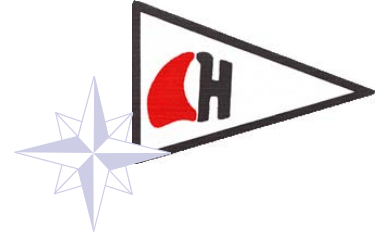




The Log



Spring 2008
Volume 36, Issue 2

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From the Editor

As this boating season gets into full swing, I want to explain a change you may have noticed in our raft-up fliers. In the past, we mentioned hailing HSA1 on VHF channel 78. The club still uses 78 for our ship-to-ship conversations, butwe should all be monitoring channel 16, used for hailing and emergency, while we are underway. Not everyone has a radio with a scan feature, which would allow you to monitor both channel 16 and channel 78. So now we suggest that you hail on channel 16 and converse on 78.

Our next raft-up is June 21-22 in St Mikes. We already know of 9 boats that plan to be there. Check out the details on page 4 and plan to join us

See you on the water.

Sue

Check out our website:
www.hsa1.org
 for the latest Club news

HSA-1 Mission

- To encourage friendship, fellowship and seamanship
- To sponsor sailing activities throughout the year
- To create social and sailing opportunities to share experiences and knowledge with fellow club members

Welcome New Members

We are pleased to have these new members in the Hunter Sailing Association

<u>MEMBER</u>	<u>BOAT NAME</u>	<u>YEAR & MODEL</u>	<u>MEMBER</u>	<u>BOAT NAME</u>
Bill & Lisa	<i>Dream Catcher</i>	'95 P42	Steve & Sandy	<i>Parlay</i>
Jorge	<i>Marcella B. Lane</i>	'07 36	Robert	
Bob & Donna	<i>Blue Pearl</i>	'07 41 DS	Marty & Janet	
Steve & Lisa	<i>Honu Kolohe</i>	'06 45 CC		

2008 Afterguard

NOTE: To contact a member of the Afterguard by email, click the office name below. From our virtual clubhouse, HSA1.org, click on AFTERGUARD, then click on the OFFICE NAME to send an email to that officer.



<u>Commodore</u>	Will	<u>Membership Chair</u>	Greg
<u>Vice Commodore</u>	Perrian	Activities Chair	<i>temporarily open</i>
<u>Fleet Captain</u>	Dennis	Racing Chair	<i>temporarily open</i>
<u>Secretary</u>	Lois	<u>Webmaster</u>	Greg
<u>Treasurer</u>	Kim	<u>Newsletter Editor</u>	Sue
<u>Immediate Past Commodore</u>	Greg		

Waypoints

Date	Event	Watch Captain
January 20	Annual Meeting & Awards Ceremony Federal House Grille, Annapolis	Greg <i>Stargazer</i>
February 24	Winter Brunch Federal House Grille, Annapolis	Dennis <i>Dejah Thoris</i>
April 5	Shipwreck Party & Sock Burning Annapolis Waterfront Marriott	Perrian & Ed <i>Up to No Good</i>
April 26-27	Shake Down Raft-up & New Member Raft Harness Creek	John, <i>Odyssey</i>
May 17-18	Baseball Raft , Baltimore	Linda, <i>Canvas Caper</i>
May 24-26	Memorial Day Weekend , Dun Cove	Dick, <i>RoMPer</i>
June 14	Leukemia Cup , Severn River	Eastport Yacht Club
June 21-22	Summer Solstice Raft , Saint Michaels N raft-Miles River; S raft-San Domingo Creek	Greg, <i>Stargazer</i> (N raft) Doug, <i>Romper</i> (S raft)
July 4-6	Fireworks Raft and Race Solomons to Dun Cove	Dennis <i>Dejah Thoris</i>
July 12-13	NSHSA Flare Demo Raft , Worton Creek	Northern Star HSA
July 18-20	Annual Night Sail , Cambridge	Carl, <i>Windrose</i>
August 2-3	B&R Rigging Demo Raft , Galesville	Steve, <i>Fandasma</i>
August 16-24	Fleet Captain's Cruise Between Patuxent and Piankatank Rivers	Dennis <i>Dejah Thoris</i>
Aug 30-Sep 1	Bahama Mama Raft Church Creek, South River	Volunteer Needed
Sep 6	CRAB Boatyard Regatta , Severn River	Eastport Yacht Club
Sep 20-21	Autumnal Equinox Raft North raft - Magothy River, Dobbins Island South raft - Slaughter Creek, Little Choptank	Volunteer Needed Volunteer Needed
Sept 27	Hospice Cup , Severn River	Hospice Regattas
Oct 18-19	Great Chili Raft , DNR Wye River Facility	Volunteer Needed
Nov 8-10	Frost Bite Raft , site still open	Volunteer Needed

Summer Solstice Cruise

Saint Michaels
June 21-22, 2008



We are sailing to two different sides of St. Michaels. There is a Raft Captain for each location. Those who are sailing from the north can choose to come to St. Michaels the traditional way, via the Miles River. Those coming from the South can use the back door to St. Michaels via the Choptank River to San Domingo Creek.

Our boats from both the north and south will meet for dinner at 7 pm at the **Town Dock Restaurant**. Especially because of the dinner reservation, we urge you to notify a raft captain that you plan to join us.

For those entering St. Michaels via the Miles River, Raft Captain [Greg, S/V Stargazer](#) will provide directions via VHF as to anchorage or marina location. For those coming from the south, Raft Captain [Doug, S/V Romper](#) will select an anchorage location. Doug's, cell phone 703.244.9829. San Domingo Creek has no marina. The access to San Domingo Creek is a very nice trip with interesting Eastern Shore sights along the way. The little dock off the creek allows easy dinghy access to St. Michaels. There are always enough members with tenders that getting in St. Michaels isn't an issue.

Guide to Cruising Chesapeake Bay 2008 Edition Directions to St. Michaels

From the North: *When entering St. Michaels, take a course from flashing red "4" in the Miles River to St. Michaels Harbor Light red "2" at the entrance. Pass it to your starboard, of course, and too far off. The corresponding marker, green "3" off Parrott Point at the other side of the entrance, is off a shoal that is both extensive and shallow. Give this shoal a wide berth, for it can be a trap for the unwary. Then look for the buoys marking the fairway and anchorage as you enter the harbor.*

From the South: *The head of San Domingo Creek is about as near as you can get to the Miles River and still be in ... Choptank waters. Boaters on the Chesapeake call San Domingo Creek the "back door to St. Michaels".*

To reach San Domingo Creek, curl around "4" at Deep Neck Point and go past "2EC" to day beacon "3". The creek winds two miles north from here. ... San Domingo is long enough to accommodate dozens of boats. At a quarter-mile in width, it is sufficiently narrow to provide a snug anchorage any where along its length. ...

We plan to anchor about 1¾ miles up the Creek in the large cove to the west at approximately 38° 46.3' N, 76° 14.0' W.

The last branch to starboard at the head of San Domingo Creek brings the cruiser into the residential "suburbs" of St. Michaels. At the end of this prong is a public dock, where you can usually find a spot for your dinghy.

Long Summer Days are ideal for HSA-1 Cruisers. Pick the location that best fits your cruising comfort ... *Join the Fun.*

July 4th Raft Up & Race



Hunter Sailing Association

This is a real Holiday celebration. It has to be right, watching Solomon's Island fireworks on the 4th of July while rafted on Mill Creek. Then, the second day's event is a race to Hudson Creek on the Little Choptank on Southern Maryland's Eastern Shore.

SOLOMONS AND MILL CREEK

Solomon's Island is approached from the Patuxent River. After passing Drum Point there are two ways into the harbor area, one way follows the north shore of the River and the other keeps to the center of the Patuxent. Either route will lead to Molly's Leg, a bulkhead Island that shelters the harbor. As you enter the harbor, to your right will be Calvert Marina's Fuel Dock. Turn to your right leaving the fuel dock to port then continue past Flashing Green marker "3" in Mill Creek. Anchorage will be some where in the vicinity of Flashing Green Marker "3". The Race to Hudson Creek will be on the Saturday the 5th. The Drum Point Flashing Red Marker can be our starting line. Racing procedures will be determined among the participants. Of course, we will try to design procedures where every one can claim a victory, if only for finishing.

HUDSON CREEK ON LITTLE CHOPTANK RIVER

From the south, the Little Choptank entrance is identified by red nun "2". The river's course to Hudson Creek is marked by green lights "1", "3", and "5", and daymark "7". When you pass the "5" light off Ragged Point you have finished the race. Proceed to the Hudson Creek anchorage.

Casson Point on the northern shore of the Little Choptank marks the entrance to Hudson Creek. *Guide to Cruising Chesapeake Bay* advises giving marker "7" sufficient room to avoid shoaling off the point and to miss the shoaling east of the point. Note: do not go directly from green marker "7" to green marker "1" inside the mouth of Hudson Creek. Bear off to starboard! A straight course from the "7" to the "1" will put you in three-foot shallows.

Annual Night Sail

Cambridge

July 18-20, 2008



Each July or August on a Friday near the full moon, we launch for our Annual Night Sail. Last year we introduced a dinner ashore on Saturday as part of the tradition. This year Friday July 18th will present us with a full moon rising at 2000. We will rendezvous at the Choptank River "7" light as the sun sets at 2030 then sail up the Choptank eleven miles to La Trappe Creek. On Saturday, we will transit over to Cambridge and either anchor in their harbor or tie up to their free municipal dock. You might want to take a walking tour of Cambridge. Saturday afternoon we will have happy hour aboard with the option of dinner ashore. Contact [Carl of Windrose](#) to let him know you are coming.

If you have done a night sail before, you know how much fun it is. If you haven't sailed at night, this relatively short distance in protected waters is a great way to build up your experience and your confidence. Join us for the night sail this year and every year.

Fleet Captain's Cruise

Solomons to Virginia

August 16-24, 2008

Mark your calendar and let your boss know your vacation plans! Fleet Captain Dennis has planned a great weeklong cruise for this summer. Here is the itinerary.

Day	Destination	Approx N Mi	Anchor or Marina	Comment
Sat 8/16	Solomon's , St. John's Creek		Anchor	
Sun 8/17	Pt Lookout Marina, Potomac River	32	Marina	Spinnaker's Restaurant
Mon 8/18	Reedville; Raft Cockrell Creek	30	Anchor	
Tue 8/19	Tangier Island; Parks Marina	16	Marina	Crockett's Restaurant
Wed 8/20	Fishing Bay off Piankatank River	28	Anchor	Near Deltaville
Thu 8/21	Crisfield; Somers Cove Marina	41	Marina	Captain's Galley Restaurant
Fri 8/22	Lay Day in Crisfield		Lay Day	Lay day can move pending weather
Sat 8/23	Patuxent River, St. Leonard Creek	47	Anchor	Can use dock at Vera's
Sun 8/24	Return to Home Port			
9 Days	Trip Totals	194 nm	50/50	

While south of the usual cruising grounds for most of our members, the most distant points in this trip are within two days of Herring Bay. Fishing Bay is the farthest point south and it is only 82 nautical miles from the “1” light at Herring Bay. Even if for some reason you could not get to Solomons on Saturday, August 16th, you could still join this great cruise *en route*.

Daily highlights:

Saturday, Saint Johns Creek at Solomons – We will form a raft in this lovely tributary of Mill Creek near, yet removed from, the main harbor at Solomons.

Sunday, Point Lookout Marina – Truly Southern Maryland, this is one of the places least touched by 21st Century real estate development. Enjoy a great meal at Spinnaker’s Restaurant right on the Marina property. Perhaps borrow a bicycle to see the surrounding countryside.

Monday, Reedville, VA – Cockrell Creek is a delightful anchorage in a picturesque little town. The Crazy Crab Restaurant where Main Street meets the Creek is a favorite watering hole and they serve great appetizers as well as fine dinners. Try the seafood bisque.

Tuesday, Tangier Island – Step back into history to this Island that still runs its economy on what it harvests from the Bay. We are staying at Parks’ Marina and eating at Hilda Crockett’s Chesapeake House. Both the Parks and Crockett families are as much a part of Tangier Island as the oyster shells that cover the landscape.

Wednesday, Fishing Bay – Tucked behind Stove Point this protected anchorage is a delight. There is a marina nearby for ice or emergency supplies, but primarily we will just kick back and relax in this pretty spot.

Thursday, Crisfield – We return to Maryland and the site of the 2005 Hunter Rendezvous. To quote from William Shellenberger’s *Cruising the Chesapeake*: “By all means, walk into town and explore. The shops have a turn-of-the-century [1900, not 2000] atmosphere and the people are unflinching pleasant.” BTW, you’ll find the people at Point Lookout and in Reedville and Tangier unflinching pleasant as well.

Friday, Lay Day – If we have not elected to take a lay day earlier in the cruise we will probably remain in Crisfield for a second night.

2nd Saturday, Saint Leonard Creek – Plan for an earlyish departure so we can polish off this exploration of the middle of the Bay with a longer sail. Saint Leonard Creek, home of the famous Vera’s White Sands Resort is up the Patuxent River beyond the Thomas Johnson Bridge. There are several great anchorages including one just off Vera’s dock. If you haven’t been to Vera’s, it is worth a visit. Vera passed away two years ago and the new operator of the resort has moved many of her treasures into storage, but they still display a sampling of her collection of artifacts from literally ‘round the world.

2nd Sunday – Sail back home.



Shipwreck Wrap-Up

Our April 4 Shipwreck Party was a grand slam:

- A reception for our new members
 - A sock burning
 - A visual distress signal demonstration
 - A heck of a fun party

We welcome all of our new members and recognize those who came out to this party.



Commodore Will, Hosts Ed and Vice Commodore Perrian, new members Boris, Mihaelau, Dan, and Cathy, perspective members Kurt and Jeanette, and Membership Chair Greg.

Some years ago, a bunch of sailors in Eastport kicked off the tradition of burning their socks right after the vernal equinox and going sockless until the October US Sailboat Show. Five years ago, our Club added sock burning to our traditional Shipwreck Party that for decades has been our last land party before the sailing season. The tradition continues. Thirty members came to Ed and Perrian's lovely home in the woods to hail the season by burning their socks and reveling with fellow club members.

Besides burning socks, we also burned some visual distress signals. We saw firsthand which flares were more effective, which ones met



Coast Guard minimum requirements but did not attract much attention, and how some out-of-date flares are duds. A few old flares failed to ignite at all and some others did not make nearly as bright a signal as newer ones from the same manufacturer.



Shakedown/New Member Raft Wrap-Up

And now, Live from Harness Creek....

After determining that my GPS wasn't wrong and discovering I set the autopilot to the entrance of the Rhode/West Rivers and not the South River when we were having lunch, *Odyssey* did a fast about face and made a beeline to Harness Creek (Kath will never let me live this down). We were hailed by Will and Mari on *Natural Magic* who were on their way home after spending the previous night on the creek. We arrived there and anchored just a short time before *LongView* arrived. Don and Lois arrived next on *Mission Impossible* and the final boat to arrive was *Dejah Thoris* carrying Dennis, Judith and guest Dean.



French (in insert) & Patty, *LongView*



Don & Lois, *Mission Impossible*

The early evening was clear and calm, much food and wine was consumed and all the world's problems resolved. The weather forecast was for severe thunderstorms moving ahead of a cold front moving in from the west. We weren't disappointed ... a lot of lightning, some rain but not a downpour and thankfully, not too much wind. The anchor held (a concern of mine as I monitored my hand-held GPS and slept lightly listening for any hint of an alarm), which is always a good thing. Kudos to the Kiwi Anchor Buddy who did his job again.

We broke up just before noon on Sunday and had to boogie around a number of regattas going on around Thomas Point (I think the Nood racers were out for the weekend). It was a cold ride back and you could see your breath ... hitting the hot shower never felt so good.



Dennis & Judith, *Dejah Thoris*



Kathy & John,
Odyssey

Did you notice what was missing? New Members, where were you? Hope you were waiting for a more favorable weather forecast and we will see you at our next event.

By
Raft Captains *John and Kathy*

Baseball Wrap-Up

Linda of *Canvas Caper* once again led us to a fun time. Besides being the motivator for this year's outing at Camden Yards when her favorite team, the Washington Nationals, was in town, Linda recruited enough people to use all of the tickets the Club had purchased. *Canvas Caper* alone brought a crew of seven. Husband Andy, daughter Jen with friend Justin and son Matt with his high school buddies Justin and Herbie were quite a crew. Matt's dear wife knew enough to stay away when he got back together with his buds.

Canvas Caper and *Yukiyu* were the only boats that sailed to the Inner Harbor Marina for this outing. Game day was a beautiful day sandwiched between a stormy Friday with a strong north wind and a stormier Sunday with a nasty south wind. As Matias of *Yukiyu* put it, Sunday was payback for a perfect sailing day on Saturday. *Canvas Caper* had one great tack all the way from the Magothy to past the Key Bridge on Saturday.

Natural Magic, *Dejah Thoris*, *Odyssey*, *Windrose*, *Heart of Gold* (we still think of Frank and Mary Lou as *Heart of Gold* despite someone else now owning the boat), *Parlay*, and *Tomorrow Came* all joined us, albeit by land vehicle rather than sailing. *Tomorrow Came* is a Northern Star boat that lives at the Baltimore Marine Center, so they just didn't need to sail to Baltimore. All told, we had 25 sailors from HSA and Northern Star at the game. The usher for our section had owned a Morgan 38 so he had a soft spot for us sailors.

The game was a good one. Each of the teams scored early, and then the O's broke out to a four-run lead late in the game. The weather was beautiful throughout the game although raindrops began falling just after we walked back to the marina from the ballpark. The *Canvas Caper* kids get special mention. Jen wore an O's tee shirt and a Nationals ball cap. There was no doubt her team was going to be the winner. Brother Matt took on the task of starting a wave. After a couple of times when the wave only traveled a few sections he finally got one going that went all the way around the ballpark – and continued traveling around the whole park THREE TIMES!

We mentioned the weather, sailing and the game. What would an HSA event be without a happy hour? *Canvas Caper* hosted a happy hour for all of the come-by-land folks serving burgers and libations before the game. It was a great time and we all thank Linda for yet another job of wonderful social coordination.

HSA Financial Health

Our dues are the Club's primary source of income. Over the years, your Executive Committees managed our finances so well that dues have held at only \$30 since 1999. What other recurring bill do you have that has remained constant for a decade? Despite the tight control to keep dues from escalating, this year we find ourselves with an unusually high number of members delinquent in their dues. Did you just forget?

If you have not paid your dues, please send a \$30 check payable to "HSA-1" to Ms Kim Seastrom, HSA-1 Treasurer, 2001 Lakewinds Drive, Reston, VA 20191 or if you use PayPal, go on line to <http://www.hsa1.org/PayForJoin.htm> and pay electronically.

Safety Raft Wrap-Up

With eleven boats, our Memorial Day Safety Raft certainly counts as a good turnout. The week ending with Memorial Day weekend is National Safe Boating Week and for the past few seasons US Coast Guard Auxiliary Inspector Dick of RoMPer has performed vessel courtesy checks for us at the HSA raft-up. These checks are a good review of our equipment and also provide some excellent reminders of safety procedures. So the question becomes did we get such a good turn out because of the vessel checks? Perhaps. Or perhaps it was that the word got out about the fun last year when Dick introduced wine tasting at the raft-up after the vessel inspections.

The boats that joined the raft-up are:

RoMPer
Canvas Caper
Dolly G
Enavigare
Greyhound
Mission Impossible
Mood Swings
Natural Magic
Odyssey
Second Option
Tally Ho



Andrew and Vanessa were on their way bringing *Tally Ho* home from a winter in the Florida Keys. *Enavigare* is not the *Enavigare* we knew in the past. Mike and Tina just took delivery of their new boat a week or so earlier and were proud to give tours to the club members.

Sail Trim Tip – The Traveler

Some owners of newer Hunters may be surprised to learn the reason for those arches over the cockpit is not to house your stereo speakers and not even to provide a frame for an expensive Sunbrella enclosure. The arch is there to support the traveler. Along with the vang (discussed in the last issue of *The Log*), outhaul, halyard, and sheet, the traveler controls the main. Specifically the traveler changes the mainsail angle of attack and hence the heading at which we point. We left the Cunningham off the list since none of the Hunters we know has a Cunningham.

So when does one use this mysterious traveler? The traveler and the main sheet are trimmed far more frequently than the other controls of the main!

When sailing close hauled the traveler influences how high we can point and how much weather helm and heel we have. Weather helm is the tendency for the boat to round up into the wind. We counteract weather helm with the rudder to keep the boat sailing on course. When we have too much weather helm we cock the rudder, creating more drag and slowing the boat. We also heel the boat excessively making the sail less efficient and some crewmembers unhappy.

Get the picture? When the wind kicks up, travel down. On the other hand, when close hauled in light winds move the traveler windward. It will center the boom, give the sail a better angle of attack and let you point higher. On small sailing dinghies without travelers, we learn to ease the sheet when we get a gust. On our Hunters, you might do better to react to the gusts by traveling down and then traveling back up as the gust abates. Traveling down in the gust

corrects weather helm and reduces heel. Both Commodore Will and Immediate Past Commodore Greg report they play the traveler under these conditions more than the sheet.

With this discussion on close-hauled sailing, a novice might think you needn't adjust the traveler when reaching or running. We use the traveler for those points of sail as well. When running the main produces more drag than lift so the trick is to turn it into a "wind blocker." Ease the main as much as our dear B&R rigs permit and travel down to get the boom perpendicular to the apparent wind. On a broad reach, we still want the main to be an airfoil and create lift. Here we nominally center the traveler to get the most out of the sail.

If you don't "play" your traveler, try it the next time you are sailing. You'll be more comfortable and you'll be surprised at the acceleration you get. Not only is getting extra speed more fun, it may even keep your fingers off the ignition key. Have fun on the water!

From the Past

In 1984 when HSA was only six years old, then Commodore Harvey Jackson wanted to assure that we recorded significant events in the Club's history. The minutes of the October 26, 1984 Annual Meeting (from 1983 through 2001, the annual meeting was in the fall) state:

Commodore Jackson presented the Historian activities by saying that the Historian has made a concerted effort this past year [1984] regarding the historical activities and had been very successful.

Apparently, the very successful historical activities did not include determining the date HSA was chartered, September 12, 1978. The minutes continue:

Commodore Jackson found out when the Hunter Sailing Association started. – It was printed on the gavel!

Our commodore declares the results of votes on formal motions at meetings today with that very same gavel.

Here's a cold *hors d'oeuvre* submitted by the Rodriguez's of *Trilogy* from the *HSA-1 First Edition Cookbook* published in 1994.

Pretzels

- 1 Box of hard pretzels, break into pieces
- 1 Envelope onion soup mix
- 2 Sticks of butter

Melt butter, add onion soup mix. Add pretzel pieces. Turn to coat well. Bake at 350 in Dutch oven for 45-60 minutes, turning occasionally. Allow to cool