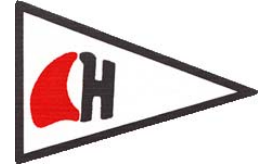
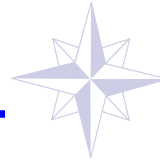




# The Log



August 2009  
Volume 37, Issue 3

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## *From the Editor*

The boating season is in full swing – we have had several fun events already, so be sure to read the wrap-ups to reminisce or to see what you have been missing.

Some of the best sailing on the Bay happens in September. One of our most popular events kicks off our September schedule. Have you made plans for Labor Day weekend yet? Hope they are to be with HSA-1 on the Rhode River. We're not expecting any Elvis sightings, or Jimmy Buffett sightings, but perhaps we will spot the Barefoot Man. We'll at least be able to hear his island music as we gather for our Bahama Mama Raft-Up and watch the fireworks. Experience says the fireworks show will be spectacular and the competition for the best libation will be fierce.

I want to thank Will and Dennis for their help providing material for this issue. Both have been busy with other things in their lives and both took time to help prepare this issue. Thanks, guys.

Hope to see you at one of our raft-ups,

*Sue*

## 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

## Welcome New Members

We have two new members to welcome into HSA1. We look forward to sailing with you.

**Chris & Cate** of *Bandit*, a 1975 Hunter 25 they keep at Magothy Marina in Severnia Park  
**Bruce & Kris** of *In the Groove*, a 1981 Hunter 54 they keep at Downs Marina on Clements Creek

## 2009 Officers

**NOTE:** To contact an officer by email, go to our website, [hsa1.org](http://hsa1.org) and click on AFTERGUARD. Then click on the OFFICE NAME to send an email to that officer.



<b>Commodore</b>	Will ( <i>Natural Magic</i> )	<b>Membership Chair</b>	Greg ( <i>Stargazer</i> )
<b>Vice Commodore</b>	Perrrian ( <i>Up To No Good</i> )	<b>Newsletter Editor</b>	Sue ( <i>Windrose</i> )
<b>Fleet Captain</b>	Dennis ( <i>Dejah Thoris</i> )	<b>Webmaster</b>	Greg ( <i>Stargazer</i> )
<b>Secretary</b>	Lois ( <i>Mission Impossible</i> )	<b>Immediate Past Commodore</b>	Greg ( <i>Stargazer</i> )
<b>Treasurer</b>	Kim ( <i>Monarch</i> )		

## View from the Top

We finally have a site! Port Annapolis will host the 2010 Hunter Rendezvous from Thursday afternoon June 24 through Sunday morning June 27. Although nearly a year away, your hard working rendezvous committee is already at work lining up speakers and entertainment. It promises to be a great event.

Bill Ubelacker of Northern Star is putting together a web page. I'll let you know when it goes up.

We, of course need volunteers to help plan the Rendezvous. We need people to work on mail and email marketing, pre-registration, onsite registration and check-in: someone to design and produce the program, same with badges, onsite events, offsite events and tours. Become a part of the team. You will enjoy the event even more. The goal is to get everyone involved so no one is over involved. Tomorrow is not too early to let me know what you want to work on. If you already volunteered, thank you – I have your name stored safely away.

Midnight anchoring drills got me thinking about technique. I'm sharing my thoughts about anchoring in the article beginning on page 13. When you are out there on the water, have fun ... and practice good seamanship.

See you on the water,.

Capt Will Dennehy, Commodore



## In Memorium ... Bruce Andrews

We are sad to report that we received this note from Broshia Andrews of *Just Chillin'* shortly after we published the last issue of *The Log*. We remember Bruce fondly as one who enjoyed our club, particularly our ashore events. We extend our deepest sympathy to Broshia and her family.

This is a note to tell you that my husband, Bruce Andrews, passed away on June 1<sup>st</sup> after a 17 year battle with prostate cancer. We really enjoyed our time with the Hunter Sailing Association with our boat, "Just Chillin". You are a very special group of sailors and I thank you for welcoming us so warmly into your group.

I hope you all have a great Independence Day time together.

As Bruce would say,

I wish you fair winds and following seas,

Broshia Andrews  
Dover, Delaware

# Waypoints

Date	Event	Watch Captain
January 25	<b>Annual Meeting &amp; Awards Ceremony</b> Annapolis	Commodore Will, <i>Natural Magic</i>
February 22	<b>Winter Brunch</b>	VC Perrian, <i>Up To No Good</i>
March 21	<b>Shipwreck Party</b> McLean, VA	Will & Mari, <i>Natural Magic</i>
April 18-19	<b>Shakedown Raft-Up</b> Harness Creek, South River	Don, <i>Mission Impossible</i>
May 2-3	<b>Rigging Raft</b> West River	John, <i>Odyssey</i>
May 23-25	<b>Memorial Day Safe Boating Raft</b> Safety Inspections, Shaw Bay	Greg, <i>Stargazer</i>
June 13-14	<b>Baseball Raft</b> Baltimore Inner Harbor & Camden Yards	Linda, <i>Canvas Caper</i>
June 20-21	<b>Summer Solstice Sail</b> Cambridge, Choptank River	Carl, <i>Windrose</i>
July 3-5	<b>Fireworks Cruise</b> Location still open	FC Dennis, <i>Dejah Thoris</i>
July 18-26	<b>Fleet Captain's Cruise</b> Norfolk, Mobjack Bay & Tangier Sound with a Solomons-Cape Charles overnight	FC Dennis, <i>Dejah Thoris</i>
August 7-9	<b>Annual Night Sail</b> Oxford, Tred Avon River	FC Dennis, <i>Dejah Thoris</i>
September 5-7	<b>Labor Day Bahama Mama Raft</b> Rhode River with Fireworks & race	Commodore Will, <i>Natural Magic</i>
September 26-27	<b>Equinox Rafts at Saint Michaels</b> both Miles River & San Domingo Creek	John, <i>Odyssey</i> Carl, <i>Windrose</i>
October 8-12	<b>US Sailboat Show</b> Annapolis	
October 24-25	<b>Great Chili Raft</b> Wye River	<b>Volunteer Needed</b>
November 7-8	<b>Frostbite Raft &amp; Crab Feast</b> Cantler's, Mill Creek, Whitehall Bay	<b>Volunteer Needed</b>
December 12	<b>Parade of Lights Party</b> Annapolis Waterfront Marriott	<b>Volunteer Needed</b>
June 24-27, 2010	<b>Back to Bay VII Hunter Rendezvous</b> Port Annapolis	Commodore Will, <i>Natural Magic</i>



## The Bahama Mama Raft-Up

September 5, 2009

Join us for the annual Bahama Mama and Rhode River Fireworks Raft. *Natural Magic* will be on station at 1600 in the cove just past Day Mark 7 in front of what was once High Island.

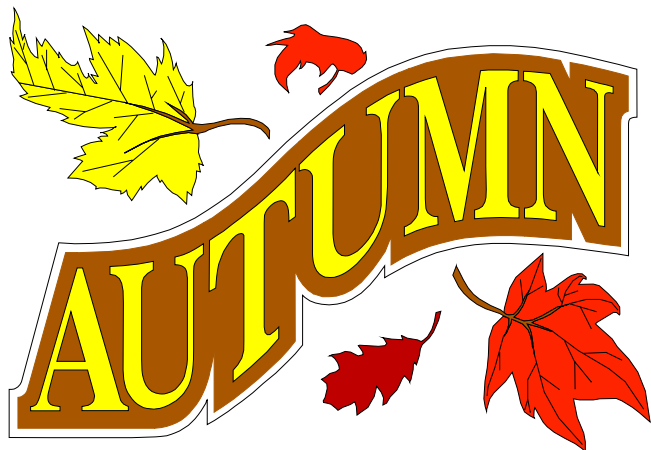
Come bearing Island treats and costumes. There will be prizes for the best of both. Enter your favorite libation. Take note, however, that the Raft Captain strongly believes he has a lock on this event. It was close last year, but the judge is never wrong. Note as well that the judging will be arbitrary and all appeals will be looked upon with extreme displeasure. A plank may be employed.

Fireworks begin at 2115.

You can also come by car. Take Central Avenue (Rt 214) into Mayo and turn right at the Post Office onto Carr's Wharf Road. After one mile the road makes a sharp left. Ignore the road and go straight. Shortly you will find yourself at the County Dock. Hail *Natural Magic* on VHF 78. Someone will pick you up if you have something good to eat or drink.

# Equinox Raft-Up

This year we are going back to Saint Michaels to celebrate the autumnal equinox. Mark your calendar for Saturday, September 26.



For folks who depart from north of Herring Bay, the Saint Michaels harbor on the Miles River is the closest approach to Saint Mikes [John Deutsch](#) is raft captain for Saint Mikes harbor.

For folks who depart from south of Herring Bay, San Domingo Creek – Saint Mike's back door – is closer. [Carl Reitz](#) is raft captain for San Domingo Creek.

The two approaches are the same distance from Herring Bay. The San Domingo is less crowded, has better holding, is quieter and offers old-time Bay views of the landscape. The Miles River harbor has plush marinas and the Chesapeake Maritime Museum with facilities for members to tie up. The choice is yours.

Regardless of which site you choose, come ashore and meet us in the Carpenter Street Saloon at 1700 – that's when Mickey's big hand is on the 12 and his little hand is on the 5. It is also the traditional time for a cold draft, Marguerita, or icy soft drink.

No dinghy, no worry. We will have enough dinghys to give you a ride from your boat to shore. You can even ride your land yacht to Carpenter Street if you like driving better than sailing.

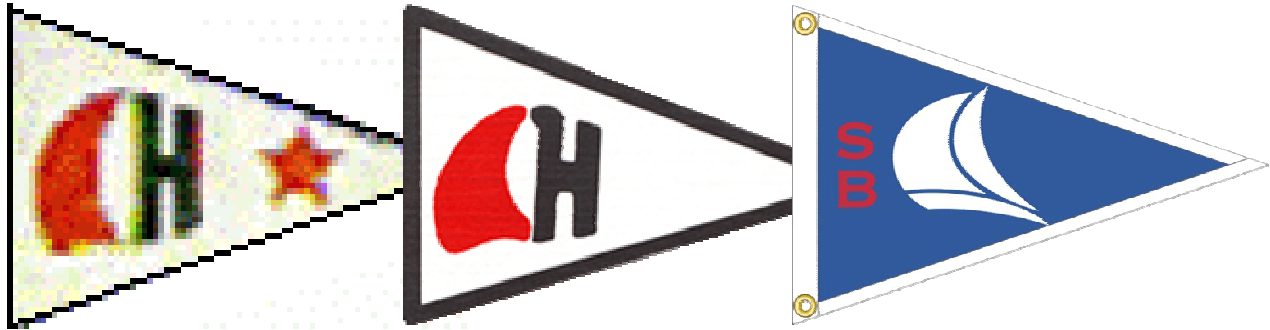
After gathering at the Carpenter Street Saloon (duh, it's at the corner of Talbot and Carpenter Streets) we can have dinner as a group.

The mouth of Saint Mikes harbor is 38° 47' 28" N, 76° 14' W. We try to anchor in the bight on the San Domingo at 38° 46' 18" N, 76° 14' W. By this late in the season we'll forgo all of the rhetoric about reviewing rafting procedures, calling on VHF 78 and emailing the raft captain. You know the drill.

Late September offers some of the best sailing of the year. Take your boat out and remember why you bought a sailboat. Sail to Saint Mikes. You'll enjoy the sail and enjoy socializing with fellow club members.



Be there or be square!



## Hunter Rendezvous 2010

### Port Annapolis, Maryland

*Chesapeake Bay Hunter Sailing Associations host  
"Back to the Bay VII"  
in Historic Annapolis, Maryland*

**Thursday, June 24<sup>th</sup> through Sunday, June 27<sup>th</sup>**

Port Annapolis is the site for the 2010 Hunter Rendezvous hosted by the three Chesapeake Bay Sailing Associations in partnership with Hunter Marine and its Bay dealers.

Save the date. Make your plans now to join us.



We are rounding up a full agenda of dynamic speakers, fun activities, and exciting evening entertainment for the rendezvous. Speaking of evening entertainment, our own Pete Loewenstein of *Sh'Boom* will entertain us on Friday evening. Pete is a great piano player and singer who never seems to run out of songs. On Saturday we have a to-die-for old time rock and roll band. Bring your dancin' shoes!

Come out and share your sailing experiences with your fellow Hunter sailors. Learn from their experiences and the adventures of the experts. We are recruiting some world-class speakers. Most of all come out and have fun!

As you see, we made a lot of progress on the Rendezvous since the last issue of *The Log*. We still need **your** help to pull off all that needs to be done. Northern Star and Southern Bay are pitching in to help. If you have not yet contacted [Commodore Will](#), please let him know you want to help make this the best Hunter Chesapeake Rendezvous ever.

## Night Sail Wrap-Up

By Fleet Captain Dennis of *Dejah Thoris*

The fun began on Friday the 7<sup>th</sup> of August. Four boats rendezvoused in the Choptank River by Red Bell 10 around 8:30 PM. The four boats at the night sail were: *RBoat*, Rick and Brenda; *Natural Magic*, Will and Mari; *Odyssey*, John and Kathy; and *Dejah Thoris*, Dennis and Judith. We departed Red Bell 10 in the twilight around 8:30 PM. The sky was overcast and the air was light. We did enjoy a nearly full moon as it poked out from behind the clouds as we made our way to La Trappe Creek to anchor for the night.

The morning found us watching the watermen working their trotlines collecting crabs. We spent the morning at anchor, exploring the creek by dinghy and taking it easy. *Natural Magic* provided taxi service to Cambridge for Happy Hour. Happy Hour was aboard *RBoat* at the Cambridge municipal marina. After Happy Hour, it was off into downtown Cambridge for dinner. Cambridge was festive and busy. There was a band providing music in the street. We went to Jimmie and Sook's restaurant. The restaurant was new, locally established, popular and full of patrons enjoying the evening.



We enjoyed the food, the congenial atmosphere and recounting the sense of adventure getting into La Trappe Creek at night. Marker 1 has a green light but daymarker 2 has neither a light nor reflective paint. Friday night in the dark it was easier to find the bottom than it was to find the red daymarker.

On returning to La Trappe Creek *Odyssey* had to reset their anchor, that provided a few moments of adventure and an opportunity to scrape some barnacles off her bottom. After getting reanchored everyone settled down for the night then sailed home in the morning.

# Fleet Captain's Cruise Wrap-Up

By Capt Rick & Brenda of *RBoat*



This year HSA planned a weeklong sail to Norfolk, VA. *RBoat* and *Dejah Thoris* left Solomons Island as the Screwpile Regatta was about to start on Sunday morning, heading for the Coan River in Virginia, the first stop on our route to Norfolk.

On Monday, we left the Coan on our way to Crisfield, MD amid six dolphins that escorted us out of the river. The morning was beautiful despite the prediction of rain and thunderstorms later in the day. We headed out to the Potomac, faced wind on the nose and at 0915 decided to safe harbor in Point Lookout Marina. That evening Carl and Sue aboard



Start of Screwpile Regatta



*RBoat* & *Dejah Thoris*  
in Breton Bay

*Windrose* joined us. Our group trekked for over a mile to Carl's favorite restaurant, Courtney's, for dinner.

The weather forecast continued to be ominous so we decided to go up the Potomac rather than down to Norfolk. We chose Breton Bay as Tuesday's destination. *RBoat* went all the way to Leonardtown, tying up along a new seawall, and was pleasantly surprised at the facilities and the proximity to town.

Wednesday's destination was Colonial Beach, VA. A brief shower on Thursday morning delayed our departure to Tall Timbers, MD. Safely anchored in Herring Creek we were treated to a spectacular lightning show that evening.

Friday was a short sail to Saint Marys City where we anchored out for the night. Some of us went to the college for a free summer concert. To close out our trip we all returned to Solomons Island on Saturday. Saturday evening everyone enjoyed dinner and talk of the cruise at the Naughtly Gull restaurant.

After a memorable cruise, we are anxious to see where next year's weeklong will take us.



## *Fourth of July Fireworks Wrap-Up*

This year we had a flexible program for the three-day Fourth of July holiday weekend with raft-ups on July 3<sup>rd</sup> and again on July 4<sup>th</sup>. On July 3<sup>rd</sup> Oxford's Tred Avon Yacht Club had their fireworks display and we were there. Six boats rafted in Plaindealing Creek with a view of the Oxford skyline, enjoying cocktail hour and waiting for the fireworks, dining on hotdogs and sipping on our beverages of choice. Friday participants were:

- ☞ Bob & Sharon of *Unfurled*
- ☞ Mike & Tina of *Enavigare*
- ☞ Will & Mari of *Natural Magic*
- ☞ Mike & Sharon of *Monarch*
- ☞ Greg of *Stargazer*
- ☞ Dennis & Judith of *Dejah Thoris*

Saturday night, the fourth of July, was the second night of Fireworks. This time it was in Solomons with three boats. All three sailed in from the previous night's raft-up on Plaindealing Creek.

- ☞ Bob & Sharon of *Unfurled*
- ☞ Greg of *Stargazer*
- ☞ Dennis & Judith of *Dejah Thoris*



The sail from Oxford provided good winds once we were out of the Choptank. Everyone was underway around 9 o'clock in the morning. The next stop was Mill Creek in Solomons, arriving ready for another cocktail hour and pleasant retelling of the day's spirited sail. By 5 o'clock, all of the boats had arrived and were enjoying a refreshment of choice. As soon as the sun set and the sky darkened, we saw and heard fireworks from every direction. Every neighborhood, shopping mall, and fire department had hurled their own short display into the sky. As the evening sky grew darker, with no hint of the sun, we all thought, "Is this be all there is?" Then,

at nine thirty, a barrage of cannon salutes announced the start of the real display. The show was worth the wait! The show moved from one crescendo to another. Each time the crescendo ended, we thought, "Is this the finale?" But time and again, we would be treated to yet another wonderful display.

From the fireworks, hotdogs, hamburgers, potato salad, coleslaw, and cold drinks it was an American Fourth of July, much like many other celebrations all across the nation. What made this celebration memorable was having it with other Hunter Sailors and members of our Hunter Sailing Association.

## Sailstice Wrap-Up

Sometimes the summer weather turns out more pleasant than NOAA forecasts. That is what happened to the Sailstice (a combination of sail and solstice) Raft – at least for people coming from the south. *Windrose* beat into Friday's nice breeze to get a spot on the bulkhead by the County Administrative building in Cambridge. The crew of *Natural Magic* was prospecting for home sites and drove their land yacht to Cambridge on Friday. *Natural Magic* and *Windrose* checked out Jimmie and Sook's to see if it was a fit place for the Club to dine the next night. For those who are unfamiliar with the waterman's lingo, Sooks are female crabs and Jimmies are males. Sue of *Windrose* had soft crabs and the other three tried the crab cakes. All reported an excellent meal!

The six boats that were coming to the Saturday raft-up all listened to the NOAA forecast of a rainy weekend and one-by-one chose not to beat into four-foot seas with 30-knot northerly gusts. *Stargazer* and *Enavigare* departed the Severn on Saturday morning but hove to at Thomas Point and stuck to the western shore. While it rained a bit mid-day on Saturday, in Cambridge most of the weekend was rain free. The Cambridge harbor is well protected. Winds were only 7 knots in the harbor as *Windrose* departed on Sunday morning. Immediately upon clearing the seawall, she saw 23 knots on the Choptank and later in the morning, *Windrose* saw a 28-knot gust. By 1530, the north wind had pretty much died and *Windrose* steamed back into her slip at Zahnisers.



Spring weather was tough on HSA rafts. Both the Sailstice and the Shake-Down Raft-Up had only the raft captain venture out and the Rigging Raft was totally scratched by inclement weather. We only batted 400 for weather on our first five raft-ups. Luckily the next two raft-ups and the Fleet Captain's Cruise came off without a hitch. Let's figure that we used up all of our tough weather in the spring and the remaining summer and fall weekends will be perfect.



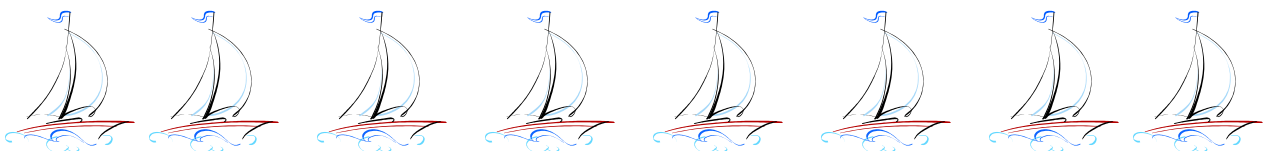
## Baseball Raft-Up Wrap-Up



By Linda of *Canvas Caper*

June 13<sup>th</sup> and 14<sup>th</sup> saw HSA-1 gathering once again in Baltimore for the annual baseball raft. Saturday was not one of the better sailing days (not a lot of breeze and intermittent periods of rain), but as they say, a bad day on the water is better than a good day at work! The Inner Harbor Marina was host to those who came by boat: Mark and Joelle (*s/v Hunter*), Matias, Maureen and guests (*s/v FELA*), John, Kathy and Corey (*s/v Odyssey*), and Andy and Linda, etal (*s/v Canvas Caper*). By 1530, all the boats were secured in their slips, with Will and Mari (*s/v Natural Magic*) arriving by land, and a social hour was soon underway. "*Canvas Caper*" and "*Hunter*" pooled their resources for a cookout at the marina, while the others opted for "ballpark fare". Just before game time, Rob and LuAnn (*s/v Kailua*) and their handsome young grandson joined the group to cheer on the "O's". And we were not disappointed...the Orioles rallied to beat the Atlanta Braves 8 to 4. Sailing the Chesapeake and cheering your team on to victory on a summer evening...it doesn't get much better than that!

Sunday morning saw blue skies and sunshine, with light, 5 – 10 K breezes. After a stop over at Broadway Pier to partake of our traditional post-baseball raft breakfast at "Jimmy's" in Fells Point, Canvas Caper enjoyed a relaxing sail back to her home port in The Magothy River, taking time out to exchange photo ops with *FELA*, as she made her way down the bay. For those of you who were not able to join us this year, you missed a good time. For those of you who were there, it was good being with you, and we look forward to more of the same at future HSA-1 events. Until then, fair winds and smooth sailing!



# Anchor Setting Technique

By Capt Will Dennehy, Commodore

Midnight anchoring drills will get you thinking about technique. So, I went back to two of my favorite experts, John Rousmaniere and Arthur Chase. The following paragraph is from Chase's *Precision Cruising*.

Polaris approached the 9-foot spot ... and headed into the wind. The engine was backed down; the anchor was left hanging at the dip until headway was lost. It was then lowered into the water to serve as an indicator when sufficient sternway was achieved. At that point, the rode was eased out rapidly, but not so fast that the chain attached to the anchor could fall on top of it. The nylon was let out just fast enough to avoid taking a strain until 90 feet were in the water. ... The rode was then cleated and the engine backed down slowly.

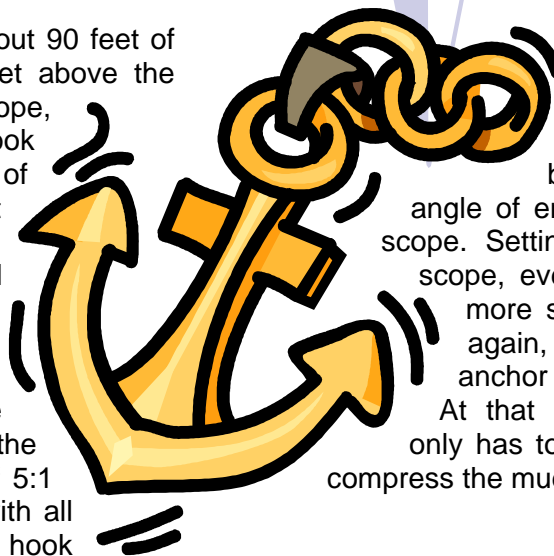
There is a world of information in that paragraph.

Waiting to lower the anchor until you are making sternway is important to two reasons. First, if your anchor hits the bottom while you are moving forward, the flukes will start to set in the wrong direction making a good set problematic. Second, both plow and Danforth type anchors will turn so that their flukes are pointing in the right direction if allowed to hang just below the surface while the boat goes astern. When they hit the bottom, they will set against the pull of the boat.

Whether setting by hand or with a windless, letting the chain and rode run out faster than the boat is moving can cause problems. If the chain or the nylon rode falls on top of the anchor it can wrap around the flukes or crown and either pulling the anchor out, or worse, giving you a false set that lets go when the wind shifts or picks up at 0200.

Letting the rode out at the same speed the boat is moving astern keeps the chain on the bottom, the nylon rode in line and helps keep the boat from swinging from side to side in the wind. We all know how good Hunters are at swinging from side to side.

Polaris was in 9-feet and set out 90 feet of rode. If their bow was 4 feet above the water that gave them a 7:1 scope, the minimum for setting the hook if you only have 10 to 12-feet of chain. This is the time to set the hook. You have a nice low angle on the rode that will drive the anchor deep into that Chesapeake mud. Even in a crowded anchorage lay out a minimum of 7:1 to set the anchor and then pull some of the rode back in to a minimum of 5:1 with chain and nylon or 3:1 with all chain<sup>1</sup>. If you try to set the hook



with less scope, it will not set as deep. The fluke is driven into the bottom by the low angle of entry made by that 7:1 scope. Setting the anchor with less scope, even if you then let out more scope and back down again, will not drive the anchor as deep into the mud. At that point the anchor not only has to dig in, it now has to compress the mud under the flukes.

Early this season Mari and I anchored in La Trappe Creek in the bight on the starboard side just past the anchorage by the entrance. We set the hook in our usual way backing down slowly and gradually increasing rpm to 3000. We were stuck to the bottom with 90-feet of rode in 10 feet of water - a 6:1 scope<sup>2</sup>.

Because I wanted to charge the batteries and diesels like to work, I put the engine into reverse at 2000 rpm and settled down to a nice rum drink and my book. I looked up ten minutes later to find that we were 100 yards from where we were the last time I looked around.

Since then I've had good luck following this technique: Setting out 10:1 scope and backing down the engine at 2000 rpm for three or four minutes, which allows the anchor time to dig in without too much strain on it. We then run the engine at 2500 rpm for a minute, then 3000 for a minute and then back down to 2000 for a couple of minutes more. If we have not moved, and so far we haven't, we pull the rode back in to 7:1.

We use 45 feet of chain with a 35-pound Delta on a 36-foot boat<sup>3</sup>.

We have also been working on ways to stop or at least slow down all the sailing we do at anchor. We've put at least another 1000 miles on our bottom without going anywhere. Tying a rolling hitch to the rode and bringing this second line back to the mid ship cleat so the angle formed with the rode is about 25 degrees has worked in winds under 12 knots. In winds over that speed, the boat continues to osculate and rides right over the second line.

If you have discovered a way to keep Hunters in line with their anchors, please share you success.<sup>4</sup>

Your editor has four footnotes to add to the Commodore's technique.

1. Will talks of reducing scope in a crowded anchorage. My advice is if you do not have enough room to swing on a 7:1 scope (5:1 for all chain), find another place to anchor. When determining your scope remember to add in the height of your bow and any rise in tide that you will see. Most marine GPS make it easy to know how much more the tide will rise.
2. We use the GPS as an aid in anchoring. As soon as the anchor hits bottom, the bowman signals me and I hit a MOB mark on the GPS. I then set the GPS to give distance to the MOB point. As I run up the engine, the distance to the MOB increases as the tension on the rode increases. I am satisfied with the anchor set when I get no increase in the distance to the MOB with the engine running at high RPM for at least one full minute. The GPS is so accurate that if we get a quick set I can tell exactly how many feet of rode the bowman deployed.
3. Will uses a 35-pound anchor and 45 feet of chain for his 36-foot boat. We have frequently seen the recommendation that a plow type of anchor (CQR, Bruce, Delta, etc) should weigh one pound per foot of boat length. That is right in line with what Will uses. An anchor with large flukes (Danforth, Fortress, etc.) can be lighter and will still have substantial holding power. Back issues of Practical Sailor have a host of tension pull tests showing the relative holding power of most anchor types.

A common recommendation for minimum chain length is one foot of chain between the anchor and your nylon rode for each foot of boat length. Will's 45 feet is a good choice.

4. If you have all chain out you will swing less than if you are hanging on mostly nylon.

## For Sale

**2001 9'- 4" West Marine S285 inflatable dinghy.** \$450. Highly rated by Practical Sailor (December 2000 pages 18-25): "The S285 gets up and boogies." With a 990-pound capacity, this dinghy is the big brother to the SB-275 that WM now sells for \$1,000. It's plywood floor makes this dinghy easy to store, easy to plane and very stable. A proven winner! For more info, email [Carl](mailto:Carl) or phone him at 301.904.2913.

## From the Past

Twenty-six years ago, in 1983, Hunter introduced the venerable h34. Today we have three h34s in our fleet: *Scotch and Water*, *The Great Escape* and *Milkway*. They are all from the first year of production. A glimpse back to our 1997 *Membership Directory* shows we had three h34s in the fleet then as well. One of those three, Past Commodore Frank's 1984 *Heart of Gold* was a notable racer. Frank sailed *Heart of Gold* to capture our club's "Sailor of the Year" award three years straight, from 1997 through 1999. He is our only-ever three time Sailor of the Year. Congratulations Captain Frank!

You can view both *Scotch and Water* and *Heart of Gold* by going to the Fleet Photos tab on our website, [hsa1.org](http://hsa1.org). If your boat photo is not there and you want it to be, just email a photo to our [webmaster](mailto:webmaster). You may include a quote if you wish.

The h34 is of the same design as the h37 and h40 of the 1980s. These boats are remarkable not only because they combine comfort, great sailing and good looks, but also because they have maintained these outstanding characteristics over decades. Past performance as well as appealing current designs are why we are all happy to be sailing our Hunters!



Capt Frank aboard *Heart of Gold*  
during our May 2000 Y2Kruz