



The Portlight



Commodore's Corner – November 2014

It is the end of another sailing season and we are all preparing to decommission our boats for the winter. It is always a sad time of year for me. So much work to get her ready, and only a few opportunities to visit during the winter. Of course, come spring, we will be trying to find the time to get ready for launch! It's kind of a no win situation...

This year, we had many activities that allowed us to get together and enjoy the water and each other. I had a great time at the rafts and the cruises that I was able to attend. I feel that, overall, the season was a great success. During the Commodore's Ball, we had a slide show that featured some photos from the various events. We were also able to expand the educational opportunities at the Safety Raft and some training sessions at the Labor Day Raft. We are planning to expand the educational opportunities next season.

During this season, a committee performed a review of the club's bylaws and proposed some modifications. These were to be voted upon at the Fall Business Meeting, but we did not meet the threshold of 2/3 of active members to enact a change to the bylaws. We will reintroduce them again at the Spring Meeting if we can get enough votes/proxies. Please plan to attend or send your proxy with someone that will be!

Finally, I would like to thank all of the officers and members that have worked to make this season successful. Without their work, our club could not flourish. Everyone has the opportunity to participate by serving on a committee or helping to host a raft or event. I would like to encourage everyone to consider hosting a raft in 2015. We will be putting the new schedule together in the next few months. There are still lots of weekends free.

I hope that everyone has a great Holiday Season and that we will see everyone at the Spring Meeting, if not before!

Bill

Vice-Commodore

Coping with Winter Doldrums

We finished winterizing Elsie's Phantasie just in time for the arrival of the cold weather, with four months of winter weather ahead. All of last summer's fun events shared with friends are a fond memory, as we look forward to the 2015 sailing season.

The child in me never wants the sailing season to end, so I plan a few boat related events to make the winter months pass more quickly.

On December 6 there is a lights parade to welcome Santa in Rock Hall. Since we leave the boat in the water over the winter, Steve and I are planning to watch the parade aboard Elsie's Phantasie before having dinner with a few friends. The Annapolis lights parade is the following Saturday. After that weekend there are just two weeks until Christmas, and the following week is New Year's Eve.

January is always a cold and dismal month, and a good time to stay inside and do maintenance at home. The good thing about January is that daylight hours start getting longer.

We usually check on the boat at least once during January. On cold winter nights you can find me curled up and cozy, either reading a good book about sailing or watching a good movie with a sailing theme.

The first weekend in February is the Atlantic City Boat Show. Although it is mostly a power boat show, the weekend seashore get-away breaks the monotony of winter. Mid February is a good time to check on the boat again. Then there are only two more weeks until March.

March brings us closer to spring and it is time for the Spring Planning meeting. It is also time to start preparing the boat for another fun filled sailing season to be enjoyed with our friends. Our goal is to have the boat ready for the Splash Down Raft.

When I plan events throughout the winter this way the time seems to pass much more quickly.

Sail Fleet Captain

A Lesson learned

As we were coming back from Worton Creek to attend the fall meeting, we noticed the water was unusually high. It was not until we stepped into our car to go to the meeting that we realized what "minor coastal flooding" meant: a partially flooded car and drenched carpets. Driving to Cutter Marina we could hear the water sloshing into the frame at every turn! But that did not keep us from enjoying the afternoon. I also had the pleasure to present the trophies to the winners of this year "Clean Your Clock Race".



You can see how high the water was from this Worton marker.



The winners were a happy group.

Secretary

The Fall Business Meeting was held on October 4th, as guest of Cutter Marina in Middle River. Ten boats attended and enjoyed a pot luck dinner after the meeting. Discussions included our very busy and well-attended events of 2014, new slate of officers, new membership efforts, our new Historian (Paul Borchardt), and the Calamity Cup nominees/unanimous decision. Considerable discussion centered on proposed changes in the by-laws which included: addition of a social membership, timing of the fall meeting and new officers, timing & electronic publication of the Portlight, and electronic voting options. Unfortunately, the 15 members that voted did not meet the 2/3 minimum requirement in the by-laws.

The changes will likely be presented at the spring meeting, so **the club would greatly appreciate your vote or proxy next spring!**

The Commodore's Ball was held at BYC with fifteen boats attending a wonderful gathering of friends and fellow sailors. The evening started with a multimedia review of our various events which brought back fond memories for all. A new slate of officers were sworn in and all were treated to a surprise visit from **"Tom and the Sparkles"** with their rendition of "I Love this Bar". We were so glad they could find time to perform between their Las Vegas engagements. Be sure to look them up next time you're in Vegas! The entertainment continued proving that many sailors have various talents outside of trimming their sheets. The Award of the Calamity Cup was made to Jarvis and Elke of Sly Fox. If you haven't read their report on their trip to Nova Scotia, it's a must read and available on the NSHSA website under "Out of Area Reports". Jarvis and Elke accepted their prestigious award and then treated us to a 15 minute summary of their exploits to the tune of Gillian's "3 Hour Tour". Everyone was laughing and enjoying every word of the well-crafted lyrics. The weekend ended Sunday with Elsie's Phantasie leaving in north westerly gale force winds braving high seas to their home port on the Eastern Shore. Reports included an unheard of 20 foot shoreline on the Middle River side of the BYC jetty, and Elsie Phantasie arriving to their own slip finding not enough water to make it all the way into their slip! Now that's a proper grounding!! The weekend brought an end to a fantastic summer of challenging weather, raft-ups around the bay, distance trips, activities (some gracious and some not so), learning opportunities, and fellowship easily found any weekend on CH 78!!

Purser



Greetings from the purser!

The 2014 sailing season has given our club many wonderful memories. I hope that they will help us through the winter. As we cover our boat and use all the pink, blue, or purple stuff to winterize I am looking forward to March which is only four months away.

As you know, we held a Commodore's Ball to celebrate our new commodore and secretary. Congratulations to Bill and Steve. The party was a good time and we did have some fabulous door prizes. Good friends, music, and some karaoke were certainly the elements of such a good night.

This year's budget not only supported the party but also a donation to the Middle River area Angel Tree. In years past we have donated to hospice and leukemia but this year it was suggested we support the children at this special time of the year.

I am happy to report: the final budget for the year is still in the black. Not too shabby....

Stay safe and be well,

Marie

Coming to a Close – Membership Committee report

The Annapolis Boat Show was held October 9th-13th and for me the Show seems to signal the sailing season is coming to an end. This year Susan and I were able to attend on both Thursday and Monday (the benefits of retirement). We were able to leave the Show with our check book intact although it might not have taken much more coaxing to empty it and a good portion of our kitty on a beautiful brokerage boat.

I'd like to thank Steve, Suzette, Frederique, Elsie, Steve, Marie, and Dave for manning the Club's Hunter booth during the show. The Show is an excellent venue to promote and encourage Hunter Owners to join our club. Working jointly with HSA 1 we met fellow (and prospective) Hunter owners and shared with them the value of joining one of the Hunter Clubs. Combined our members, HSA1 and NSHSA, are the proud owners of over 80 Hunter sail boats reaching from Havre de Grace to Solomons Island. Both Clubs have a number of experienced sailors who are more than willing to share their experience and knowledge. We host a number of events both social and educational and offer cruises that expand our sailing horizons. As a result of the groups' effort we have one new member and two interested parties. As an aside, Susan talked with a Hunter owner for about 10 minutes only to discover that 'south of the bridge' for the individual (HSA 1 territory) meant Oriental, NC.

During the show we also received a commitment from Tony Tumas, at Great Blue Yachts, to place the NSHSA web link on his web page. Additionally Tony is considering a one year free membership to our Club for his new Hunter owners.

Since HSA 1 has taken the Boat Show lead for several years, next year I committed to organizing the effort. I hope to have your support for the Show and also in reaching out to new and / or less active members. Till then ...

Frank Tedeschi

Tech Tips

"DIY: Arch Rivals"

I have always admired boats sailing on the bay with a stern arch supporting davits and other equipment and thought: Maybe one day.

Several years ago when the mast mounted radar on our 1991 Hunter 43 failed, all indications pointed to an issue with the wiring in the mast. The only way to access the wiring was to pull the mast at a cost of about a thousand dollars. This made me think once again: If the radar was mounted on an arch I could just replace the wires myself. So I started shopping for arches. The few prices I found for a stainless steel arch came in at \$8,000 to \$10,000. I decided that was too much to spend on my aging, and rapidly depreciating 1991 boat and purchased a Garhauer radar pole instead.

Last year my wife and I decided it was time to again enjoy two of the happiest days of our lives and so we bought a boat and then sold a boat. We became the proud new owners of Annalee, a 2009 Hunter 45 Deck Salon. This boat also came with a mast mounted radar but the wiring is much more

accessible so it is not an issue. I decided however that I desperately wanted to add davits and solar panels and what better way to accomplish that than by installing an arch.

Shortly after purchasing the boat we attended the Annapolis Sail Boat Show. We were able to talk to several vendors and explore several options. The option I found most attractive for price and function was an aluminum arch made by [Atlantic Tower](#). They make several arches in certain width ranges. Our arch would need to be wider than any of the sizes available, but they also do custom width orders 2 or 3 times a year. We saw them again at the Baltimore boat show in January and placed our order. Our arch would be roughly ten and a half feet wide and come in three pieces. I would be able to adjust the width plus or minus about ten inches at installation.



The arch arrived at our marina in early May. I arranged for my recently retired older brother to assist me and we arrived at the marina on Friday morning to begin the installation. We un-crated the arch and moved the three sections out to the pier. We re-measured everything two more times and assembled the arch to be about 3 inches wider than the installation points on the stern. This is recommended by the manufacturer to put the arch in tension and make it stiffer once installed.

I rigged a temporary davit using some two by fours and the main halyard. With this arrangement we were able to suspend the arch over the stern. We then attached the mounting plates to the arch and held them in place temporarily with tape since they would need to be rotated and adjusted to meet the contours of the hull. We then used ratchet straps to pull the ends together and draw them tight to the hull. We drilled four holes for each mount and bolted the plates to the hull with the provided backing plates. I chose to replace the one size fits all 2 1/2" bolts with 1 1/4" bolts to save time and conserve space. The next step was to drill and tap each mounting swivel where it slides into the bottom of the tube in two places then disassemble each and reinsert with epoxy and bolt them back together.



The arch came with all required hardware, epoxy and Loctite. This may all sound pretty straight forward but it was a pretty long and tedious process. The entire installation took us about 9 hours including a run to pick up some replacement hardware that was lost overboard. We also had to move the boat to another slip and back in order to have finger pier access to both sides. Access to the port sides mounting location also required removal of the engine panel.

The custom Arch with shipping and boat show discount came to about \$2100. Davit extension arms (if required) cost another \$389.

Aluminum vs Stainless: The aluminum will be more prone to oxidation over time. This is mostly a cosmetic issue which can be postponed with the application of a good wax. It is also possible to restore the finish at any point by polishing the aluminum. If appearance is a critical factor then perhaps stainless is the better option but at five times the price I felt it worthwhile to give aluminum a try.

Next Issue: Solar panels.

Chris Schultz

NSHSA in the News

For those of you who missed it, the NSHSA group was featured in [SPINSHEET](#).

Please be sure to check the club [website](#) over the winter.



Stay warm or have warm thoughts