cruising Instructors
2008	106	31	9	2	4
2009	122	39	13	2	4
2010	147	53	7	7	6
2011 (est.)	164	56	12	5	6

Certs

	Certifications Earned by Members					
	Senior Crew	Navigator	B-CSN	D-CS	D-SS	ASA 2XX
2008	6	5	6	5	1	1
2009	2	1	2	4		
2010	10	8	10	4		13
2011 (est.)	10	6	7	5		

Training Corner Hal Moore
Training commodore@pentagonsailing.org

Changes from Last Year in our Training Program:

To add to Ryan's earlier comments on the Bay, we have increased the length of the CQM sessions from a half-day to a whole day. We simply could not spend enough time with each student with only a half day session. We will continue the practice of leaving the boat at Mill Creek.

We have increased the number of CQM weekends from two to three.

Although very successful in subscription and skills taught, we have eliminated the Radar/Contact Management Course and the B-CSN Bootcamp. In the case of RCM, it was teaching a concept that really is not a part of our program. Bootcamp was designed to get candidates through a log jam. It should be expected that in the future, candidates should be able to make even progress without needing an intensive "push." The major negative of both programs is that it shifted a lot of Bay Sail skipper time and OTWs to the Training Commodore. We want to give new D skippers the opportunity to gain experience and have OTWs more evenly spread among those qualified to give them.

The Bridge has voted to keep the Rules of the Road exam a 50 question exam, based on the Coast Guard database, with a 90% pass rate.

The Training Policy has been updated to reflect these changes. Please check it out on the web site under "Learn to Sail."

IF YOU HAVE NOT RECEIVED YOUR ASA STICKERS FOR YOUR LOG BOOK OR YOUR NAVY SAILING CARDS BY 15 FEBRUARY, PLEASE SEND ME AN EMAIL. Just put in the subject your Name, Class (e.g. B-KBS II), and just indicate "NS" or "ASA" or "NS and ASA".



Racing Steve Calhoun

Fellow Sailors,

The Pentagon Sailing Club Racing Squadron is a group of club members who have fun by promoting the sport of sailing both inside and outside the club. We are always improving the racing squadron as a venue for club members to improve their sailing skills in an environment of friendly competition. As a group we like to promote camaraderie with our fellow sailors on the Potomac by regular participation in racing events with the Daingerfield Island Sailing Club, the Sailing Club of Washington and others. Helping maintain the river fleet has become a tradition for the team and we want to continue the racing squadron's exemplary record of participation supporting PSC boat maintenance and the river training program.



We race the club's three Capri 22s against other skippers from the [Daingerfield Island Sailing Club](#). The racing fleet of over 50 vessels is a mixed design, performance handicap fleet racing in both spinnaker and non-spinnaker classes. We also race the occasional weekend regatta with DISC. Weekly Tuesday evening races begin in mid-April and continue through October. The team had a great time last year and took home first place class trophies for the Tuesday evening racing series and for the 2010 Leukemia Cup Sailing Regatta. This year we are looking to expand club participation in the annual Leukemia Cup where we test our skills against crews from as far away as Quantico.

Racing is a great way to add an exciting new dimension to your sailing experience and the Squadron continues to welcome new members every year. The annual fee of \$200 buys your racing all season (about 24 races) including participation in the Leukemia Cup. There are also opportunities to sail in other DISC-sponsored races on an ad hoc basis, usually on the weekends. If you are considering joining the Racing Squadron or simply want more information, please send a note to RS@pentagonsailing.org.

Fair Winds,

Steven Calhoun
Racing Commodore



In our last edition of the Lubbers Line, we discussed how existing members can challenge the ASA 101 and 103 certifications.

In this edition, we will discuss how you can obtain the ASA 104 (Bareboat Skipper), 105 (Navigator), and 106 (Coastal Cruising Skipper).



In our agreement with the American Sailing Association, ASA has agreed to let us use our existing training and once we have met Navy Sailing milestones, we can transfer the on the water skills demonstrations into ASA equivalencies. Candidates will need to take the ASA exam for their appropriate level. The instructor signing off the skills record for the ASA level must have observed the candidate sailing at the ASA level for which they are trying to qualify.

For ASA 101/103, the Lead Instructors are ASA 201 and 203 qualified. The "2XX" description designates a skipper at that level. As a result, they can certify the graduates of the B-KBS class after the candidates have passed the 101 and 103 exams.

For ASA 105, PSC will be using the ASA 105 exam and chart. These exams will be given at the Cruising Skipper Exam series. An ASA 205 instructor will be present to grade them. Upon completion of the PSC Navigation OTW, candidates will receive their ASA 105 qualification.

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For ASA 104, the individual must pass their B-CSN evaluation. Upon completing it, the individual may then take the ASA 104 exam. The ASA 204 instructor evaluating them must have been onboard during their OTW. If not, then a separate sail must be arranged in order for an ASA 204 instructor to witness the OTW skills demonstration.



The ASA 106 qualification must follow the D-CS qualification. As with ASA 104, the 106 exam must be passed, and the ASA 206 instructor must have been onboard during the D-CS OTW II. Otherwise, a separate on the water demonstration must be arranged.

ASA 118 (docking endorsement) will be awarded upon the completion of two days of all day CQM instruction, and passing the ASA 118 exam. An ASA 218 instructor will be present on the Sunday of each CQM weekend to evaluate the candidates and administer the exams. The candidates do not need to take the classes on successive Saturdays and Sundays. They can take a class on one weekend and take the second, Sunday class, on a subsequent weekend, so long as it is within the same year.

The cost of challenging is as follows:

ASA 105: Since we will be switching to using the ASA 105 exam, there will be no additional cost to take the exam above the \$20 existing price. You probably still have your US Sailing Coastal Navigation book, which should be fine. If you wish to purchase ASA materials, those prices are:

Coastal Navigation Manual.....\$70.

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ASA 104: The ASA 104 exam will cost \$20. If you wish to buy the ASA Cruising Fundamentals book, it will cost \$25.

ASA 106: This exam, unlike the ASA 101, 103, and 104 is open essay question, not multiple choice. We will not be able to offer it this year, as we do not (yet) have a qualified ASA 206 instructor. However, we are hoping to have someone later this year. Our existing 204 instructors (we have three) have to train for a year, before they are eligible to take the 206 class.



ASA 118 (Docking Endorsement): the docking textbook and exam cost \$35.

Remember...you must be a member of ASA to take these challenge exams....so the ASA 101 and 103 challenge needs to come first (see the last edition of the Lubbers Line).

Please remember that there is a one month lead time to order these materials. So if you are planning to challenge for ASA, let us know. The ASA 105 and 104 exams will only be given during the Cruising Skipper Exam days in March and in August (please consult the calendar).

Please send in a check to the Treasurer with Winter Training Program (WTP) registration form (see the WTP page of the web site) and your desire for what you would like to order or take.

Winter Training Program Nona Pucciariello

We have been filling a record number of our Winter Training Courses. There is still room in the remaining classes, except for Celestial Navigation, which is filled and has a waiting list.

Classroom rates remain at \$25. The CPR class will cost \$62, and has a 2 year CPR and 3 year First Aid qualification that comes with it. Your CPR/First Aid must be current to become or remain a PSC Bay SOR.

Date	Day	Subject	Time	Proposed Instructor (s)
1/22/2011	Saturday	Advanced Sail Trim	0830-1500	Racing Squadron Rep
2/2/2010	Saturday	Snow Day		
2/10/2011	Thursday	Chartering	1830-2030	Lynnette and Don Hupman
2/26/2011	Saturday	First Aid/CPR	0830-1500	ASHI-Heather Sides
3/12/2011	Saturday	Big Boat Systems: Diesels, Heads and Electrical	0830-1500	Tony Skivo
3/19/2011	Saturday	Cruising Skipper Exams	0830-1500	Training Commodore
3/26/2011	Saturday	Heavy Weather Preparations at Sea	0830-1500	Hal Moore
4/2/2011	Saturday	Celestial Navigation	0830-1500	Hal Moore

Please get your checks and reservations in as soon as you can. This year's Winter Training Program (WTP) Coordinator is Nona Pucciariello. Please see the WTP web site for more information.

River Training Coordinator Katie Harrison

rivertraining@pentagonsailing.org



We are looking for primary and assistant instructors to sign up for the upcoming River Training Schedule. We have already come close to filling the May Class. Please send a note to Hal info Katie.

Class	B-KBS I	B-KBS I	B-KBS II	B-KBS II	B-KBS III	B-KBS III	B-KBS IV	B-KBS IV	B-KBS V	B-KBS V
Weekend Dates	14-15 May	21-22 May	4-5 June	11-12 June	6-7 August	13-14 August	17-18 Sept	24-25 Sept	15-16 Oct	22-23 Oct
Lead Instructor	Dave Hillner	Dave Hillner	Rod Fauth	Rod Fauth	Bob Manning	Bob Manning	John Buescher	John Buescher	Jorge Gracia	Jorge Gracia
Primary Instructor	Hal Moore (Sat Only)		Hal Moore (Sat Only)		Hal Moore (Sat Only)		Hal Moore (Sat Only)		Hal Moore (Sat Only)	
Primary Instructor	Justin Kees (Sat only)/ Ross Rossiak (Sun only)	Justin Kees (Sat Only)								
Primary Instructor	David Kunselman	David Kunselman								
Primary Instructor	Ryan Yost (Sat only)	Ryan Yost (sat only)						Ryan Yost		
Asst Instructor										

We really need for Primary Instructors to Step Up to the Plate. If you are a graduate of the B-KBS Class or have successfully challenged it, please volunteer as a Primary Instructor or as an assistant instructor if you feel you need a bit of experience to feel confident.

BVI Bruce Hogland

Why do you sail? It is slow, a lot of work, and often not cheap. So, why do you sail? Many non-sailors have asked this simple question, with it's many, individual answers. This ticle is part why I sail, and love this club.

I sail because I have always loved the water and have craved some degree of adventure. I like to see new things



Given my age and experiences, I am often a 'senior knowledgeable guy', but since I am relatively new to sailing, I am much more a newbie, surrounded by an amazing group of people far more knowledgeable than I. Surprising to me is that many of these experts who have helped me learn how to be a better sailor and crew are girls my son's age or younger. Such as Jill, Laura, and Angela; who are my teachers and friends.

PSC's British Virgin Islands (BVI) Annual Trip

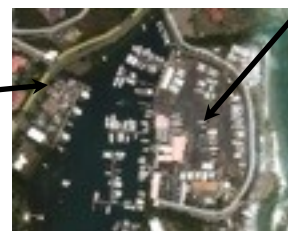
PSC has an annual 10 day trip to the British Virgin Islands, where you will sail with your fellow PSC sailors our families and friends. My wife Rhonda, who had never slept on a boat, & I first made the trip in 2009 & loved it so much we did it again in 2010. Jill and Laura made the 2009 BVI trip, but Angela's Internship was over and she had to return to school. But there were plenty of other PSC members going along on PSC's BVI 2010.

There are two main ways to get to BVI:

Fly to St. Thomas (STT) & take a Ferry to West End & then a taxi to Nanny Cay Marina:



Fly to San Juan, Puerto Rico (SJU) & then a puddle jumper to BVI's "Beef Island" airport (EIS) on Tortola & then a taxi to Nanny Cay Marina:



Nanny Cay Marina,
Tortola, BVI

BVI Bruce Hogland

After arriving at the Marina you help load the food your Purser bought, and top off the fuel and water tanks



While others supervise...



Leave the marina...



head to the Bight, &

... to the infamous Willie T



Where the natives are friendly...
perhaps too friendly



BVI Bruce Hogland



The more athletic & adventuresome delve into the deep



Cavorting at the Caves or the Bubbly Pool...

or seaside shopping at the seashore



I learned where not to put the mooring ball...



BVI Bruce Hogland

... and taking out the garbage is still a chore.



I now know that showers can be taken off the back of the boat or during one.



and derelict looking rum distilleries could produce excellent Rum



and a "Cow Wreck" is a good thing.



BVI Bruce Hogland

But it was not all fun. There was the 1 "formal" get-together PSC has for it's flotilla of 7 - 9 boats.



The conformist peer pressure
(red nails rule!)



The arduous swim ashore to watch the World Cup



but I learned a Soggy Dollar pain-killer helped ease the pain.



The forced marches like we were
in Lost



serious sailing and
BVI's stressful navigating



BVI Bruce Hogland

So, what was the damage from this trip? You'll have to pay your airfare to St. Thomas or San Juan (~\$350), your taxi ride (~\$20) to & from the Marina, \$500 - \$800 for your share of the boat's charter (Cats are more, but air conditioned & much larger), your share of the Purser's bill (see below example), take \$500 cash if you plan on rarely eating & drinking out (meals & drinks are equal to DC area) and \$1000 for more frequent eating out and shopping. So, very roughly anywhere from \$1400 to \$2200 for 10 days of PSC's BVI intensive education!

Purser Lynnette Hupman's excellent accounting of our boat "Celebration of Life" BVI 2009

Item	Location	Amount
Groceries	Bobby's - Road Town	\$ 795.09
Groceries	Bobby's - Nanny Cay	\$ 90.34
Tips	Horizons, Bobby's driver	\$ 43.00
Other boat stuff	Nanny Cay dock	\$ 20.00
Mooring fee	Soper's Hole	\$ 24.00
Ice and trash	Soper's Hole	\$ 12.00
Groceries	Soper's Hole	\$ 141.42
Groceries	Leverick Bay	\$ 69.56
Mooring and trash	Leverick Bay	\$ 27.50
Diesel and trash	Leverick Bay	\$ 157.73
Mooring fees	Anegada (2 nights)	\$ 50.00
Bread	Dotsy's, Anegada	\$ 13.00
Mooring fee	Cane Garden Bay	\$ 25.00
Groceries	Bobby's - Cane Garden Bay	\$ 55.84
Mooring fee	Diamond Cay	\$ 25.00
Ice and water	Hodge's, Cane Garden Bay	\$ 27.50
Mooring fee	Marina Cay	\$ 25.00
Mooring fee	Norman Island	\$ 25.00
Diesel (71.6 gallons)	Nanny Cay dock	\$ 282.85
Dinghy gas (4.1 gals)	Nanny Cay dock	\$ 16.85
Water	Nanny Cay dock	\$ 12.48
Kayak, mattress, noodle	Horizons at Nanny Cay	\$ 139.00
Boat phone	Horizons at Nanny Cay	\$ 20.00
Complimentary gas	Horizons at Nanny Cay	\$ (220.00)
		\$ 1,878.16
\$150 per person to start		\$ 1,200.00
	Subtotal	\$ 678.16
Subtotal divided by 8		\$ 84.77
Amount owed per couple (except Hoglunds*)		\$ 169.54

BVI Bruce Hoglund

I learned many things on my two PSC BVI trips, but the main thing I remember is unlike most long vacations where I want to get back, the BVI Trip was notable for how much I did not want the vacation to end and to go back home.

Bruce Hoglund, January 2011





PENTAGON SAILING CLUB

MEMORIAL DAY RAFT UP 2011



Raft Location: **Crab Alley** (38°55.5' N, 76°16.5'W), Sat, 28 May

Marina Location: **St. Michael's**, Sun, 29 May

Cost: **Boat Berth, \$375**

ST. MICHAELS is *THE* place to be...Wonderful walking,
**Maritime Museum, Tons of history...and lots of
shops!**

**Meal: \$50 per person (Harbour Inn Restaurant...inclusive of meal, gratuities
and tax...cash bar)**

**Docking Cost: approx \$25 per person (based on boat length)
Docking at St. Michaels Harbour Inn and Spa...a **first class resort****

This Year's Theme: Cowboys, Cowgirls, and the Wild Wild West!
Boats will compete to see who can have the best Wild West theme, including:
-best "Saloon" decorations
-best costumes
-Southwestern style food

**Please contact the raft up coordinator David Kunselman by email
(kunselmn@hotmail.com) or phone (717-856-3177)
A registration form and more details are on the PSC website**

Sailing into Eternity Jeff Betts



PSC Member Jeff Betts is realizing his life long dream and taking his sail boat to his new retirement home in Belize. So far, he has made it as far as South Florida with his boat “Rum Runner”.

An update on my whereabouts and that of the Rum Runner. The adventure has started. I am on leave and left MD on the 10th, just crossed the Savannah River into Georgia yesterday. Relocating the Rum Runner to Florida, then I have to return to the DC area 6 Nov so I can out-process and go the nut roll of a retirement ceremony. The day after Thanksgiving I will be on my final transition leave, my last day in the Army will be 31 Dec. The 26th on Nov I will start moving my rolling stock around. One vehicle back to Arizona and 1 truck and Harley to Florida. I will return to Florida on 29 Dec where I will join up with BG Dave Enyart and will ride Harleys down to Key West for New Years. When the clock strikes 12 midnight on 31 Dec I will be a new civilian-RETIRED! The journey on

Sad News.....CAPT JOHN BONDS (USN)(ret.)

I did not realize it when the last Lubbers Line was published but a pillar of American sailing passed away in his boat right before starting the Newport to Bermuda race last June. He was seventy. CAPT Bonds was the primary force behind what became the Safety at Sea Seminars, which started at Annapolis in the early 1980s in the aftermath of the Fastnet Racing disaster in 1979. They were eventually taken up by US Sailing. CAPT Bonds went on to become the Director of Navy Sailing in the mid 1980s. PSC member Bob Howe currently has the watch for that organization.

CAPT Bonds went on to become one of the principal designers of the Navy 44 MK I, replaced the Bill Luders designed 44 foot yawls at the Naval Academy in the late 1980s. He was also the principal developer of what has become known as the "Quick Stop" man overboard recovery technique. He also was the Executive Director of US Sailing in the early 1990s.

I have attached an obituary written by John Rousmaniere:

John Bledsoe Bonds – conscience of sailing, safety innovator and authority and former Executive Director of U.S. Sailing – died on board his boat, *Alliance*, at Newport, R.I., on the night of June 8. He was 70. He and his wife, Beth, lived in Mt. Pleasant, S.C.

Born in Arkansas, John Bonds was initially infatuated with the sea and boats while a student at Rice University. He became an officer in the U. S. Navy, retiring with the rank of Captain in 1988 after a broad range of duties that included command of an ammunition ship off Vietnam and serving as Deputy Dean of the Center for Naval Warfare Studies at the Naval War College. Sailing whenever and wherever he could, in 1981 he was qualified to be appointed Director of Navy Sailing. Based at Annapolis, he had a roster of responsibilities that included supervising sail and seamanship training throughout the Navy and NROTC programs. He also helped develop the design, construction and rigging of the Navy 44 sloops.

Already active in the United States Yacht Racing Union (now U.S. Sailing), in 1981 he joined its Safety At Sea Committee and began conducting on-the-water research with midshipmen on techniques and equipment for man-overboard rescue. Some 600 tests led to the breakthrough Quick Stop maneuver, a vast improvement over the traditional Williamson Turn. He next tested life jackets and concluded that the best option was the newly introduced inflatable. The Coast Guard officer in charge of life jackets disagreed, announcing that the USCG would never approve inflatables as long as he was in charge. Several years later, John looked back and declared, with characteristic succinctness, "He was wrong."

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More News CAPT John Bonds

Inflatable life jackets, the Quick Stop, and other tools of safe sailing are widely appreciated today, but they were little known until Captain Bonds opened the Naval Academy's safety-at-sea seminars to the sailing public in 1984. Four years later he took safety seminars on the road to Charleston and Newport, and from that sprang the well-known and highly respected nationwide system of safety seminars certified by U.S. Sailing.

To call John Bonds a missionary just for safety would be a mistake. In his exuberant Arkansas evangelical way, he was a missionary for sailing itself. He knew from his own experience that sailing can transform and enhance lives. He also knew that for this to happen, people must feel and be safe. The safety seminars that we did together, two or three times a year for a quarter century, often ended with a talk he gave that was so full of this conviction that we referred to it as 'The Benediction.' This past spring, John was the moderator or featured speaker at four of these all-day seminars, in Florida, Canada, New York, and Newport. He was to participate in another one before the start of the Newport Bermuda Race.

After retiring from the Navy, John served as Executive Director of U.S. Sailing from 1988 to 1994. The organization's membership grew during his term, and the disciplines and controls he introduced left the organization financially healthy and its volunteers and staff enthusiastic. On hearing of his death, Charles Leighton, U.S. Sailing's current Executive Director, said, "John Bonds, besides his dedication of seven years to our sport, will always be remembered for his compassion for people."

All this time Bonds was racing his J-24 and later a J-35, while also sailing offshore in friends' boats, often in the joint role as navigator and cook. He sailed 11 Newport or Marion races to Bermuda and regularly brought boats back home from the island, choosing for his crews novices who, like him, were enchanted by the idea of going to sea, and who wanted to advance their skills so they could do it with confidence. Here are his concluding words in an article he wrote for the official program for this year's Newport Bermuda Race, addressing owners: "So as you plan your race down, think about the trip home as an opportunity to improve your crew roster and all the rest. It's a good investment for the future."

Always moving ahead, for his most recent (and, alas, last) boat he chose the J/40 *Alliance*, in which he and his adored Beth cruised. There was the occasional race. On the 2009 New York Yacht Club Cruise, *Alliance* won the Cygnet Cup, the oldest trophy in American yachting. That had special meaning for John, who on shore was a late-blooming practicing historian.

After earning his Ph.D. in his sixties, he taught history at The Citadel, in Charleston, S.C., until his retirement in May. His professional publications include a scholarly study of post-World War II U.S. foreign policy, *Bipartisan Strategy: Selling the Marshall Plan* (2002). In his spare time, John played saxophone several nights a week in a jazz quartet. He recently played a big band concert at The Citadel.

For all his interests, John Bonds was never not sailing. He was active in race management and judging for many sailing organizations, including his yacht clubs, among which were the Charleston Yacht Club, the Cruising Club of America, the New York Yacht Club and the Storm Trysail Club.

Besides his wife, Beth, John Bonds leaves a daughter, Margaret Podlich, vice president of Government Affairs at BoatUS, of Annapolis, Md.; a son, John B. Bonds Jr., of San Francisco; and two grandchildren.

He will also be missed by the world of his friends and admirers, and by the countless people who owe their sailing – in some cases even their lives – to what John Bonds brought us.

More News Intrepid



For those of you who may have known her, INTREPID one of the former Naval Academy Luders 44 Yawl Sail Training Craft has been a fixture in Annapolis since the mid 1960s.

She had been used by MWR Annapolis for a number of years for bay sailing. However, unlike Navy Pax,

MWR was not able to provide the TLC to INTREPID that Pax was able to provide to ALERT and VIGILANT, the Luders Yawls at Pax River.

For the past four years, she has been out of the water, owned by Annapolis MWR, awaiting an owner who could restore her to her former glory. There had been talk of getting sponsors to restore her with a consortium of PSC and ANSA members working to sail her and restore her, with Navy Sailing owning her. However, the financing did not come together.

DRMO recently turned her over to Sea Scout Ship 41 in Ohio. She arrived in Cleveland in June.

Cruising Skipper Designations

Bravo Zulus !!

D-CS/PSC Bay SOR

Darrell Harris

Ryan Yost

These folks came in at the tail end of last fall. Please join me in wishing them a hearty Bravo Zulu !! They worked long and hard for these levels of achievement.

Certifications

Please take a look at the note on certifications in the last edition of the Lubbers Line.

The Training Commodore is currently carrying around about 30 left-over B-KBS and some higher awards that we printed for passing out at the membership meeting. All of the B-KBS awards have a 30 dollar credit for bay sail sign ups. Because these awards are expensive to print up, we are going to start a new system to save money and time in printing them.

If you have received recognition at the major club levels (B-KBS, Navigator, B-CSN, D-CS, or ASA 104), please send the TC an email as to what membership meeting you will be attending, and he will print out a certificate.

