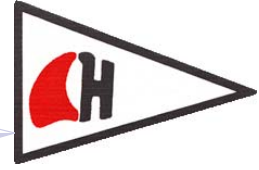
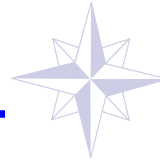




The Log



November 2008
Volume 36, Issue 4

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From the Editor

This sailing season was a lot of fun for the *Windrose* crew. We made it to a number of HSA-1 raft-ups and went on Dennis's Fleet Captain's Cruise. We had a lot of fun sailing to and from those events and enjoyed the partying during them. I hope the sailing season was great for you, too.

The last club event for the year is the Annual Parade of Lights Party. We have booked the club's usual two rooms at the Annapolis Marriot where we will party and watch the boat parade. The Parade of Lights party is an event nobody should miss. Hope to see you there.

The first event of next year will be our Annual Meeting, Awards Ceremony & Change of Command. Check our website for more information. We will also notify you of the time and place via email.

We have wrap-ups of several of our on-water events in this issue. Come out to the Parade of Lights Party to hear all the details of these events, discuss the fun times you've had this sailing season, hear where the several boats who are cruising south are, and just plain party while watching the parade of decorated boats out on Spa Creek

This is the last newsletter of the year so I'm closing with Merry Christmas to All!

Sue

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

Welcome New Members

Six new boats joined the club recently. We bid a hearty welcome to:

Les of <i>Kathleen</i> , a Hunter Cherubini 37 cutter	Dave & Marcia of <i>Milkyway</i> , a Hunter 34
Mike & Shelia of <i>Sheila Gail</i> , a Hunter 33.5	John & Christine of <i>Frostbite</i> , a Hunter 33.5
Rich & Lynn of <i>Sea Luff</i> , a Hunter 380	Patricia & Craig of <i>Tortola Sunset</i> , a Hunter 380

Come to the Parade of Lights and meet the club.

HSA 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

2008 Afterguard

NOTE: To contact a member of the Afterguard by email, go to our website, HSA1.org and click on AFTERGUARD. Then click on the OFFICE NAME to send an email to that officer.



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

View from Above

Just because you wrote the manual, doesn't mean you can ignore it.



This thought occurred to me a few minutes after *Stargazer's* Fortress anchor punched into the port side port light on *Natural Magic*. Fortunately, the port was open, but it still took all my strength to push *Stargazer* and its very ugly anchor away from my boat, a feat made more difficult because *Stargazer* was rafted to three other boats and *Natural Magic* was securely tied to *Odyssey*. I'm not sure how so many boats got perpendicular to one another so quickly, but I'm sure it happened because we broke some basic rules of setting up and breaking down a raft.

It began on a beautiful Saturday evening. *Windrose* dropped her 45-pound anchor and set out 100 feet of chain in ten feet of water just in front of High Island off the Rhode River. Because it was Labor Day weekend, the Bahama Mama raft and the Fireworks display, boats arrived all afternoon. Soon eight Hunters were hanging from *Windrose's* anchor with several smaller rafts spread around the cove. The wind was light and was predicted to stay that way.

We had a great party, the fireworks were amazing, the wind was SE and less than 10 knots. Everyone had a good nights sleep.

About 0900 the next morning, I noticed we were dragging down on a five-boat raft about 100 feet downwind of us. There was less than 10 knots of wind. The flag on *Natural Magic* was barely moving.

There was no rush. *Windrose* decided to try to reset her anchor with the raft intact, which several of the boats in the raft had done many times before. Her anchor would not set. We were getting close to that other raft and they were looking a little nervous.

After the third try, I suggested we break up the raft and *Windrose* agreed. Because we were only 15 to 20 feet from that other raft *Natural Magic*, who was the second boat on the starboard side of *Windrose* broke off with *Odyssey* still on her starboard side and started to motor away. I saw at least one boat break off from the left side of the raft. *Windrose's* anchor must have caught for a moment. In seconds, the two parts of the raft were at right angles with the anchor chain from *Windrose* under our keel and *Stargazer's* anchor coming through the lifelines and bouncing down the deck. The chain was pulling the two parts of the raft back together with my brand new handmade mahogany dinghy acting as a fender.

My unfinished cup of tea was cold. Not the way to start the morning.

Anyone can learn from his or her own mistake. Well, almost anyone. A wise man or woman tries to learn from other people's mistakes. Here is what I believe we can all learn from this interesting exercise.

- Anchors, even aluminum ones, win in a battle with gelcoat.
- Read the raft guide and follow it, even if you wrote it.
- Even on a calm night, no more than five boats in a raft. It simply takes too long to break off eight boats in an emergency.
- If there is a lot of room and the weather calm, it might be possible to reset an anchor while rafted. It can be done safely, we've done it, but everyone should be ready to break off if the anchor will not reset right away.
- Brake up the raft in the reverse order that it was built - split off the outside boats first.
- Don't break off in groups. They are too hard to control.
- Put the bigger boats on the inside, even if it means rearranging things for a new arrival. If you're over 40 feet, get there early.
- If the anchor boat is dragging, everyone's engine should be turning over. Hold the raft in place under power until the anchor boat gets all its rode up. Then start breaking up the raft.
- If your prop was turning to hold the raft in place, shift out of gear before casting off. Get the lines on board quickly, and then shift back into gear.
- Break up the raft evenly from each side. Otherwise, the remaining raft could get unbalanced and be pushed around unexpectedly by the wind or current.

Otherwise, it was a great weekend. The "Fuse", "Boom-boom" and "Cracker" put on a display every bit as good as the 4th of July display in Annapolis. Patricia, Craig and their guests on *Tortola Sunset* went all out, showing up in matching tropical shirts with great food, parrot-head decorations and the second best drink – with the ingredients laminated no less. Sue on *Windrose* took food honors for her fried plantain, and I won drinks honors for my locally famous bushwhackers.

Will Dennehy,
Commodore
s/v *Natural Magic*

Editor's note:
Read more about the Labor Day weekend Bahama Mama Raft-Up in the Wrap-Up on page 8 and look on page 7 to see why *Windrose's* anchor did not reset



Parade of Lights



*Saturday
December 13*

*Annapolis
Marriott*

1700 'til ???

Rooms 310 & 311

Our annual party during the Annapolis Parade of Lights is always a fun evening for boaters. Bring a guest to join in the merriment.



\$15 per Member, \$25 per Guest



*HSA-1 provides sandwich platters,
beer, wine, sodas and coffee*

A - N Bring an appetizer to share

O - Z Bring a dessert to share



Please register by December 1st so we have enough refreshments.

Email ViceCommodore@hsa1.org and

send a check payable to HSA-1 to

Kim Seastrom, Treasurer

2011 Lakewinds Drive

Reston, VA 20191



Annual Meeting

As we go to press, the Commodore and Vice Commodore are hard at work pinning down the time and place for our Annual Meeting, Awards Ceremony and Change of Guard. It will be a brunch or luncheon meeting on Sunday at 1300 on either the 11th or 18th of January, probably near the waterfront in Annapolis. Lunch at noon will precede the meeting.

Chili Raft Wrap-Up

By Perrian of *Up To No Good*



HSA-1 held their 8th annual chili raft-up on October 18th at the Wye Island Conference Center on Maryland's Eastern Shore. Perrian and Ed (s/v *Up To No Good*) hosted the get together. Fourteen people came by car and by boat. Those arriving by boat included Carl and Sue (s/v *Windrose*), Cathy and Dan (s/v *Zum Wohl*), Will and his friend Henderson (s/v *Natural Magic*), and Bill and Terry (s/v *Second Option*). Perrian and Ed, Minnie and Phil (s/v *Dolly G*), and Joelle and Mark (m/v *Hunter*) all came by car.

Cathy made a special Cincinnati Chili appetizer that was a definite hit and was enjoyed by all. There were a total of 6 chili pots entered in the contest. This year the judging was done a little differently than in the past, in that everyone tasted each entry and voted for their favorite. After round one, there was a tie and two entries were eliminated. After round two, there was a three-way tie. Finally, Perrian chose the three winners.

The winners: Will was the Grand Champion winner, Cathy & Dan won Outstanding, and Minnie & Phil won Honorable Mention. Each one received a gift certificate to Boater's World as well as some other boating items.

A good time was had by all.



Equinox Raft-Up Wrap-Ups

by Rich of Crow's Nest

A few years ago we introduced a bifurcated raft. The name stunk but the idea stuck. To commemorate the autumnal equinox this year we had two raft-ups – one in Broad Creek off the Magothy River and the other in Slaughter Creek off the Little Choptank River.

We had four boats participate at the Magothy event. *Canvas Caper* (Linda and Andy), *Tide Dancer* (Homer and Sherry), *Remedy* (Mitch and Karen), and *Crowe's Nest* (Rich and Jim). It was a beautiful evening in Broad Creek off the Magothy, flat water and excellent companionship. All took advantage of Andy and Linda's offer of hot buttered rum and a tour of their C&C. Mitch and Karen (friends of Helen and Rich from Deep Creek off the Magothy) were aboard their CS 34. Sherry and Homer were a welcome addition, with excellent G&T's and lively conversation. Rich arrived sans Helen who was in Pennsylvania with her Dad, a remarkable 93 year old, walking better than ever thanks to elective hip replacement. Fortunately for Rich, his buddy Jim, a well-known Cape St Claire sailor, assisted aboard *Crowe's Nest*.



And at the Slaughter Creek event we had six boats. *Après Ski* (Alan and Mary Ann), *Dejah Thoris* (Dennis and Judith), *Dolly G* (Phil and Minnie), *RBoat* (Rick and Brenda), *Second Option* (Bill and Terri) and *Windrose* (Carl and Sue). Captain Rick was our raft captain. We formed two rafts. Besides having happy hour aboard *Après Ski*, Alan even provided dinghy taxi service from the other raft to his boat. What a host!

None of us had been in Slaughter Creek since Hurricane Isabel. The chart shows at least 7 feet everywhere but in his Gunkholer's Guide William Shellenberger warns "A storm may have caused additional shoaling, so go slowly." We did and none of us even touched the bottom. We went in and out just after low tide. There is some comfort with a rising tide, even if it is low. If you go aground, the tide will come up and should float you off. At any rate, after a breezy day,

we found Slaughter Creek offered a tranquil anchorage.



Why didn't *Windrose's* anchor reset? Note the piece of tree stump in the throat of her CQR plow.



Refer to Will's View from Above on page 3

Bahama Mama Raft-Up Wrap-Up

By Carl of *Windrose*

Labor Day weekend started for HSA-1 with a bang. Actually, it was thirty minutes of bangs at one of the best fireworks displays anyone has ever seen.



We started Labor Day weekend on Saturday with our traditional Bahama Mama Raft. Music from the Barefoot Man's (George Nowak) "In the Bahamas" CD and other CDs jumped from the speakers. The crew from *Tortola Sunset* brought their Parrot Head decorations. Libations flowed like water with several potent potables vying to be judged the best tropical drink. Commodore Will judged the drink contest and to no one's surprise, he won. Besides bringing beaucoup decorations, Patricia and Craig of *Tortola Sunset* swept the Bahamian clothing prize with matching shirts directly from the Bahamas. Sue of *Windrose* got

the prize for most authentic Bahamian food with her fried plantains. Needless to say, since this was an HSA-1 raft-up, there were many, many other tasty treats to tempt and delight us.

We built an eight-boat Bahama Mama raft on the Rhode River near the scant remains of High Island. *Fandasma*, *Canvas Caper*, *Stargazer*, *Windrose*, *Eternity*, *Natural Magic*, and *Odyssey* all rafted beam-to-beam. The last boat to arrive was *Hunter*. To keep the windage down, we rafted *Hunter* stern-to-stern with the rest of the raft. It is always fun to try something different. *Tortola Sunset* and *Enavigare* anchored separately and came to the raft via dinghy.

By dark, the Bahama Mama theme was winding down and the fireworks started. We rafted just five hundred yards from the barge that launched a continuous array of aerial delights. Not only were we close enough to see and hear the blasts, we could indeed feel them. Being up close and personal made the fantastic display even more vibrant.

We spent a quiet night near the remnants of High Island on the Rhode River. Around 0900 Saturday we somewhat hurriedly broke the raft (see Commodore Will's description in his "View from Above" article on page 3) and boats went off to several other anchorages forming ad hoc raft-ups for the rest of the weekend.

Local fireworks professionals put on the show. We understand they will do it again next year. If they do, we'll be back.



Fleet Captain's Cruise Wrap-Up

By Dennis of *Dejah Thoris*

Everyone gathered at Solomon's Island off the Patuxent River, Saturday, August 16th for a nine-day cruise around the middle bay covering parts of Southern Maryland and Northern Virginia. The vessels and crews were:

- *Dejah Thoris* with Dennis and a crew of Ted from *Blt'n Apogee*, Ted's brother-in-law Garry and sister Constance
- *Odyssey* with John and Kathy
- *two morrows* with Larry and Lynn
- *Windrose* with Carl and Sue

Saturday in Solomons was an opportunity to obtain fuel, ice and provisions prior to setting out the next day for the Potomac and Point Lookout Marina. Sunday's wind was light resulting in a large portion of the leg being motored. After passing Point Lookout, Maryland's southern most point on the Bay we went from the Potomac River to Smith Creek and then up Jutland Creek to the Marina. Dinner was at Spinnaker's restaurant in the marina. The location made it convenient to gather, dine and hoist a few libations to the beginning of our grand adventure.



Monday morning we had our first reported sighting of porpoise before we were on our way out of Maryland into Virginia. Reedville, off the Great Wicomico River on Cockrell Creek was the destination of our anchorage. As we set out, we said our goodbyes to *two morrows* who were continuing their voyage up the Potomac River to Washington DC. The menhaden fleet made for an impressive sight as we found our way up Cockrell Creek. We had a treat from the local fish processing industry's contribution to the local environment. At dusk a chimney presented a billow of white mist, and then the scent of cooking fish. Fortunately for us, we were off the wind and the odor was not very bad but it still was not pleasant. We ended the evening with hamburgers, hot dogs, and relaxation while sitting at a quiet anchorage.



crab imperial. No one was disappointed.

Tuesday morning we were on to Tangier Island and Parks Marina. We were hoping a course to the East would bring us a reach, more suited to an easy day's sail. Once again, the air was too light to provide a day's sail. We found Parks Marina easily. All our vessels had five-foot-plus drafts. The draft was sufficient to cause a problem for the boats that went into their slips stern first. At low tide, *Windrose* and *Odyssey* were on the bottom.

We enjoyed dining on Tangier Island. Everyone had difficult choices: soft-shell crabs, crab-cakes, or

Wednesday morning brought low tide so *Windrose* and *Odyssey* were touching bottom. By noon, the tide was high enough to get underway. Our destination was across the bay but due to

the late start, we shortened our distance by changing our destination on the Western Shore from the Piankatank River to Dymer Creek off Fleet's Bay.



Thursday morning we found a fresh breeze and set out for Crisfield. When we got to the Bay, the wind was on our nose and weakening, making Crisfield a long slow trip. If you can't change the wind, go to plan "B" and change the destination. We were now on our way to Saint Mary's City. The wind held up for a good part of the day, getting us well on the way to the Potomac. The morning sail was very pleasant. The *Dejah Thoris* had a slight but obvious speed edge over *Windrose* as we headed up the Bay and into the Potomac.

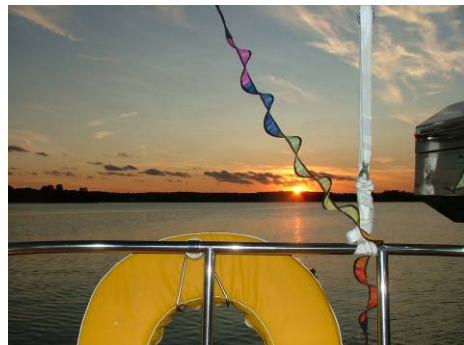
That evening we rafted in Horseshoe Bend on the St Mary's River, not far from the sailing dock of St Mary's College. After wine and other refreshments, we settled into a relaxing night at anchor at what has to be one of the best anchorages on the Bay.

Friday morning we decided we liked the anchorage so much that we elected to take a lay day and visit Historic Saint Mary City, the beginning of colonial Maryland and its' original capital. The site is a work in progress. It is a reconstruction of the colony, as it existed when it all began. A high point of the day's excursion was our time spent on the *Dove*, the sixteenth century ship that supplied the colony. Seeing all that St Mary's City had to offer took most of the day. We didn't have time to get to the tobacco plantation that is part of the historic site. There was just too much to do in a single day. That turned out to be a good thing. It means we now have a reason to go back.



Saturday we bid farewell to St Mary's City as we sailed past Church Point and the Maryland Dove. The morning quiet provided an opportunity to enjoy the beauty of the St Mary's River and its well-suited mansions overlooking the river. The trip north on the Bay provided favorable winds for the better part of the day making for a quite enjoyable sail. Our next quest was a South Seas paradise on St Leonard Creek known as Vera's White Sands Beach Club Polynesian Resort. We spent the night in the marina enjoying an evening meal, entrainment, and all the ambience of Polynesian hospitality.

Sunday morning we returned to our homeports. It was now time to work on photo collections and scrapbooks documenting another Hunter Sailing Association grand adventure .



Jib Trim Tips

By Carl of Windrose

We talked about trimming the mainsail in each of this year's previous issues of *The Log*. In this issue, we will talk about trimming the jib. Our Hunters give us four points of jib control: the halyard, the jib sheet cars, the sheets and the leach line.

Yes, the halyard does more than just pull up the jib. Adjust the halyard for sailing conditions. Sailing upwind in stronger breezes, we need the halyard tight. Like the mainsail halyard, tighten the jib halyard so any horizontal creases along the luff (part attached to the forestay) just begin to disappear. As the wind diminishes or as you fall off, ease the halyard a little, again making it just tight enough to have the luff crease-free.

Use the telltales to set the position of the jib sheet cars. The cars are ideally set when (1) all of the telltales on the jib stream back horizontally and (2) as you luff (point higher into the wind) without changing sheet tension, all of the windward telltales drop at the same time. After you adjust the leeward car, change the windward car to the same relative position. When you tack, it will be in the right place. (If you need the cars at different positions for port and starboard tacks, you need to tune your standing rigging.)

Like so much else, setting the cars is not a once-and-done deal. The higher (more into the wind) you sail the further forward you want the cars. As you fall off to a reach and then to a run, continue to move the car aft on its track.

When beating, set the cars and sheet, then use the telltales to steer as high as you can point. If the leeward telltale drops, you got a lift and can head up (point higher into the wind). If the windward telltale drops, you were headed and must fall off to avoid pinching. When sailing a course that is off the wind (sailing lower than you can point), trim the sheet so the telltales all stream horizontally while steering to course. You may need to adjust the car to get the telltales streaming at the same time. Racers constantly tweak the sheets when they are steering a steady course. Many cruisers tolerate a little drop in the windward telltale. In either case, when you turn downwind (fall off), loosen the sheet. As you head up, tighten the sheet. When running (sailing with the apparent wind behind the beam), only worry about the leeward telltales. Ease the sheet and move the car back so that all leeward telltales stream nicely.

If the telltales are streaming nicely and the leach (back edge of the sail) does not make a nice continuous arc, tighten the leach line. It is that light line with a jam cleat. Only tighten it enough to straighten out the leach then ease it again when conditions change. We had not mentioned the leach line in our previous discussions of mainsail trim. The leach line works the same way on both sails. One word of caution: you need to be out of the cockpit and usually need to be outboard of the lifelines to adjust the jib's leach line. The only man overboard we ever had on Windrose was a result of trimming the leach line. When you are out of the cockpit, use a harness and tether! You don't want a crew overboard situation on your boat.

If you have roller furling, at the end of your day, ease the halyard a little to reduce the tension. Your halyard and jib will then not be under constant strain until your next sail. Remember to tension that eased halyard the next time you are sailing.

Errata: *In the last issue, we misspelled telltale and rhumb line in the article on mainsail trim. We also misspelled Cathy of Zum Wohl in the Rigging Raft Wrap Up. Our apologies.*

Cookies for POL Party

I received an email from a high school classmate, who admittedly did not check the validity of the story with Snoops, but reported that the cookies are good. Come to the Parade of Lights Party and sample the cookies. Here is the story.

My daughter and I had just finished a salad at a Neiman-Marcus Cafe in Dallas, and we decided to have a small dessert. Because both of us are such cookie lovers, we decided to try the 'Neiman-Marcus cookie.' It was so excellent that I asked if they would give me the recipe, and the waitress said with a small frown, 'I'm afraid not, but you can buy The Recipe.' Well, I asked how much, and she responded; 'Only two fifty - it's a great deal!' I agreed to that, and told her to just add it to my Tab.

Thirty days later, I received my VISA statement, and the Neiman-Marcus Charge was \$285.00! I looked again, and I remembered I had only spent \$9.95 for two salads and about \$20.00 for a scarf. As I glanced at the bottom of the statement, it said, 'Cookie Recipe-\$250.00.' That was outrageous! I called Neiman's Accounting Department and told them the waitress said it was 'two fifty', which clearly does not mean 'two hundred and fifty dollars' by any reasonable interpretation of the phrase.

Neiman-Marcus refused to budge. They would not refund my money because, according to them, 'What the waitress told you is not our problem. You have already seen the Recipe. We absolutely will not refund your money at this point.' I explained to the Accounting Department lady the criminal statutes which govern fraud in the State of Texas. I threatened to report them to the Better Business Bureau and the Texas Attorney General's office for engaging in fraud. I was basically told, 'Do what you want. Don't bother thinking of how you can get even, and don't bother trying to get any of your money back.'

I just said, 'Okay, you folks got my \$250, and now I'm going to have \$250 worth of fun.' I told her that I was going to see to it that every Cookie Lover in the United States with an e-mail account [that] has a \$250 cookie recipe from Neiman-Marcus...for free. She replied, 'I wish you wouldn't do this.' I said, 'Well, perhaps you should have thought of that before you ripped me off!' and slammed down the phone.

So here it is!

Neiman-Marcus Cookies (Recipe may be halved)

5 cups blended oatmeal	4 cups flour
2 cups butter	2 tsp baking powder
2 cups brown sugar	2 tsp baking soda
2 cups sugar	24 oz chocolate chips
4 eggs	8 oz Hershey Bar (<i>grated</i>)
2 tsp vanilla	3 cups chopped nuts (<i>your choice</i>)
1 tsp salt	

Measure oatmeal, and blend in a blender to a fine powder. Cream the butter and both sugars. Add eggs and vanilla, mix together with flour, oatmeal, salt, baking powder, and soda. Add chocolate chips, Hershey bar, and nuts. Roll into balls, and place two inches apart on a cookie sheet. Bake for 10 minutes at 375 degrees. Makes 112 cookies.

From the Past

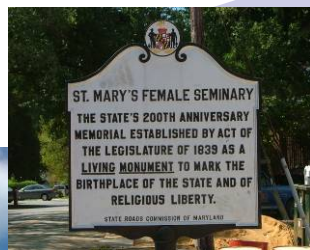
We recall from last year's Club Directory that John Smith landed in Jamestown Virginia on May 13, 1607 and in 1608 – 400 short years ago – explored the reaches of the Chesapeake Bay. Thanks to Captain Randy Broadwater for researching that history and including it in our Club Directory.

Our stop in Historic Saint Mary's City during the Fleet Captain's Cruise taught us a lot of history.

In Saint Mary's City, we learned that in 1634 English settlers landed in what became Saint Mary's County, Maryland. Those first English people in Maryland sailed from England on The Arc and a small costal trader, The Dove, sailed with them carrying supplies for the settlers. In 1978, James Richardson of Cambridge, MD and his five assistants built the Maryland Dove, a 76-foot vessel of the same tonnage and general construction as the 1634 Dove.

Saint Mary's City became the first capital of the Maryland Colony. Its State House and a number of other buildings unearthed in recent archeological digs have been rebuilt. Around 1695 a Royal Governor, Sir Francis Nicholson, moved the capital from Saint Mary's City to what is now Annapolis, also known as "The Athens of America." Originally called "Providence" when settled by the Puritans, it was later called "Anne Arundel's Towne" after the wife of Lord Baltimore, who owned the proprietary colony. When Sir Francis moved the capital, he renamed it Annapolis. Annapolis too got a state house. It still stands and inspired George Washington to have Pierre L'Enfant fashion the nation's capitol after it.

The State of Maryland approved and received the Hunter Sailing Association charter on October 4, 1978, just four days before the Maryland Dove was commissioned. Five years later, in December 1983 the Eastport Yacht Club organized a parade of lights in the Annapolis Harbor. This year marks our club's 30th anniversary and the 26th Parade of Lights.



HSA visited Historic Saint Mary's City during the 2008 Fleet Captains Cruise

