



The Portlight

[The Northern Star Hunter Sailing Association](#)



Commodore's Corner – August 2014

It has been a great season so far, with some of the best August weather that I can remember. Several members have mentioned a desire to enhance the educational offerings during the season. In July we had the Safety Raft, where we had the opportunity to practice with several types of flares. At the Labor Day raft, there are several presentations planned that will discuss how to use a spinnaker, Emergency VHF operation and others. There are plenty of other events remaining before we put the boats away for the winter, so I hope to see everyone come to participate. September and October are some of my favorite months to sail. The temperatures are lower and usually the wind is better than the summer months.

We will be holding our annual Business Meeting the first weekend of October. This year, in addition to the election of officers and other normal reports, we will be voting on some changes to the Bylaws. I encourage as many of you to attend. We will be meeting at Cutter Marina this year, which is easy to reach by car or water. Check out the web site for more information.

See you on the Bay! -Bill

Sail Fleet Captain - Frederique Lienard



This racing season was slow to start due to either bad weather or lack of participants, but the Memorial Day race was a success with 5 boats participating.

Also known as the "clean your clock race," this year's race saw **Annalee, Champagne, Contigo, Silent Running, and Tenacity**

present at the starting line. The first start was declared a false start after a boat took the start marker on the wrong side. However, since we are a nice group of racers, we all agreed to start again. This time everything went well, but it was very slow since the wind suddenly died on us. We all took different approaches to the second marker, which was very interesting to see. Finally, after the third marker, the wind picked up and the race really became animated with **Annalee, Champagne, and Silent Running** fighting for the finish line. **Annalee** came in first, followed closely by **Silent Running** with 1 minute and 27s, and **Champagne** 29 seconds later. For a 5 nautical miles course...not so bad!

I really would like to thank all of the racers for participating and certainly hope to increase our group.

Secretary's report

I believe we are a very active Club with a lot of excellent activities and rafts. To promote our Club each month we send an update on the Club's activities to *Spinsheet*. Occasionally these articles make it into the magazine and sometimes they are posted on the *Spinsheet* website. In either event it is a good way telling our story. More recently I've noticed where *Spinsheet* is simply posting photos of groups with a by-line of the Club activity rather than printing an article. If you have photos that depict an interesting Club activity please forward them to me and hopefully we can get them posted in *Spinsheet*.

At the Memorial Day picnic we distributed NSHSA cozies to each Club member. If you haven't received one let me know as we still have some aboard. We also asked that each member make an effort to contact fellow Hunter owners (ie at their respective Marinas) to let them know about the Club and invite them to join. Paul Borchardt prepared a NSHSA flier that helps make those introductions easier and we also offered the Cozies as a memento. The Annapolis Boat Show is typical an event to meet prospective members and talk about NSHSA. Lastly please contact **Contigo** with any and all ideas you have to promote the Club and extend our membership.

Purser

Greetings from the Purser:

Thanks for sending in your dues this year on a different schedule. Most of the 30 paid members sent in their dues by early June which is wonderful!

This year we will be sponsoring the Commodore's Ball and we will have a DJ and of course, door prizes. Please see the web site for the information on this event and send your RSVP to me by October 4, 2014- the Fall Meeting at Cutter Marina.

Is it time to replace your burgee? Let me know and we can arrange delivery. Price: \$25.00

Vice Commodore

With the cooler fall weather approaching, I like to spend quiet time aboard the boat, in the evenings or on rainy days reading books or watching movies. Over the years I have accumulated a collection of movies, books and e-books with a sailing theme. A recent addition to my book collection is **The Billionaire and The Mechanic** by Julian Guthrie, a book about the America's Cup Race.

The America's Cup is the oldest and most hotly contested trophy in international sports. It was first awarded in 1851 when the schooner America won the trophy after defeating the British ship. The Cup was held by the New York Yacht Club for the next 132 years, until **Australia II** defeated the American ship Liberty in 1983 and the Cup passed to the Royal Perth Yacht Club. In 1987, 1988 and 1992 the Cup was held by the San Diego Yacht Club until Young America was defeated by **Black Magic** in 1995 and the Cup passed to the Royal New Zealand Yacht Squadron.

In 2002 Larry Ellison, the billionaire co-founder and CEO of Oracle, decided to assemble a team and enter the race in an attempt to win back the coveted Cup.

The Billionaire and The Mechanic tells the story of how a billionaire teamed up with the Golden Gate Yacht club, a blue collar yacht club that was on almost ready to declare bankruptcy. Norbert Bajurin was an auto radiator mechanic, who had just been appointed Commodore of the club. When discussions between Larry Ellison and the blue-blooded St. Francis Club broke down, Norbert had an idea that he might be able to convince Larry Ellison to allow the Golden Gate Yacht Club to sponsor his team.

The book tells the story of this unlikely partnership and their unsuccessful attempts in 2003 and 2007, and their successful wins in 2010 and 2013, bringing the Cup back to America. The events leading up to these races are also covered. Through interviews with Larry Ellison and members of the team, the author describes the design and building challenges of the magnificent yachts, and the people who race them. The book provides the history of the race and also includes many color photos of the races and the crews.

The Billionaire and The Mechanic is an exciting documentary about the famous America's Cup Race that would appeal to anyone who loves to sail.

Tech Ed

Rule of Twelfths

They say if you haven't gone aground you are either not telling the truth or you haven't ventured far from your dock. Tides can play a big part in groundings so when transiting shallow areas. The 'rule of twelves' is a guideline that lets you get a good approximation of the tide state for any given time.

Most simply the rule states that in the first hour after low (or high) tide the water level will rise (or fall) by one twelfth of the range, in the second hour two twelfths, and so on according to the sequence - 1:2:3:3:2:1. For example if you are interested in the drop in water level from high tide then:

- During first hour after high water the water drops $1/12^{\text{th}}$ of the full range.
- During the second hour an additional $2/12^{\text{th}}$.
- During the third hour an additional $3/12^{\text{th}}$.
- During the fourth hour an additional $3/12^{\text{th}}$.
- During the fifth hour an additional $2/12^{\text{th}}$.
- During the sixth hour an additional $1/12^{\text{th}}$.

So after two hours after the high water the water has fallen $3/12$ of the full range. The reverse is true of the tide rise if you are working from a low tide reading. You simply need to remember the sequence 1,2,3,3,2,1. This will also give you a good indication of what to expect for the tidal current, as the current flow is strongest 3 hours before or after high or low tide. In order to use this rule of thumb you need to know the tidal range for the respective area and the time of low or high. Remember the rule is an **approximation** as a number of other variables can come into play

As an example let's say you just spent a pleasant evening in Swan Creek and you're somewhat anxious to get back to the western shore so you want to cross Swan Creek Bar. It's August 24th and the charted depth is 4.9' (MLW) where you expect to cross. The tide charts indicate high tide is 0700 hrs. at +1.8' of depth of 6.7' and low tide is +0.6' at 1330 hrs for a depth of 5.5'. Tidal range is then 1.2'.

At 0700 Hr departure for high tide is asking a lot so using the rule of twelfths would indicate water depths of:

- 1st hour drop is $1/12$ of the tidal range or $(1/12)(1.2') = 0.1'$ drop for 6.6' depth
- 2nd hour drop is an additional $2/12$ of the tidal range or $(2/12)(1.2') = 0.2'$ drop for 6.4' depth
- 3rd hour drop is an additional $3/12$ of the tidal range or $(3/12)(1.2') = 0.3'$ drop for 6.1' depth
- 4th hour drop is an additional $3/12$ of the tidal range or $(3/12)(1.2') = 0.3'$ drop for 5.8' depth
- 5th hour drop is an additional $2/12$ of the tidal range or $(2/12)(1.2') = 0.2'$ drop for 5.6' depth.
- 6th hour drop is an additional $1/12$ of the tidal range or $(1/12)(1.2') = 0.1'$ drop for 5.5' depth.

With a 5.5' draft the latest you might wish to cross (depending on how lucky you feel and knowing this is a falling tide) might be 2-3 hours after high tide i.e. 0900 hours- still time to have that morning coffee.

In short all you need to remember is the sequence of 1,2,3,3,2,1. The same applies for a rising tide but remember these are approximations. Lastly, this technique is particularly useful when you know the tidal range or when using tide tables as many of today's chart plotters have embedded tide tables and graphs.



In this photo we see **Windsprint** waiting for the tide to come in near the Tom Sawyer Bridge north of Charleston. Since they knew the low tide there, they used the rule of twelfths to calculate when they would be floating again.

A THIRST FOR IMPROVMENT

As we prepared to live aboard for 7 months last summer we were exposed to several problems we had never confronted before while doing weekend and week long trips on our 40' Hunter Windsprint. We were forever lugging larger jugs of water aboard for "drinking purposes and coffee". The fact was, we just didn't like the taste of the water from our boat tanks. I usually filled the two amidships tanks so that we maintained good boat trim. These tanks were built into the pan of our boat and were exposed to whatever temperatures existed outside the hull. As a result, if they weren't changed regularly, they tended to stink and generally were not good for drinking water. We asked around and came up with the standard answer – install a water filter. In this case, you don't want to filter all the water in your boat – just what comes out of the faucet for drinking or coffee. We had started researching this improvement several years ago. The answer for us was the Nature Pure QC2 Water Filter from General Ecology. The marine standard for this has traditionally been the Seagull IV from the same distributor [General Ecology](#) but in talking to the inventor at the boat show we were guaranteed it would work as well for less money. Others have installed locally sourced products from Lowes or Home Depot for less than ours. **Contigo** decided on a [3M RV/Marine US-B1 Undersink Water Filtration System](#). **Schatzi**, **Xtasea**, and **Windkist4** have all installed filters. You might want to get more info from them.

In our case there were two installation considerations. The first was mounting and plumbing the filter and the second was installing the spigot near our sink. The install required some special fittings to convert from the filter plumbing to the boat plumbing and the second was easily accomplished when I learned that you could drill a hole through Corian. The filter may be easily removed for winterization and is good for about 800 gallons. It promises to remove all manner of "nasties" but it came down to simple things that sold us. Our water is chlorinated at the dock and you CANNOT taste any chlorine from the Nature Pure QC2.



It's a "do it yourself" project that anyone can do.



Calendar of Upcoming Events

[Sailabration](#)

[Fall Cruise](#)

[Fall Meeting](#)

[Boat Show](#) – Can you man a table for a few hours to promote the club?

[Commodores Ball](#)

Around the Bay: Thinking about taking your boat to Florida in the future? You may be interested in [this](#).

For Sale: If you have gear for sale please mail info to the [editor](#).