



The Portlight

COMMODORE'S Corner

Greetings Everyone,

We seem to be well on our way to Splashdown; whether we are ready or not Spring is coming! Though on a day when the forecasters have called for 7-10 inches of snow, I for one am not upset by the failure of the white fluffy stuff to materialize.

The Executive committee and a number of Past Commodores gathered together on February 9th at BYC to renew our commitment to the Bylaws and reinvigorate the ideals the club was founded on. To that end, one item we agreed on was to bring back the Portlight Newsletter, although the format will be different from the past. It will not be a Raft Report newsletter but rather a general club newsletter. You are now reading this in the new Portlight and hopefully enjoying the break.

We will be gathering the crews for our Spring Planning Kick Off and Pot Luck Luncheon on **Saturday, March 23rd from 10:00 – 13:00 hours** at Tidewater Marina in Hav're de Grace. This is a great time to meet the New Members, pick up some items from the Ships Store, make some checks on your boat if in the area, and otherwise reconnect with everyone after the



Eddie Sabol
S/V Tomorrow Came
Commodore

Winter Layup. It is also the time when we work to round out the Cruise and Raft Schedule for the coming season. We will be looking for ideas to include some learning experiences into Raft Events but not necessarily under the responsibility of the Raft Captain. We have two Long Range Cruises already on the Calendar including a Circumnavigation of the DelMarVa being hosted by Tom Schmidt of *S/V Narsilion* over Memorial Day Weekend and a Fall Cruise of the Solomon's hosted by our Vice Commodore Bill Ubelacker of *S/V Silent Running*. Our new Sail Fleet Captain Frederique Lienard has planning underway for some sailing events for those of us with the competitive spirit. We will also be rolling out the new Passport Program, championed by Past Commodore Paul Borchardt of *S/V Tenacity*, that will inspire you to travel to

new destinations and improve your sailing abilities.

Meanwhile I will be busy with my spring boat chores while keeping my eye on the prize of a safe and fun filled season that lies ahead!

Northern Star
Hunter
Sailing
Association

Special Points
Of Interest

- Upcoming events
- Messages from our Officers
- Wanted: Raft Ideas
- Tips for Spring Commissioning
- ⇒ Chesapeake Bay Passport To Adventure

Notes from our *VICE COMMODORE*

VICE COMMODORE - shall perform all duties of the Commodore in the absence of the Commodore, and, when so acting, shall have the powers of the Commodore. Other duties shall be as prescribed by the Commodore or the Executive Committee.

So, according to the bylaws, my duties are essentially wait around for Eddie to quit or become incapacitated. I feel like Joe Biden, only more useful. ;-)

I hope that everyone has enjoyed the winter and is getting their boat ready to launch! *Silent Running* will be splashed the last week of March, hopefully! We are looking forward to a great season with lots of opportunities to get together with other members of our club on the water. The club tries to have at least one organized raft up each month, but we always look for opportunities to have more! There are a few raft-ups and cruises on the [schedule](#) already. I encourage you check the



Bill Ubelacher
S/V Silent Running
Vice Commodore

[website](#) or the [Facebook page](#) to see if there are any activities while you are out sailing on the Bay. You can also give a call on VHF78 to "Northern Star Fleet" to see what other people are doing.

See you on the water,
Bill

Message from our *Purser*

Welcome to 2013 Sailing Season!

Unlike most items today, the dues for this year have not increased and remain \$35.00. To date approximately 18 boats have paid for this year. Please submit your dues to me by mail or bring them to the Spring Meeting. My mailing address is available on the Membership List through the NSHSA website.

Club fees are used to support the three main activities: Memorial Day, Fourth of July, and Labor Day. Some-

times we use funds for the Fall Meeting or the Commodore's Ball. Other monies are used to support trophies, office supplies, and the Internet/ Web site. Come to the Spring Meeting and I will share a copy of the proposed budget. Unsure if your paid? You may e-mail me directly or check the web site under the Membership List. Our Webmaster, Bill highlights members once they have paid for the year. Those paid for 2013 are in red.



Marie Frankel
S/V Windsprint
Purser

Need a new burgee? I have a supply which I will bring to Spring Meeting or any other major event. The cost is \$25.00.

Updates from our *SECRETARY*

The Club's Officers and several Past Commodores have been busy planing the 2013 sailing season. Meeting at the Baltimore Yacht Club in early February several new and not-so-new ideas were presented to enhance our sailing experiences and knowledge. The key themes discussed

included broadening the Club members sailing skills and knowledge, fostering more interaction amongst club members, raft and trips for the 2013 season, increasing communications within the Club regarding activities and lastly topics for the spring. As you will have seen



Susan Tedeschi
S/V Contigo
Secretary

by this time the Spring meeting is being held at Tidewater Marina in HDG on March 23rd. See you there!

Message from our *FLEET CAPTAIN*

The days are getting longer and somewhat warmer. We all know what that means:

SPRING COMMISSIONING!

Get ready for the upcoming boating season by looking at the BoatUS checklist for commissioning. It will make the process go much faster and maybe even less of a hassle.

Go to http://www.boatus.com/seaworthy/spring_checklist.asp for more information.

As fleet captain, I want to introduce some friendly cruising/racing once a month. One idea is to start at a designated buoy, time and specific order, then sail together to a particular raft up (with no additional work for the raft captain). More details to be shared at the Spring meeting.

And, why not share some tricks, tips or just information for the benefit of everyone? I'll start first but please let me read yours too!

“Moving a jib sheet car forward when the jib sheet is under tension presents a bit of a problem and many times you’ll just wait until you tack to the other side to move it. Or more dangerously, you can release the tension a little then put your foot on the jibsheet forward of the car to get the tension off the care so that you can move it. But what if you’re on a long take or there is just too much tension to hold down the sheet with your foot? Take a lazy sheet over to the leeward side and cleat it off tight to the mid cleat. Now you can release the tension of the



Frederique Lienard
S/V Champagne
Fleet Captain

working sheet while the lazy sheet holds the sail mostly in place. Move the car—tension up the working sheet and then release the lazy sheet.”

Citation: Headifen, Grant. “Sailing Blog by NautiEd.” *Moving the Car Forward under Tension*. N.p., 8 Jan. 2009. Web. 22 Feb. 2013.

Spring Pre-Launch Safety Checks

Important Information from Captain Tom Schmidt, *S/V Narsillion*

We are all readying our sailboats for the 2013 sailing...excited and certainly rushing to get things done. There are several ***Pre-Launch Safety Checks*** we can do that really won't take a lot of time or effort, **BUT** can make a huge difference.

Because our boats are often launched and placed in our slip without us being present, the following checks are recommended.

Seacocks

Ensure all seacocks are closed. You never know if a hose has cracked during cold weather.

Prop Shaft Stuffing Box

If you have a packing, tighten it down a bit to ensure that it doesn't leak too much. After the boat is in the water for a couple of days, loosen the packing nut appropriately.

Prop Shaft Dripless Seals

If you have a packing, tighten it down a bit to ensure that it doesn't leak too much. After the boat is in the water for a couple of days, loosen the packing nut appropriately.

Bilge Pump

Ensure its operation by momentary lifting the float switch.

Mooring Lines

Check for any fraying, especially in the locations where the line lays on itself or on the cleat.

Open Your Access Areas

Most marina personnel will make a quick check below after launching the boat to see if there are any obvious leaks. Open the access covers (floor boards, access panels, etc.) to those areas you want to check such as prop shaft stuffing boxes, knot meters and bilge pump. Make it easy for them to check!

House Batteries

Before charging the battery, check the terminal voltage. If your batteries are failing, they will not power your bilge pump for very long. With all equipment (lights, etc.) turned off, use your volt meter to measure the terminal voltage—this is referred to as an “Open Circuit Voltage” test or sometimes called the “No Load Test”. Basically, if

Spring Pre-Launch Safety Checks

(continued)

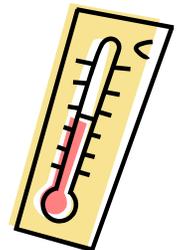
you left your batteries charged and they have discharged even just a couple of tenths of a volt, chances are your batteries may need replacement and you should probably scheduled a “load test”.

The “**OPEN CIRCUIT TEST**” Guidelines are discussed on the next page.

- ⇒ Remember: When removing your old batteries, installing, commissioning new batteries, or performing servicing operations, be sure to follow safety precious and ALWAYS wear proper eye protection.
- ⇒ The Open Circuit Voltage (OCV) test can provide early warning signs that batteries need servicing or are in the early stages of failure. The OCV test provides information on how much charge is left in the battery and also provides an indication of the battery’s self-charge rate. In general, a battery in good condition will remain at 100% charge for several weeks when subjected to self-discharge conditions only. The self-discharge rate is at a minimum when ambient temperatures are cold. Remember, the only definitive test for battery condition is the “Load Test”.

Figure A

Temperature Self Discharge Rate	
100 ⁰ F	0.003 Specific Gravity per day or 2.5% per day
80 ⁰ F	0.002 Specific Gravity per day or 1.4% per day
50 ⁰ F	0.0005 Specific Gravity per day or 0.35% per day
30 ⁰ F	0.0001 Specific Gravity per day or 0.07% per day



Note: 0.001 special gravity equals 0.7% of charge; 1.265 special gravity equals 100% charge.

- ⇒ To conduct the “Load Test”, you need a volt-meter (a hand-held model is connected to the positive and negative terminals of the battery. A true OCV of a battery can only be determined after the battery has been removed from the load (charge or discharge) for 24 hours.
- ⇒ Battery Self Discharge Rates—Typically, batteries will self discharge at faster rates at higher temperatures as shown in Figure A on the previous page.
- ⇒ Battery State of Charge—shown in Figure B (below).

Figure B

Open Circuit Voltage vs. State of Charge			
Open Circuit Voltage			
State of Charge	Flooded Wet Cell	Sealed Gel Electrolyte	Sealed AGM Electrolyte
100%	12.6 or higher	12.85 or higher	12.8 or higher
75%	12.5	12.65	12.6
50%	12.2	12.35	12.3
25%	12.0	12.00	12.0
0%	11.8	11.80	11.8



2013 Schedule

March 23, 2013	Spring Meeting
May 4, 2013	Kentucky Derby and Cinco De Mayo
May 24, 2012	Del Marva Circumnavigation Contact Tom Schmidt for more information
May 26, 2012	Memorial Day Celebration
June 22	Summer Solstice
September 21	Hospice Cup
September 21–29	Fall Cruise
October 10–14	Annapolis Sail Boat Show

Wanted: Raft Up Ideas

The NSHSA officers are requesting raft up ideas for the upcoming 2013 season. The raft up ideas will be presented to the general membership at the March 23, 2013 Spring meeting.

“If one does not know to which port one is sailing, no wind is favorable.”
Roman Philosopher, mid-1st century AD

Officers:

- Eddie Sabol, Commodore
eddiesabol@yahoo.com
- Bill Ubelacker, Vice Commodore
- Sue Tedeschi, Secretary
- Marie Frankel, Treasurer
- Frederique Lienard, Fleet Captain



Want to contribute to the Portlight?



Please send articles to deb.crea@gmail.com!

Introducing ... Chesapeake Bay Passport to Bay Adventure

Created by Paul Borchardt

NSHSA is pleased to introduce NSHSA's Chesapeake Bay Passport to Adventure. Grab your passport and set sail for discovery and fun. Stamp your passport as you chart a course for distant waters; explore new places ashore; expand your sailing skills and most importantly, have fun! The goal is to get away from the dock and complete a subset of objectives in



each of six categories: anchoring in various rivers, visiting destinations such as Baltimore or St Michaels, participating in NSHSA events like the Memorial Day picnic, gaining sailing-related skills, tackling leadership opportunities such as hosting a raft up, and spotting various lighthouses along

the way. We even have an “oops” category; however, completing one or more of these items won't count against you! The Chesapeake Bay Passport to Adventure has fun and challenging options available for boats of all sizes and skill levels.

Complete the objectives in a single season or over many seasons; there is no time limit. Since this is an adventure challenge, all objectives must be completed after the 2013



Paul Borchardt
S/V Tenacity
Past Commodore

Spring Planning Meeting. Sorry, prior adventures do not count.

Adventurers that complete a minimum number of objectives earn the right to purchase and fly the NSHSA Bay Explorer Burgee (under design). Be the first on your dock to own bragging rights!

Check out the Northern Star
Hunter Sailing Association!

www.nshsa.org

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