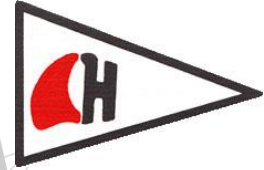


Hunter Sailing Association #1



The Log



May 2015
Volume XXXVII, Issue 2

From the Helm

As I sit in the cockpit enjoying the lovely weather that we finally have, I once again realize what a gem we have in the Chesapeake Bay.

It provides fairly wide expanses for longer sails - at least assuming your draft isn't too deep, which is one reason why Hunters and Marlow-Hunters are so well liked for the bay; a pretty good selection of rivers to explore; lots of gunk holes from which to watch nature or tuck away safely; touristy towns where we can play and on-the-water restaurants and bars where we can refresh ourselves.

The problem for most folk is time. That's why HSA-1 can be so good for you. We take the fret out of choosing and planning where to go and what to do while making every effort to change it up for something new now and then. All we ask is your support and participation. We also would be thrilled if you took on the responsibility for an event once in a while because, as mentioned before, the issue is time.

A few of us spend a lot of time getting and keeping the life in the club. As you've heard me say before, "the more the merrier". With HSA-1 you can help plan one event yet benefit from half a dozen more. So call us up or email us and offer to help a little. I guarantee you will get more out of your club experience that way and better get to know your fellow members.



Speaking of planning, we hope you participate in several events this season and check out our activities calendar here in *The Log* and on the HSA1.org website. Look at the planned week-long bay adventure we'll do in June. HSA-1 hasn't done a longer cruise for a couple years and I thought it would be fun to just sail around some on the middle bay. Hope to see you on the water!

May you always know how to adjust your sails to get that perfect balance between thrilling and safe.

Commodore Helen

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Editor’s Notes:

Like so many others, we deferred to old man winter and launched *Windrose* a week later than our initial plan. We’ve already had a few days of great sailing and are ready for the season.

The Club still has the proverbial boat load of activities going on this season. There’s a lot happening!

Memorial Day is just around the corner. Even if you decide at the last minute to join us, please let Raft Captain Mike know you are coming.

The Baseball Raft-Up, Pirates and Wenches Weekend and the Pool Party need you to act now rather than waiting until the last minute. We are using marinas for all three of these events and slip availability is first-come-first-served. Make your reservation now.

Another thing to do now is schedule your vacation so you can join the *Commodore’s Cruise*. It doesn’t get much better than living on your boat and sailing around with friends for a week. Tomorrow morning ask your boss if you can have off the week of June 15th.

See ya on the water,

Carl Reitz,
Editor

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



Welcome New Members

We are happy to greet our newest members. Most of them have already participated in a club function so they have already been welcomed by some of our members.

Welcome aboard!

Jay & Susannah	<i>Pale Fox</i>	1985 Hunter 31	Young's Boat Yard, Edgemere
Peter	<i>Sails Call</i>	1991 Legend 35.5	Bert Jabins, Annapolis
Jeff & Barb	<i>Melanna</i>	1977 Cherubini 37	Green Point Marina, Worton Creek
Bill & Linda	<i>Silent Running</i>	2005 Hunter 46LE	Maryland Marina, Middle River

HSA-1 2015 Officers



Commodore	Helen Kelley	Immediate Past Commodore	Mike Crothers
Vice Commodore	John Knisley	Membership Chair	Sue Reitz
Fleet Captain	Vacant	Webmaster	Tim Cossairt
Secretary	Lois White	Newsletter Editor	Carl Reitz
Treasurer	Mike Meegan	Photographer	Toni Knisley

2015 Calendar of Events

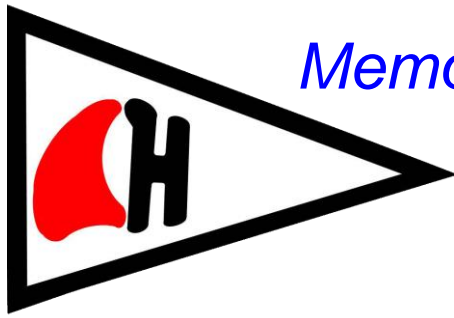
<u>Date</u>	<u>Event</u>	<u>Location</u>
Sunday Feb 7	HSA Station #1 Winter Brunch: Medical Underway Emergencies	Bay Room, Greenbury Pt
Saturday Mar 21	Shipwreck Party and Sock Burning	Kent Island Yacht Club
Saturday April 18	Spring Forward Raft-Up	Pirate's Cove, West River
April 24-26	Annapolis Spring Sailboat Show	Annapolis
May 24-26	Memorial Day Raft-Up	Shaw Bay to Hunting Creek
Saturday June 13	Flag Day Raft-Up	Dun Cove, Choptank River
June 14-21	Commodore's Cruise	Mid-north Chesapeake
June 20-21	Summer Sailstice Raft-Up	Deep Creek, Magothy River
Saturday Jul 11	Orioles vs Nats, Inner Harbor Marina	Baltimore
Friday July 31	Blue Moon Night Sail	Annapolis to Dobbins Island
August 1-2	Post Night Sail Raft-Up	Dobbins Island
August 7-9	Pirates & Wenches Weekend	Rock Hall
August 21-23	Pool Party	Herrington Harbour South
Saturday Sept 12	Crab Fest	Saltwork Creek
October 8-12	United States Sail Boat Show	Annapolis
November TBA	Annual Meeting	Deep Creek Restaurant
Saturday Dec 12	Annapolis Parade of Lights	Annapolis Waterfront Marriott

We have an exciting year of both on-water and land events. A few members work hard to plan and organize these events. A good turnout by members to participate in and enjoy the events is the only reward the planners and organizers receive.

Come out and enjoy as many of our events as you can!

Perhaps you can also find time to help organize one of the events. If so, please contact [Commodore Helen](#).





Memorial Day Raft-Up

Date: Saturday May 23, 2015
Time: 5pm Happy Hour
Location: Shaw Bay on the Wye River aboard *Monarch*
Raft Captain: Mike Crothers on Monarch

What better way to start the summer cruising season than a sail up the Eastern Bay and spending an evening in beautiful Shaw Bay.

Give us a call on channel 16 or 78 or (704) 691-5630 when you enter the Wye River and let us know if you want to raft up or anchor alone.

Plan to join us at 5pm aboard *Monarch* for lively conversation and bring your beverage of choice and appetizers to share. For those who love vacation photographs we have selected 750 from our recent cruise we would love to share. (Don't worry we won't make you look!)

Call if you want assistance in setting your anchor or if you need a dinghy ride.

We would also love to have a group sail up the Eastern Bay Saturday on our way to Shaw Bay. If you want to join us, meet us at noon at the G1 navigation aid southeast of Bloody Point Light.

If you miss us at Shaw Bay, plan on meeting us Sunday night at Hunting Creek which is located up the Miles River past St Michaels.

If you RSVP at smcrothers@gmail.com we will be looking for you.

Hope to see you all soon.

Mike and Sharon Crothers

P.S. if you want to raft up and are unfamiliar with the process please see the excellent guide on our website HSA1.org for guidance. www.hsa1.org/Documents_TheLog/Documents/RaftGuidance.pdf just remember aft spring line first.

If you are new to anchoring and wish assistance in setting we would be glad to come over and share our methods.

Flag Day Raft-Up

Date: Saturday June 14, 2015
Time: 5pm Happy Hour
Location: Dun Cove on Harris Creek
Raft Captain: Rick Mood of *Mood Swings*

HSA-1 is celebrating Flag Day with a raft-up in Dun Cove on Harris Creek right behind Tilghman Island. Dun Cove is a favorite, in the middle of our club's cruising ground, with good holding and good wind protection.

Flag Day is a wonderful time to sail.

- Warm weather (finally!)
- A day to be patriotic and show the colors
- Usually good wind
- And this year it's a prelude to the *Commodore's Cruise*

“Dress” your boat for the holiday. At the very least be sure to fly your National Ensign (American Flag). Raft Captain Rick will award a prize for the boat with the best patriotic decorations. Bring your beverage of choice and appetizers to share and join us for happy hour as Rick judges the boat decorations.

Give Rick a call on channel 16 or 78 or (301) 379-3993 when you enter Harris Creek and let him know if you want to raft up or anchor alone.

If you RSVP [Rick](#),
we will be
looking for you.



Commodore's Cruise

Linking Flag Day Raft-Up and Sailstice Party

Commodore Helen and Captain Richard hope that you will join us for a bit of fun on the Chesapeake Bay for a *Commodore's Cruise* which will start at the conclusion of the Flag Day Raft-Up and end at the Summer Solstice. We can fly our flags. We're signed up for SAILSTICE. We can order T-shirts.

We will leave from the Flag Day Raft-Up (Dun Cove, Choptank River) as it breaks up on Sunday, June 14th. We will end on Saturday June 20th at our house (Deep Creek (actually Kelley's Cove), Magothy River) where we will party to celebrate SAILSTICE. The party will start about 3pm and you can come by boat – we'll have dinghy service if needed – or you can come by car. We have tried to make things flexible so that it best fits folks' schedules since that Sunday, June 21st, is Father's day and some might want to leave for home. Boats can overnight Saturday at our pier (if you can handle the depth), the mouth of the cove, or behind Dobbins Island should you choose. We'll then have a sail-off Sunday on the actual summer solstice which occurs in Annapolis at 12:39pm.

Once we leave Dun Cove, where we stop over will jointly be decided by the Commodore's boat, the accompanying boats and the wind. Whether or not we go into a marina on any given night will be a joint decision. The general plan is to do mid-north Bay. We thought we might spend Friday night in Bodkin Creek and do dinner at the Cheshire Crab.

Contact Commodore Helen Kelley (410) 562-1501 or Captain Rich Kelley (410) 562-1503 or email the_kelleys1@verizon.net with any questions or comments. You will be able to sign up thru our website or directly with us.

Sailstice Celebration

PARTY AT THE COMMODORE'S – Come join us for a really laid back version of a Commodore's Ball on Saturday June 20th to celebrate SAILSTICE/SOLSTICE. The party will start about 3pm as we come in from the *Commodore's Cruise*. We hope you can sail in with us or just sail in that day. If not, then come by car.

You can find us by car at the end of the road – 1077 Deep Creek Ave, Arnold, MD 21012. By boat we are the first cove to starboard off Deep Creek which is just off the mouth of the Magothy.

BUY T-SHIRTS for SAILSTICE

There are 2015 SAILSTICE t-shirts, a unisex crew neck and a new ladies' v-neck. They are \$22 plus shipping which is around \$3. If we buy 12 or more, we are supposed to get a discount. Please contact Commodore Helen by email by May 25th. If there is enough interest, we will do a group order. I know we will be ordering two.

SAILSTICE PRIZES

Register at summersailstice.com/event/hunter-sailing-assoc-celebrates-sailstice to be eligible for the prizes shown at summersailstice.com/prizes. Your editor is hoping to win a Hobie sailing kayak.



Baseball Raft-Up



Baltimore Orioles

vs

Washington Nationals



Saturday, July 11

First pitch - 7:15

It's that time of year again, when the weather is warmer, the breezes are fresher, and HSA'ers flock to The Yard in response to that familiar, all American cry of "PLAY BALL"!

This year's annual "Baseball Raft" will feature the ever popular battle of the beltways, as the O's and Nats vie for bragging rights. Because Camden Yard has made it nearly impossible to sell unclaimed tickets even outside of the park, we will only be ordering the number of tickets that we have committed reservations for...

No extra tickets will be available! Price will range from \$20 - \$25.

So don't delay! Mark your calendars now for Saturday, July 11, and email Linda Frix at frixes@verizon.net to order your tickets. All reservations must be received by June 6th.

This is a land/sea event, so sail or drive, but definitely don't miss this fun and popular weekend. More info will follow about slips at The Baltimore Marine Center, Inner Harbor, for those interested.



Blue Moon Night Sail

Date: Friday, July 31, 2015
Time: Sunset, 8:19 pm
Location: 1AH Marker on the Severn to Dobbins Island
Raft Captain: Greg Guthman on *Stargazer*

Our traditional night sail is on the night of the second full moon in July, the *Blue Moon*.

For those who have done a night sail before, you know how beautiful sailing under a rising moon can be. For those who have not sailed at night, this is a chance to expand your experience with the comfort of several other club boats being nearby.

Some Details:

Friday Night:

Gather at the 1AH lighted dolphin (N38° 42.' 05" W076° 25' 20") by Tolly Point at the mouth of the Severn River.

The sun sets at 8:19 and the moon rises at 8:21; so we will be sailing in moonlight.

Dobbins Island (N39° 04.' 47" W076° 27' 46") on the Magothy River is an approximately 12 nautical mile sail.

We should be putting the hooks down before midnight. Maybe a nightcap. Happy hour will be Saturday afternoon.

Saturday:

Sleep as late as you want!

Gather for mid-morning brunch and plan the day.

5 pm – Traditional happy hour. Bring an appetizer to share with the club and your beverage of choice.



Please let [Greg](#) know if you plan to join either the Friday night sail or Saturday raft.

As always, we monitor VHF Channel 78. Sail safely and enjoy the experience.

Pirates and Wenches Fantasy Weekend

August 7 - 9, 2015

Rock Hall, MD

Join the Hunter Sailing Association in Rock Hall, MD for the 8th Annual Pirates and Wenches Fantasy Weekend.

Lots of Activities, Grub and Grog.

The Sailing Emporium will be home port for HSA-1.



- Live Entertainment and Street Performers
- Decorated Dinghy Contest and Caribbean-style Beach Party
- Pirate Dinghy Poker Run
- Kid's Games, Crafts, Storytelling and more
- Live Pirate Encampment
- Learn More about Rock Hall's Pirates and Wenches Weekend [Click Here](#)
- Limited number of slips booked for the club
- Rate is \$5.50 per foot for Friday and Saturday stay
- Electric is \$8 per day for each 30 amp service
- 50% deposit required at time of booking.

Contact Tim Cossairt for more information by going to the HSA-1 Website, or simply [click here](#).

Pool Party

Herrington Harbor South



Friday - Sunday August 21 - 23, 2015

Hosted by Raft Captain Tim and Tammy Cossairt

As we prepare this newsletter it feels like summer is upon us.

No time like the present to book your slip for the HSA Station #1 Annual Pool Party. Herrington Harbour South, located in Friendship, MD, is the site for this year's party.

A limited number of slips are available on a first-come-first-served basis.

Contact Herrington Harbour at (410) 741-5100 ext. 120 and tell them you are with the Hunter Sailing Association Station #1 when booking your reservation.

Booking early puts the HSA Station #1 Fleet together in the marina for this year's event.

Amenities at Herrington Harbour South Marina include:

- Family oriented resort with everything a recreational boater could desire
- Olympic Size Pool and Kiddie Pool
- Playground and Picnic Areas with Grills
- Clean, air conditioned bath and laundry facilities
- Lounge on Herrington Harbour's private beaches

[Click here](#) for Marina Information, Driving Directions and to RSVP

A potluck cookout is planned Saturday night with Happy Hour starting at 1700. Apps, Salads, Desserts and lots of hang time to relax under the stars (no guarantees).

So come by land or by sea and have a great weekend with HSA-1!!!

Note from Marlow-Hunter

I am happy that Greg Emerson, Director of Sales for Marlow-Hunter, agreed that we could publish his recent response to threads that contained, in some cases, rumors and suppositions. I hope you will read this in its entirety. I feel it gives a very good summary of the transition, current position and expectations for the future of the Marlow-Hunter line. Greg Emerson has always been responsive to HSA-1 and could often be seen, and talked to, at the Annapolis Sailboat Show.

Commodore Helen

As the Director of Sales for Marlow-Hunter (MH), I don't usually have time to reply to posts on this forum [the Hunter Owners' Website] although I can assure you that I do read them. I thought that I'd jump in here because there appears to be some confusion concerning MH and rather than leave everyone to assume I wanted to offer some updates so I'll try to answer the questions that I read in this thread while giving an update to where we are and where we are heading as a company.

A little less than three and a half years ago the Luhrs Marine Group which Hunter was a part of along with powerboat companies Mainship, Luhrs and Silverton filed bankruptcy. This was as mentioned in this thread due to the crash we saw in the economy in late 2008. When bankruptcy was filed the three power boat companies were sitting idle with no production in process. Hunter however was still building boats and in fact sitting on almost seventy boat orders when purchased in 2012 by Mr. Marlow.

At the time of purchase in August 2012 we were also building the Gemini Catamarans on a contract basis only and held an agreement for exclusivity with Sailtime Fractional Sailing. When Mr. Marlow purchased Hunter Marine and all its assets he also took the contract with Gemini and the agreement with Sailtime (Hunter or MH never owned Gemini). He also purchased Mainship trawlers out of the power group. Concerning Gemini, after careful study of the contract by Mr. Marlow and a careful study of the man hours required to actually build the Gemini a decision was made to increase our cost to build the product. The Gemini folks wouldn't agree to all of the increases thus a parting of ways. It was simply a mutual business decision. As for Sailtime, they decided that they wanted to expand their offering into fractional sailing by offering a second brand and they chose Beneteau. They felt the two brands were different enough to enhance their potential market share in the competitive fractional sailing world. We have and will continue our relationship with Sailtime actually shipping two MH33's since February with a MH40 shipping this week.

Last fall John Peterson who was the former President of Hunter Marine and then Marlow-Hunter did leave Marlow-Hunter. That position is being filled currently by Mr. Marlow himself which actually has become positive in terms of productivity. There are many of us here that have over twenty-five plus years with the company that are working very closely with him. Mr. Marlow is very hands on and spends up to half and sometimes even the majority of every week on site. He is very involved in not only the design team (that team consists of in house staff, Glenn Henderson and Mr. Marlow) but the day to day production as well. With his vast boat building experience he has much to offer and has improved many aspects of our manufacturing process.

Mr. Marlow owns Marlow Yachts which is a Grand Banks type luxury yacht that he has built at his facility in China which ranges from 49 to 100 feet. Since Mr. Marlow purchased MH he has introduced three new sailboats (MH40, MH37 & MH31) with several new models in the works, one of which we plan to unveil in Annapolis this year. For what it's worth, these three new models are among our top sellers. We have also entered the trawler market with

an introduction of MarlowMainship with three new models thus far with a MM31, MM32 & MM37. There are also several more new trawler models in the works to be introduced hopefully this fall and winter. The trawler venture is a little slower because we are also having to develop a dealer network to support the brand.

Our philosophy on dealer networks has changed a little now believing it's better to have less dealers with larger territories to help them be more successful in a recovering market. This however presents a small problem because it can sometimes mean less boats on display at boat shows. Because we rely on our dealer network to participate and bring boats to the boat shows we participate in they sometimes may not have what's needed to take to a boat show. We participate in most all major boat shows but usually with only two or three models on display except for Annapolis where we try to have at least five or six models. The Strictly Sail Pacific show that was mentioned in the thread is a show that we have not had boats at for a couple of years. This is unfortunately because we are trying to establish a dealer in the Bay area. We have good representation on Southern CA, Seattle and Vancouver but not in the San Francisco/Oakland area yet.

Many of you I have met at a rendezvous or boat show, talked to on the phone or corresponded by emails over the years either in sales or my customer service days. I have been with Hunter Marine and now including MH for thirty six years having built the boats, ran production, provided customer service and now sales. I have seen many changes throughout my career but if asked what the most significant one was, I'd have to say Mr. Marlow's expectation for quality. He has a very high expectation and has incorporated many of the techniques, ideas and materials that he uses in his quality laden luxury yachts into the Marlow Hunter's and Marlow Mainships.

Mr. Marlow has eliminated balsa core and we now use a material that is seven times stronger and will not absorb water or moisture. We have eliminated chopper guns and everything is now precut and hand laid. He has improved the fiberglass material we use and incorporated a higher quality gelcoat and the vinyl ester resin we use all of which has drastically improved our glass to resin ratios. He has also increased the amount of Kevlar coverage in the hull and even added it to the deck as well. These are just some the many improvements that are happening and they are ongoing from types of wood, to caulk to equipment. These things don't all happen overnight but rather have evolved over time and will continue to evolve.

Lastly, the other major change is that for the first time we are debt free. Hunter Marine always operated with huge debt as many businesses do from purchasing property, building improvements or needed equipment purchases. However, Marlow-Hunter is completely debt free and Mr. Marlow is resolved to keep it that way. This allows for tremendous financial freedom when making decisions that will improve the end product.

I apologize if I have rambled on but I wanted to try and answer most or all of the questions that seemed to be searching for answers in this thread. I will not be able to answer questions that I may have generated in my post simply because of time restraints but I am always available in my office by phone. Remember, I am no longer customer service having served my time there and we do have a department for that, but if I can answer any sales questions you may have or questions concerning my post above please feel free to call me.

Thanks,

Greg Emerson
Director of Sales
Marlow Hunter/Mainship (800) 771-5556

GETTING STARTED

- If necessary, reinstall batteries. Top up lead acid batteries with distilled water. Fully charge batteries. Clean, tighten electrical connections, especially terminals of battery cables. Coat battery terminals with insulating film of grease, or apply protective battery terminal spray.
- Open and close seacocks; handles should move freely. Hoses should be double-clamped with stainless-steel hose clamps. Replace any that look rusted.
- Inspect the raw-water intake strainer to be sure it has not cracked, and is clean and free of corrosion. Make sure the strainer's top fits snugly.
- Check running lights. Clean/tighten connections or replace bulbs to assure that all are operating properly.
- Check VHF and GPS antenna connections by disconnecting and spraying with moisture-displacing lubricant, then reconnect and test.
- Look for indications of leaking at trim cylinders and hoses as well as at hydraulic steering pumps and rams. Replace the O-ring or gasket if leaking.
- Make sure the stuffing box or shaft seal is completely dry when the boat is at the dock.
- Inspect portlights, hatches, and deck fittings for dirty or displaced caulking, water trails, dirt, and green corrosion, any of which signals a leak that needs to be recaulked.
- Test bilge pump and high-water switches and alarms.
- Test smoke and carbon monoxide alarms, LPG and gasoline fume detector.
- Check flares (expiration date) and fire extinguishers (charge), and replace/recharge as necessary.
- Check and service safety gear such as life jackets, and MOB gear.

BOATS ASHORE

- Inspect props for dinging, pitting, and distortion. Make sure cotter pins are secure. Grip the prop and try moving

the shaft – if it's loose, the cutlass bearing may need to be replaced.

- Replace plastic fittings near the waterline with bronze or Marelon.
- Inspect the anodes on the shaft, outdrive, and trim tabs. Replace any that are close to half-deteriorated.
- Check to make sure the rudderstock hasn't been bent.
- After the boat is launched, be sure to inspect around the rudder and all thru-hulls for leaks, and check the stuffing box while underway to make sure there is a steady drip.

OUTDRIVES AND OUTBOARDS

- Check outdrive bellows for cracks and tears (look especially in the folds).
- Check hydraulic trim fluid. If you didn't change it last fall, change it now.
- Check lower-unit lube level. Creamy oil indicates water (and a bad seal). Many manufacturers recommend changing the oil every year.

ENGINES AND RELATED SYSTEMS

- Flexible gasoline lines should say "USCG Approved, J1527." Replace any that don't.
- Are fuel hoses supple, with no cracks, bulges, or soft spots? Do the lines smell like gasoline (wipe the lines with a clean rag and then smell the rag)? Did you also use a rag to detect odors at connections?
- Cooling hoses should fit snugly and be solidly clamped.
- Replace any hose clamps that show signs of corrosion.
- Replace fuel filters.
- Clean or replace the air filter.
- Change engine oil unless done in the fall (preferable). Check fluid levels: transmission, hydraulic steering fluid, and coolant.
- Check belts for tension and wear.

- Check raw-water and freshwater pumps for seepage, which indicates a gasket needs to be replaced.
- Replace raw-water impellers if they are more than a year old.
- Examine exhaust manifolds for signs of corrosion and water seepage that indicate blockage. If you suspect a problem, remove the manifold.
- Replacing the (inexpensive) gaskets at the heat exchanger every year helps prevent corrosion at the housing and also lets you look for gunk that can clog the stacks.
- Test bilge blower and inspect hose.
- Inspect outer jacket of cables for cracks and swelling, either of which indicates the cable must be replaced. Use water-proof grease at the ends.

SAILBOAT RIGGING

- Inspect swage fittings for rust and cracks. Running rigging should be supple and free of chafe.
- Run a rag over stays and shrouds to find "fishhooks" that indicate the wire needs to be replaced.
- Ensure that spreaders bisect the shrouds. Ends should be protected to prevent chafe.
- Remove tape at turnbuckles and lubricate threads (preferably with Teflon).
- Run a water hose over chainplates to check for leaks. Look for rust streaks inside and out. If necessary, remove them and recaulk.

YOU MAY NEED...

- Anodes
- Caulk (see "How To Pick The Right Sealant" on page 80)
- Air filter
- Fuel filter
- Power steering fluid
- Transmission fluid
- Hydraulic fluid
- Distilled water
- Lubricants
- Stainless-steel hose clamps
- Rigging tape

Spring Boat Show Wrap-Up

Pau Hana, Rich and Helen Kelley's new Marlow-Hunter 37 was on display at the Spring Annapolis Sailboat Show. She's a beauty! Our members who braved less than ideal weather enjoyed the show.



Pirates Cove Wrap-Up

By Don White, *Mission Impossible*

The Hunter Sailing Association had twenty-two sailors attend the Spring Forward Raft-Up at Pirate's Cove on the West River. Most members gathered dockside on Cap Rick's *Mood Swings* for happy hour. All 22 were dining at Pirate's Cove Restaurant after happy hour. We are looking forward to our next event, the Memorial Day Raft-Up at Shaw Bay now that winter has departed, or has it?



Sock Burning Wrap-Up

by Mark Nooney, *Dream Too*

The 2015 Sock Burning was great fun. We had a wonderful day on the grounds of Kent Island Yacht Club. The day started a little chilly and cloudy, but as our club members arrived the temperature started to rise and the skies cleared.

Thanks to our hosts Mark and Jeanne Nooney and Jim and Clarissa Jones who had great hotdogs and burgers with all the fixin's. Club members provided a nice assortment of appetizers and desserts that really rounded out the eats.



The fire, which Jim stoked all day, was nearly overwhelmed by the amount of socks that were thrown on, but eventually the socks were blazing away and with a wisp of smoke we sent winter packing.



Jeanne showing the youngsters how to burn their socks



Mark, the idea is to burn socks, not burgers



February Pot Luck Wrap-Up

A long-standing HSA tradition was an educational brunch at a restaurant. This year we put a new spin on the old tradition; a pot luck luncheon at the Bay Room preceding our learning experience.



Ken Schmallenberger updated us on Norton Yachts' expansion to be the Marlow-Hunter dealer for the entire Chesapeake Bay and North Carolina Region.



We feasted on club members' favorites.



Jill & Bruce won the 50-50.



New members Jeff & Barb selecting a winner



Sue won the door prize.

Winners Galore!



New members Bill & Linda won the centerpiece.

From the Past

Wind Waves and Surf

By Rich Kelley, *Pau Hana*

We sailors have an affinity for the sea which is balanced by our respect for it. Wind and waves play an important part in our world just as they did for our parents and grandparents, at war between 1940 and 1945. A special group of folks who paid extra attention to wind and waves made forecasts for the Normandy landings.

A joint team from the US military and British Admiralty developed and implemented previously unknown ways of predicting the effect of the weather for our troops on June 6, 1944. Here's a map from a paper by Charles Bates, scilib.ucsd.edu/sio/hist/bates_sea-swell-surf.pdf, indicating key locations of sites involved in wave forecasting for Operations NEPTUNE and OVERLORD between March and August, 1944.

"The Spout", was a collection of 10 mine-swept channels each a mile wide and all leading to Normandy.

Before the D-Day invasion, American oceanographer Walter Munk was a student of Professor Harald Sverdrup at the Scripps institute of oceanography in La Jolla, California. In 1943, Sverdrup organized courses on weather and wave prediction. Munk taught these courses to more than two hundred Navy, Army Air Corps and Marine officers.

This cadre of forecasters participated in the planning and execution of all landings in the Pacific theatre of war, including Iwo Jima, Okinawa and the Philippines, and subsequently in the landings at Sicily and in Normandy. Said the world famous oceanographer Blair Kinsman of this work, decades after the landings:

[There are] thousands of World War II veterans alive today who would have been dead in the surf had Sverdrup and Munk not done their best with what they had.

Munk and Sverdrup's techniques live on today in the forecasts for the surfing crowd which regularly enjoy the wave riding pleasures of Oahu's famed north shore and the beaches of southern California. For a Munk bio, go to surflife.com/surf-science/surflife-and-dr-walter-munk_96160/.

