



# The Portlight

## Inside this issue:

VOR & RENDEZVOUS	1,3,4
COMMODORE'S CORNER	2
SAFETY	2
MEMORIAL DAY	5
RAFT UP FLYERS	6
VOR Re-START	7
CBYCA REPORT	7
2006 SCHEDULE	9
CRUISE CAPT GUIDE	10

**PAY YOUR DUES NOW.**

Send a favorite photo of your boat to:  
Rosemary Volosin,  
NSHSA Historian

## MARK THY CALENDAR

17-18 June  
Safety Raft  
TBD

3-6 July  
Southern Bay Cruise  
The Tides Inn

22-23 July  
Beach Party  
TBD

## JOINT NSHSA-HSA# 1 RAFT VOR IN PORT RACE & 2007 RENDEZVOUS PLANNING

The weekend of 29-30 April was to meet two objectives: see the Volvo Ocean Racers as they would compete in the In-Port Race off Love Point and get the club representatives together to discuss a plan for the Chesapeake Bay HSA Rendezvous for 2007. The VOR In-Port Race was scheduled to begin at 1300 hours on Saturday, so some of us decided to move closer to the action on Friday afternoon. We set up a 3-boat raft on Jubb Cove on Bodkin Creek. They were *Nevermore*, the anchor boat, *Sun Runner* and *Windkist 4*. *Nevermore* and *Sun Runner* left Frog Mortar Creek late, so we motored to get there as quickly as possible. We spent the late afternoon in that 15 knot northerly breeze until about an hour before sundown, but it was a sunny, warm afternoon despite the wind. *Windkist* showed up just as the wind died off. The raft swung with the outgoing tide and *Windkist* motored directly into the raft. It was a case of great timing.

The VOR schedule showed the race boats leaving Inner Harbor between 9 and 10 AM. So right

after breakfast, we all joined Garry and Catherine aboard *Windkist*, cast off from the raft and motored out to the Patapsco. Once again, our timing was near perfect. The racers were just coming out under power. Fortunately for us and our photo-op, only two boats had an escort. And even then we were able to come within 20 yards of each boat. The photo opportunity was unbelievable. We were able to take multiple close-up photos of each VOR boat before they



reached the Bay proper. First **Ericsson** with an escort passed us just to the north; they were staying in the channel until it turned too far south. Then came **Movistar** followed by **ABN AMRO 2** and **Black Pearl**. They had no

(Continued on page 3)

## Commodore's Corner

By Steve Hornberger

Well, the 2006 Sailing Season is in full swing. There have been several raft-ups and the talk about next year's Hunter Rendezvous is well underway.

Literally drafted at the Spring meeting to be raft up co-captains were Eddie and Deb Sabol of *Tomorrow Came*, the Sabol Family came prepared to do a fantastic job of entertaining a dozen boats over the three-day Memorial Day weekend on Worton Creek. Of particular note was that there were a number of children at the raft-up, too, making the weekend a great family affair for all who were there. Please see the report and pictures elsewhere in this edition of the Portlight. Deb and Eddie get a great big Atta Boy for a job very well done.



In another interesting situation on Memorial Day weekend, we also met Tom and Karen aboard Phoenix Fire, a Hunter 37. They heard about NSHSA and decided to come to Worton Creek to see what we were all about.

you should answer to your own satisfaction.

NSHSA is on the map and moving forward. I would like to thank all the NSHSA members who have or will be assisting the club in volunteering your talents for raft-ups and cruises throughout this sailing season. You are the reason that we see new members joining our group. A reminder, too, that when checking the schedule on our web site, if you see an empty date, or if you see an interesting raft-up or cruise, please take a minute to let our Vice Commodore, Earl Greene, know that you want to volunteer to host the event or assist the host family.

As you know, the 2007 Back to the Bay VI Hunter Rendezvous is currently in the planning stage. We need volunteers to make the next rendezvous as successful as all of the previous rendezvous. If you can give of your time and talents for the 2007 Rendezvous, please let me know either by email or the next time we see you on the water.

Soon it will be time to pass the gavel on to the next group of club leaders. Elections will take place at the club's annual business meeting scheduled for Sep 30th at Worton Creek. If you are interested leading the club to even bigger and better things in the future, please contact any of the officers and let us know about your desires.



## Safety – Take Action Now

By Jay Eaton

In the aftermath of the tragedy in the North Atlantic during leg 7 of the Volvo Ocean Race, I expect a lot of articles in the marine press about the inherent dangers of sailing, particularly offshore. There already have been comments in the mainstream press. So I think I should voice an opinion in the pages of the Portlight. As with most of these tragedies after the fact, the issue and its solution or prevention seems obvious. To me, safety and risk mitigation are issues of the decision making process before one ever sets sail.

Years ago when I was on an Air Force aircrew, one of my friends on another crew was involved in a disastrous mid-air collision. Afterward he told me that if he had not made the decision in his own mind that he would get out of the airplane when it stopped flying he would likely have stayed aboard until it was too late. As it was he ejected as the airplane was in a power dive, and the G-forces almost made it impossible for him to eject. His comments remained with me for the rest of my flying career, and I made such a personal commitment. Fortunately, I was never faced with such a situation. So, it seems to me that such a decision making process would be helpful in preparing for extreme or difficult situations while on the water.

So, here are some questions (and potential answers) which

you should answer to your own satisfaction.

- Are you comfortable sailing in 25 or 30 knots with your regular crew? If not, don't leave your slip or anchorage if it is blowing that hard even if you think there is some compelling reason to do so.
- If you find yourself, and your crew, already out in a hard blow, how do you make the boat and crew safe? Shorten sail at 15 or 20 knots to keep the boat upright and reduce weather helm. Bring down all the sail and motor when the wind is approaching 30 knots. Put on your life-jacket and insist others aboard to the same.
- If you fall off the boat, how long would it take for your crew to return to pick you up? There maybe two answers. First, don't fall off the boat; therefore, don't put yourself in a situation which could put you in the water as the boat sails away. Second, be sure your crew has the ability to retrieve you from the water. If the situation arises that creates the risk of going overboard, put on a life jacket before the risk arrives.

Each skipper, crew and boat combination is different and can tolerate different levels of risk. But you all should ask and answer each of these and other safety and performance questions while standing on the dock or sitting at home. When faced with critical and demanding situations, there can be too many immediate decisions that must be made to control the situation. So why not eliminate the big safety factors before you and your crew ever reach attention deficit levels.

### VOR In Port Race & Rendezvous 2007 Planning

(Continued from page 1)

escorts, so we motored as close as we dared, given the published rules, for photos. *Windkist*, as well as most every other spectator boat, flew a pirate flag to signal support. We also waved at the competitors on the boats as they passed, but they did not wave back. I think they were too busy to notice us or our pirate flag. Next came **Brazil 1**. Some of the competitors were flying large banners from their forestays. There was some discussion about how to obtain one of those banners. But I think it would need to be cut down to fit *Windkist's* forestay. The next boat out was **Brunel**. She and her crew were re-joining the competition from Melbourne. She turned just short of our position on the river to hoist her main. It seemed that it took a long time to raise it to the mast head. We've all had that problem before.

The final boat was the race leader, **ABN AMRO 1**.

After the parade of competitors passed, we followed them out to the race course, first under power then under jib only. The wind continued at



15k out of the north. Garry switched his VHF to channel 17 to monitor the race progress. Dave Gendell of Spinsheet and Chessie Racing fame, did a great job keeping all of us informed of the race start and progress as well as providing the course safety rules and exhorting us to be respectful of the VOR boats. In-Port races count 20% of the total score. We decided to go to the windward mark so that we could see, and photograph the boats as they approached and rounded and then as they hoisted spinnakers and sailed away. There were a lot of "committee boats" milling around the course edges and keeping the spectators at bay. The "big" boat was a Coast Guard cutter from Curtis Bay. We needed to stay north of the cutter. When they moved we all moved. Garry did a masterful job motoring at idle speed into the wind, and that kept us virtually in contact with the windward mark.

The VOR boats are so large and their masts so tall, that it was pretty easy to see what was happening at the start line, 3+ nm to the south, and during the windward leg. By the time they started, the wind was dying off. In the end, the race was shortened because of light winds. We only stayed around for the first leg. However, the racers were very impressive as they approached and rounded the mark and then flew spinnakers as they sailed away. After they all were well away downwind, we motored back to Bodkin Creek.



Once back on the creek, we rejoined the unmanned raft. It was easier than we all thought, particularly since the wind had died off. Garry brought *Windkist* to a stop along side of *Nevermore*. I transferred and passed lines to *Windkist*. Good practice for us "pirates!"

(Continued on page 4)

## VOR In Port Race & Rendezvous 2007 Planning

(Continued from page 3)

Later in the afternoon, *Windkist* left our raft to start another nearby. Joining us were *Adventure Bound* (Earl's new boat) and *Enchantress* (new boat and crew). Joining *Windkist* were *Off the Charts*, *Dulcinea* and *Camelot* (two from HSA1). *Aquila* formed another raft near the *Windkist* raft. Joining *Aquila* were *Windsprint*, *Piazano* (new boat) and *Greyhound* (HSA1 boat). Soon after *Adventure Bound* was secure, Earl conducted the required tour. To say Earl is happy with his new boat is a gross understatement. He is particularly ecstatic about the cavernous cockpit sail locker. Earl says that he can stand up in it with the hatch closed. Fortunately, the latch is operable from the inside. Then *Enchantress* joined the raft and David and Cathy Carey conducted another tour. They are the newest NSHSA members and marina neighbors of Earl.

Soon after the rafts were formed and secure, dinghies were launched, and members came aboard *Nevermore* for the afternoon happy hours. There were so many people in the cockpit that the bow



was raised noticeably out of the water. A DNR patrol boat passed the raft and stopped by to check in. Actually, we encouraged them to stop. The two officers had just come on duty and would be working late. We offered them beverages of their choice ... non-alcoholic. Soon after they left, we sent Tom Barron off in one of the dinghies to pick up Steve & Judy Hilnbrand at a nearby marina. For no good reason, there were NO lifejackets in the dink, and we all speculated about the odds that the DNR police, who were still on the creek, would stop Tom for noncompliance. He and the Hilnbrands made it back undetected. It was great to see Judy get around after her accident. She said that she was feeling much better. As usual, Steve kept us all laughing out loud. *Nevermore* would need the "fire hose" treatment when she was returned to her slip, but it was the expected great time!

Later Steve & Mary Hornberger set off on *Sun Runner* to Pleasure Cove marina to pick up Greg Guthman, HSA1 Commodore. Greg had been involved in races off Annapolis all afternoon. But he joined us for the Rendezvous discussions. The discussions resulted in a number of options for the style of the Rendezvous and probable sites. After the weekend, I wrote a report of our meeting, and it appears on the Rendezvous website, [www.back2bay.com](http://www.back2bay.com).

Jay Eaton

PHOTOS BY Garry & Catherine Johnson



**BURGEES  
FOR SALE**

Contact  
Linda Ubelacker  
215-364-4018

## Congratulations, Hannah Greene!!

For those readers who may not know, Hannah Greene has expressed an interest in serving in the United States Coast Guard and is hoping for an appointment to the Academy at New London. Well, she has been notified that she was accepted into their summer program, Academy Introduction Mission (AIM), in July. This is a one-week program that gives prospective appointees an opportunity to experience the Coast Guard Academy life and an opportunity for USCGA staff to meet new prospects. Historically, 50% of AIM graduates earn appointments. We want to add our "congratulations" and wish her luck in the program and her future. We can visualize Hannah serving aboard *Eagle* in the not too distant future.

For those who wish to learn more about this program, click on <http://admissions.uscga.edu/i2e/summer/index.asp>.

## MEMORIAL DAY WEEKEND AROUND THE BAY

Members of the Northern Star HSA celebrated Memorial Day weekend on multiple anchors in multiple locations on the northern Bay. Saturday, there were 8 boats in three rafts and one on its own hook on Worton Creek (*Adventure Bound, Annie Eileen, Big E Nuf, First Light, Mosella, Padozary, Phoenix Fire, Sun Runner and Tomorrow Came*) and 6 boats on Queenstown Creek (*Aquila, Contigo, Silent Running, Windkist 4, Windsprint and Xtasea*). By Sunday, the Worton Creek group had grown to 13 boats (*Dolphin and Nevermore* came on Sunday), and the Queenstown group had split up, some (*Aquila and Silent Running*) coming north to Worton Creek while others went to Langford Creek. One of our former members, John Gerber who is living aboard *Sea Witch* in Grenada, returned home to visit family and spent the weekend aboard *Xtasea* (Deb was in Oregon). While the face to face conversation, which is a primary goal of these raft ups, was limited to the people at each location, there was radio conversation among the boats at each location and on Monday as they returned to their home marinas.



While some of the planned activities on Worton Creek did not come off, others did but in slightly different form. Nobody was particularly interested in blindfold dinghy races, and the kids were having too much fun in the water to get into boats. The beach



barbeque was converted into an onboard barbeque on the "big boat (over 40)" raft. Well after sunset, the party broke up and members returned to their respective boats. But the fun



did not end there! Around midnight (the usual hour for these things) *Sun Runner's* anchor dragged with only current assistance. My theory is that the anchor was tripped by a keel, and since the rode was now between two of the boats, we had to break up the raft. What fun on a moonless night in about 5 or 6 feet of water. The Monday morning light showed the new formation of boats, and that we had "cheated death" again!



The party broke up on the tide, 10 on Monday morning, and headed home. It was a great sail home (For *Nevermore*, 3 tacks around Poole's Island into Middle River) to end a terrific weekend.

### REPORT FROM THE CHESTER RIVER AREA By Rex Noel

We left Middle River on Saturday morning, headed for the Chester River. *Xtasea* had on board Heather and Bret Noel, along with Bret's friend Emily. We were also joined by John Gerber. John, of *Sea Witch*, is visiting the States with his wife Debbie, who was with her family in Portland OR. John had just returned from Portland and was glad to get on the Chesapeake again.

We headed for Queenstown Creek with a fine downwind sail for much of the day. We were joined there by *Windkist, Contigo, Aquila, Windsprint* and *Silent Running*. After a beautiful Saturday night, we headed out on Sunday morning to Langford Creek. *Aquila* and *Silent Running* left us and headed to the club raft up at Worton Creek. The remaining boats rafted in a beautiful anchorage far up the West Fork of Langford.

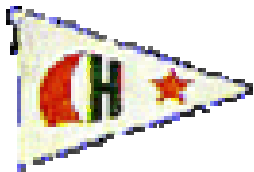
A hot afternoon required a long run by dinghy back to Langford Creek Marina for ice. Gerber and Amy Noel made the trek in *TT Xtasea*. The ice mostly found it's way into tropical libations.

Monday, we left in late morning for home. *Contigo* left early and was able to sail all the way to Middle River. *Windsprint* also had a nice sail to Bodkin Creek. *Xtasea* had to make time in the light breeze, so we motored home to get Bret, Emily and John on their way. Heather stayed until Tuesday before heading back to San Francisco.

*Do you need to name or rename your boat?  
It is bad karma if you don't do it as the gods would have it!*

*Join the Crew of s/v Adventure Bound on the Magothy  
for boat naming ceremonies and partake in the fun and enjoyment*

Gather at 1500 hours Saturday June 10, North of Gibson Island on the Magothy!



*Bring A  
Dish to  
Share!*



*DETAILED FLYER ON OUR WEBSITE*

## A CRUISE TO BLOCK ISLAND

17 JUNE - 2 JULY 2006

CRUISE CAPTAINS: JOE & SUE CAMERON (AQUILA)

PLANNED LAYOVERS AT BLOCK ISLAND & MYSTIC



**AGGRESSIVE TWO WEEK CRUISE  
FLEXIBLE SCHEDULE  
ALL IDEAS WELCOME  
[DETAILED FLYER ON WEBSITE]**



## 2006 NSHSA SOUTHERN BAY CRUISE

THE TIDES INN on the RAPPAHANNOCK RIVER

\$3/FOOT/DAY

3 JULY - 6 JULY

FIVE STAR RESORT AMENITIES

Including Tennis, Golf, Swimming

FIREWORKS on THE FOURTH

RSVP to KENT VOLOSIN NOW

[Detailed Flyer on our Website]



**VOR LEG 6 START,  
Observations by Chris Schultz**

After spending all winter looking forward to seeing the Volvo boats begin leg 6 on the Chesapeake Bay. My wife informed me that she would like to attend our niece's First Communion that weekend. After some discussion about her sense of priorities that probably ended with my yelling "I don't know why all these ceremonies can't be scheduled in January and February" we agreed that she would attend the First Communion and I would need to find some crew to join me as part of the spectator fleet. And so it came to pass that I took my three brothers out for a "Boy's Weekend" on the bay. I arranged for us to have a slip in Annapolis that Saturday night and we enjoyed all the festivities that surround this world class sailing event the day before the big start.

Sunday morning we could see and hear the Volvo 70's preparing to depart the dock and head out to the start. I decided that if we left just ahead of them I could motor out to the Green "5" buoy, where the channel narrowed, and we could motor very slowly as the magnificent race boats paraded past. This strategy was working out beautifully as one by one we got a perfect unobstructed view of each boat a couple of boat lengths away. As Paul Cayard steered "Pirates of the Caribbean" along side us I pointed him out to my brothers and described some of his accomplishments. We got some great pictures and cheered them on.

Once they passed us I concentrated on keeping us out of harm's way as the spectator fleet converged on the definite crowd favorite. As I looked back over at "Pirates of the Caribbean" I realized that they had seemed to stop. Then I could see a lot of eddy currents around her stern and I wondered why she was backing

up. Finally it dawned on me what had happened. I looked at my depth sounder and sure enough I was in fourteen feet of water and I remembered reading that the Volvo's draw fifteen feet. I had a clear view of Paul Cayard as he shifted back to neutral and threw up his arms in frustration. His body language and facial expression caused me to have flashbacks of similar situations in my past. It began to bring a familiar feeling to the pit of my stomach. This feeling was quickly replaced with the satisfaction of knowing that if it can happen to one of the world's best skippers with a hand picked crew aboard a state of the art vessel equipped with every navigational aide you could wish for, than it could happen to anyone.

In the next few minutes the crew efficiently heeled the boat over enough to lift the keel out of the mud as Paul edged the boat over into some deeper water and continued on to the starting area. It seems those canting keels are good for more than just going fast.



**PHOTOS  
From the deck of  
WINDKIST 4**

**CBYCA REPORT Tom Powers**



The big issue at the board meeting Saturday at Maryland Yacht Club was the building of a terminal at Sparrows Point for the unloading of LNG. It looks like it is going to be a long battle. It was mentioned that the pipe line that would run all the way to Philadelphia would be 28 inches in diameter and 87 miles long, and if your home was more then 200 feet from this line you would not be notified that this line was being installed that close to you. Another big problem is the dredging off of Sparrows Point. There has to be a lot of contaminants in that dredge material. There are meetings being held on this subject, so if anyone gets a chance to attend one do it. If this goes through it will have a detrimental affect on boating in the Baltimore area and South on the bay.

Next year will be the 50<sup>th</sup> anniversary of the CBYCA, and what we are going to do for this occasion was also discussed. More on this later.



# Northern Star Hunter Sailing Association, Inc. Membership/Renewal Application

Captain's Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ - \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_

1<sup>st</sup> Email: \_\_\_\_\_ 2<sup>nd</sup> Email: \_\_\_\_\_

Web Site: \_\_\_\_\_

**Boat Info:**

**Crew Info:**

Hunter Model/Year: \_\_\_\_\_

Co-Captain: \_\_\_\_\_

Name: \_\_\_\_\_

First Mate: \_\_\_\_\_ Age: \_\_\_\_\_

LOA: \_\_\_\_\_ Beam: \_\_\_\_\_

Second Mate: \_\_\_\_\_ Age: \_\_\_\_\_

Draft: \_\_\_\_\_ Mast Ht: \_\_\_\_\_

Third Mate: \_\_\_\_\_ Age: \_\_\_\_\_

Marina: \_\_\_\_\_

Fourth Mate: \_\_\_\_\_ Age: \_\_\_\_\_

Location: \_\_\_\_\_

Birthdays; Captain/First Mate: \_\_\_\_\_

Slip #: \_\_\_\_\_

Wedding Anniversary: \_\_\_\_\_

Do you have insurance on your boat? \_\_\_ (Y/N)

Has your boat passed a USCGA/USPS inspection? \_\_\_ (Y/N)

**Other:**

Do You Race: \_\_\_\_\_ CBYRA Member: \_\_\_\_\_ Sail # \_\_\_\_\_ PHRF Rating: \_\_\_\_\_

Are you a Licensed Captain: \_\_\_\_\_ Tonnage: \_\_\_\_\_ Expiration: \_\_\_\_\_

Desired Education: \_\_\_\_\_

Dues: \$35.00 Per Year  
Burgee: \$20.00  
Logo T-Shirts: \$5.00

Make Checks Payable To: NSHSA  
DUES are due by 28 February

Mail to: Linda Ubelacker, 1112 Fitch Road, Southampton, PA 18966-3206

**\*\* PLEASE FILL OUT COMPLETELY \*\***  
**FILL OUT EVEN IF RENEWING YOUR MEMBERSHIP**



DATE	TITLE	THEME	LOCATION	CAPTAIN	CONTACT
19 March	SPRING MEETING	SEASON PLANNING	Woody's Crabhouse North East, MD	Steve & Mary Hornberger <i>SUN RUNNER</i>	717-445-4078
1 April	SPLASHDOWN	FRIGID DIGIT SHAKEDOWN	Fairlee Creek	Chris & Debbie Schultz <i>CARPE VENTUM</i>	410-823-0003
29-30 April	JOINT NSHSA-HSA#1 RAFT	RENDEZVOUS 2007 PLANNING	Bodkin Creek	Steve Hornberger Greg <i>Guthman</i>	717-445-4078 443-250-7382
6-7 May	VOLVO RE-START	WATCH OUT FOR THE BIG BOYS	Whitehall Creek	Garry & Catherine Johnson <i>WINDKIST 4</i>	410-923-6791
27-29 May	MEMORIAL DAY WEEKEND	FUN ON THE WATER AND ON THE BEACH	Worton Creek	Eddie & Debbie Sabol <i>TOMORROW CAME</i>	610-539-8186
10-11 June	NAME THAT BOAT!	APPEASE THE GODS!	Eagle Cove off the Magothy	Earl Greene <i>ADVENTURE BOUND</i>	443-742-1756
17-18 June	TBD	SAFETY	TBD	Bill & Melanie Fowler <i>CALLISTO</i>	215-659-0785
17 June - 2 July	CRUISE TO BLOCK ISLAND	TBD	Rendezvous on Bohemia River	Joe & Sue Cameron, <i>AQUILA</i>	410-274-1637
3-6 July	SOUTHERN BAY CRUISE	INDEPENDENCE DAY	The Tides Inn; Rappahannock	Kent & Rosemary Volosin, <i>FLEETING GLIMPSE</i>	856-439-0197
22-23 July	BEACH PARTY	TBD	Tolchester Marina	Wolf & Maria Milz, <i>MOSELLA</i>	610-252-0562
19-20 August	CHRISTMAS IN AUGUST	TBD	TBD	Bob Holmes <i>DOLPHIN</i>	410-939-3882
2-4 September	LABOR DAY	TBD	TBD	TBD	TBD
9-10 September	ANNUAL PICNIC	NEW ENGLAND CLAMBAKE	Tidewater, HdG	Jay & Carol Eaton Sig & Pat Jensen	610-998-9331 410-529-9520
SEPTEMBER	FALL CRUISE	TBD	TBD	Steve & Mary Hornberger <i>SUN RUNNER</i>	717-445-4078
30 Sep - 1 Oct	ANNUAL MEETING & RACE	ELECTIONS & RACE	Worton Creek	Steve & Mary Hornberger <i>SUN RUNNER</i>	717-445-4078
19 November	CHANGE OF WATCH & AWARDS	NEW LEADERSHIP	Woody's Crabhouse North East, MD	Earl Greene Vice Commodore	443-742-1756

ON THE WATER, VHF CH-78

See the Raft/Cruise Captain Guidance elsewhere in this issue.

## Guidance for Cruise and Raft Up Captains

**General.** The Cruise Captain is aboard the flagship of the fleet during a Raft-up, Cruise or Rendezvous. He or she is in charge of everything associated with the event. It begins with the planning and ends with a report to the Portlight Editor. Being Cruise Captain should not be a daunting task; in fact, it should be fun. So advice and support should be sought from the Officers and/or other experienced NSHSA members.

**PLANNING.** The Cruise/Raft-up Captain is responsible to:

- Select a theme for the event,
- Determine the location and time of the event,
- Define the requirements for the event; e.g., costumes, decorations,
- Solicit specific support for the event, including a photographer,
- If club funds are needed for the event, contact the Commodore and Purser,
- Develop and distribute the flyer announcing the event.



**ORGANIZATION.** The Captain should be first to arrive at the site.

- For anchorages, choose the location considering bottom, depth, weather, other boats, etc.
- Put down an adequate anchor with a little excessive scope, based on raft size, swing room.
- For dockage, determine all the slip locations for the expected fleet.
- Monitor VHF 78 throughout the event to direct members as they arrive and control the raft.
- Organize and instruct the support crews to assist in building the raft or docking arriving boats. There are typically many volunteers for this effort.
- Balance the raft, considering boat length and displacement, on the anchored boat(s).
- Seek advice, if necessary. Involve the skippers of the boats to be rafted together.

**JOINING VESSELS.** Skippers of vessels joining the raft are responsible to:

- Communicate with the Cruise/Raft Captain on VHF 78,
- Provide 2 adequate sized docklines, fore and aft,
- Provide 2 adequate sized fenders,
- Provide 1 or more adequate sized spring lines (keep spreaders apart).



**RAFT INTEGRITY.** Cruise/Raft up Captain is responsible for raft integrity and safety.

- Monitor wind and weather conditions.
- Monitor raft size, balance, ground tackle holding, swing room, general sense of stability.
- Determine if the raft needs to break up; direct the break up.

**EVENT HOST.** The Captain is the Host and Master of Ceremonies. He or she directs.

**DISSOLUTION.** Cruise/Raft-up Captain is responsible to:

- Oversea the dissolution of the raft after completion of the event or earlier,
- Support the departure of the fleet from the dock area, as necessary,
- Monitor VHF 78 to graciously and humbly respond to any plaudits you may receive.

**POST MORTEM.** After the Cruise/Raft-up, the Captain must:

- Provide a written report to the Editor of the Portlight. As a minimum, identify all the participants. Submit not later than two weeks following the event.
- Ensure any photos are supplied to the Editor of the Portlight and the Historian.
- Submit any information to the NSHSA Webmaster for inclusion on the Home Page.



Commodore, Steve Hornberger  
Vice Commodore, Earl Greene  
Secretary, Kent Volosin  
Purser, Linda Ubelacker  
Sail Fleet Captain, Joe Cameron  
Immediate P/C, Catherine Johnson  
CBYCA Delegate, Tom Powers  
Safety Officer, Bill Fowler  
Membership, Frank Tedeschi  
& Mary Hornberger  
Portlight Editor/Web, Jay Eaton  
Historian, Rosemary Volosin



We are the NORTHERN STAR HUNTER SAILING ASSOCIATION (NSHSA), INC. We sail Hunter sailing yachts and are one of two Hunter Sailing Associations on the Chesapeake Bay. We are 50+ families (or boats) strong, and our members sail primarily on the northern bay, north of the William Preston Lane, Jr. Memorial Bridge (US 50/301). Our Hunter sailboats range in size from 27' to 46'. Our experience levels vary from novice sailors to blue water cruisers, from new crew learning to race, to racers who regularly race. Our association is a member of the Chesapeake Bay Yacht Clubs Association (CBYCA); there are responsibilities and privileges attendant to this association. NSHSA is also a Club Member of BOAT/US with attendant privileges.

The Objectives of the NSHSA, in accordance with our By-Laws, are to:

- Promote medium and long distance racing and cruising among Hunter sailing yachts,
- Collect and disseminate information relating to Hunter sailing yachts,
- Conduct educational programs related thereto,
- Advance the tenets of good sportsmanship,
- Promote or develop any other activities, which may be of benefit to the membership

*“Hug your kids. Fly a flag. Kiss your honey. Hoist a sail.”*  
- Herb McCormick, Editor *Cruising World*.

## CELEBRATIONS

### Happy, happies to ...

I am continuing a tradition started by John Balfour when he was The Editor – celebrate birthday and wedding anniversaries in print. The information that follows was provided by you on your Membership forms. I hope it is correct; otherwise I apologize for the errors. Missing information means missing recognition. So, if you want your name in print, fill out all of the form when you pay your dues.

#### Birthday Anniversaries for May/June:

- Marilyn Eben (*Bella Vento*)
- Wanta Calhoun (*Calea*)
- Melanie Fowler (*Callisto*)
- Bob Holmes (*Dolphin*)
- Christine Farrugia (*Hat Trick*)
- Shirley Johnson (*Intrepid*)
- Wolf Milz (*Mosella*)

- Tom Barron (*Off the Charts*)
- Patricia Jensen (*Second Wind*)
- Gordon Palmer (*Windependent*)

#### Wedding Anniversaries for May/June:

- Drew & Mary Beth Spaeth (*Air Transport*)
- John & Ria Walsh (*Annie Eileen*)
- Don & Winnie Nissley (*Bert & Ernie*)
- Marc & Frederique Leinard (*Champagne*)
- Ben & Nancy Duggar (*Dreamcatcher*)
- John & Honey Funston (*Heilan' Lass II*)
- George & Linda Jankowski (*Linzilla*)
- Jock & Elana Muir (*Southern Belle*)
- Steve & Mary Hornberger (*Sun Runner*)
- Gordon & JoAnn Palmer (*Windependent*)
- Garry & Catherine Johnson (*Windkist 4*)

Congratulations, everybody.  
Editor.