



The Portlight

THE NORTHERN STAR HUNTER SAILING ASSOCIATION



Commodore's Corner – August 2015

We are over half way through the sailing season and, in my opinion, some of the best sailing months are coming! The temperatures will be decreasing and the wind is usually better than July and August. The club has some activities planned to fill the rest of the season, including the Wine Tasting Raft on August 22 and Labor Day Weekend. Of course, the Annapolis Sailboat show is on October 8th – 12th.

I am sorry to say that I have not had the opportunity to see many of you on the Bay this year. Silent Running has only made it out a hand full of times this year. We are planning, if you can call it that, our annual Fall Cruise (Sept 26 – Oct 4). This year we are targeting Solomons, and possibly further south, though it will depend on the wind and weather as always. I know a few boats that are starting their trip to Florida or the islands will be travelling with us for the first few days. We also have a full moon on Sunday during the cruise, which could give us the chance to sail overnight.

Our annual business meeting, including officer elections is coming up on October 17th. I hope to see many of you there, but even if you can't make it, remember that you can now cast your vote electronically. Next season will be my last as Commodore (if elected again at the meeting), so we will be looking for some fresh blood in the club leadership. I would like to encourage those members who have not served before to take on one of the officer positions. If you are interested, please let any of the current officers know.

We are always looking to add other Hunter owners to the club, so feel free to get a few more club cozies to help spread the word! If you need some, please let any officer know.

Smooth Sailing!

Bill

Vice Commodore

Crossing Swan Point Bar

Elsie's Phantasie has finally crossed Swan Point Bar near the range light outside Rock Hall Harbor. This is **hardly an exceptional boating accomplishment**. **Many club members regularly do so**. Our thanks to **Champagne, Schatzi,** and **Sly Fox** and others who have told us this route is a rational choice as long as it is not low tide or after three days of strong northeast winds.

What prompted Elsie to take the short route to port? We have kept our boat at North Point Marina inside Rock Hall Harbor for over a year and at Haven Harbor on Swan Creek for the two years before that. We had never taken the short route across the Swan Point Bar when traveling to points north. Every trip to Wharton Creek, Still Pond Creek, the Sassafrass River, the Magothy, Tidewater Marina, Bodkin Creek or Middle River involved a turn south along the Swan Point Bar until we reached channel marker #3. This indirect route cost us about 40 minutes each time. Our Navionics charts showed us a depth of 8 feet on the bar south of marker #3 but substantially less than that--3 and 4 feet in places--north of marker #3. The Navionics charts showed the prescribed route near the range light crossed depths less than 4 feet. Elsie didn't feel the need to test her charts against local knowledge until last Saturday night. Why would she risk a grounding after so much caution?

We were late for dinner reservations! We had anchored at Button Beach near Worton Creek and were returning to meet friends from **Theresa Marie** for dinner. It was Pirates and Wenches Weekend in Rock Hall and we had decided to try a restaurant in Chestertown to avoid the crowds. The reservation was at the Lemon Leaf Cafe for 7pm and later reservations were not available. As we approached the dashed line on the chart extending the course of the Brewerton Channel to the range lights near Rock Hall the debate raged. Take a chance on crossing the bar or eat sandwiches alone? Was Elsie hungry? Did she not want to offend our friends? We turned east across the bar and passed to the north of the range light without incident. The shallowest depth was about 6.5 feet.

Our reward was a great dinner at the Lemon Leaf Cafe, 337 High St, Chestertown, MD. We recommend it. They even held out table until 7:20.

Sail Fleet Captain

Winds played a few tricks on us so far on race days but I'm not giving up. I would really love to have the pleasure to run a race during Labor day weekend and

hopefully have the wind for it. The season is far from over with more opportunities to come for sure." Frederique

Secretary's report

No Officers meetings to report on as of this date. If you missed it, we had a great time in Still Pond for the Father's Day Dinner. Not only did we enjoy some great food, but a very unusual event occurred as storm "Bob" approached. On a Saturday night in Still Pond – NO POWER BOATS were to be seen! Must of been a once in a lifetime event! I guess a little storm with a common name, will chase them off!

We just wrapped up the Blue Moon Sail. Thanks to Aquilla for organizing the event. Without the event we would have surly missed a great night out. Suzette and I commented how nice it was to sit on the bow of the boat, watch for crab pots, and steer via the remote. We need to push ourselves and get out more at night!

A little known fact..... The Eagle was built by the Nazis and fought for Hitler in World War Two - so how did a tall ship that once flew the swastika end up as a training vessel for new US Coast Guard cadets? This very interesting article can be found at <http://www.bbc.com/news/magazine-33543706>

Fall is a great time for some beautiful sailing trips that just might need an extra layer of clothing or a little kick in the coffee. I encourage each of you to volunteer to organize a raft-up before we have to start thinking about the pre winter duties of winterizing our boats ;-(

If you have any pictures and a short paragraph or two, the Spin Sheet is looking for information each month to post in "Club News". By letting other Hunter Owners in on how much fun we have, might encourage them to join our ranks and come out for the weekend. Please send any information you might have or suggestions to scop@northeastern.com. Information needs to be sent in by the 5th of the month to be included in the following months Spin Sheet. They love pictures of people having fun with big smiles! This is a link to their site.. <http://spinsheet.com/> Check out CRUISING/CLUBS for the latest article about our very own club members...

Purser

What's In Your Safety Kit?

We all have a safety kit abroad and lucky for us we have not used them in a long time. In a recent cockpit discussion we discussed what should be in our safety kits.

There are many kits available and numerous lists. Below is an example of a list for you to consider and decide what you might want to add to your safety kit.

Suggestions for: First Aid Kit

Antiseptic / Cleaners

6 Alcohol Gel Hand Wipes
6 Benzalkonium Chloride Antiseptic Towelette
6 Providone-Iodine U.S.P. Prep Pad

Antibiotic / Wound Treatment

6 Triple Antibiotic Ointment
4 Burn gel

Medications

3 Advil / (Ibuprofen) (200 mg x 2 Tablets)
3 Tylenol / (Acetaminophen) (500 mg x 2 Tablets)
3 Aspirin (325 mg x 2 Tablets)
2 Histaprin (Antihistamine)
x Motion Sickness (3 tablets each of 2 different over the counter medications)

Misc

1 Medical Wound Closure Kit
2 Pair Barrier Gloves (Nitrile preferred (non-allergenic / non-latex))
1 Tweezers
1 Scissors
Oral thermometer (non-mercury/non glass)
1 instant cold compress
blanket
eye wash
A bottle of sterol water

Bandages / Dressings

2 ace wraps 1large and 1 small
2 1 3/4 x 4 Flexible Fabric Adhesive Bandages
5 1" - x 3" Flexible Fabric Adhesive Bandages
8 3/4" - x 3" Flexible Fabric Adhesive Bandages
6 5/8" - x 3" Flexible Fabric Adhesive Bandages

2 Flexible Gauze 1 x 1 1/2 (2 x 3 Adhesive)
2 Flexible Fabric Knuckle Bandages
2 Flexible Fabric Large Fingertip Bandages
4 Butterfly Closures (Large)
6 Butterfly Closures (Medium)
2 2" x 2" Sterile Gauze Pad
2 3" x 3" Sterile Gauze Pad
2 4" x 4" Sterile Gauze Pad
1 5" x 9" Sterile Large Wound Dressing
1 4" Sterile Gauze Bandage with Clips
(4" x 4 yd stretched w/ fastening clips)
1 1/2 x Adhesive Tape
1 1" x 10 yd Flexible Clear Tape
4 telfa dressings different sizes

DIY "Sun in the Fun"

By Chris Schultz

I have had enormous fun sailing and cruising for over 50 years. As my boats have grown so have my power requirements. Long gone are the days when a single small 12 volt battery was maintained with a trickle charger at the dock in the off chance that our Rainbow 24 foot day sailor got caught out after dark. With all the electronics, refrigeration and other features on Annalee, our 2009 Hunter 45DS, it was time to either get used to the constant drone of a generator or add some sun to our fun.

Having completed the installation of an arch I now had a perfect platform to add some serious solar panels. I chose to install 4 Kyocera 140 Watt panels with MorningStar's TriStar 45 MPPT charge Controller. The charge controller will take a wide range of voltage / amperage inputs and optimize them to the maximum amperage at a defined voltage output for charging the batteries with very little loss of efficiency. The controller is configurable for battery type and various charging stage parameters. It can also be networked so you can monitor the input and output information from a laptop.

I knew I would want to add davit arms to my arch for hoisting a dinghy so my first challenge was to find a mounting solution for the solar panels that would provide the required clearance for the davit arms. I quickly decided to abandon making the panels articulating. I did not feel it was a worthwhile tradeoff for me. Articulating panels would mean I could improve efficiency by angling the panels towards the sun

but it also meant I would have to constantly monitor and adjust the panels to get much improvement. The newer panels are designed to be efficient throughout a wide range of input angles so angling towards the sun is not as important as it used to be. Articulation also requires a more complicated and probably less sturdy mounting solution. I chose to mount shorter aluminum 2" square tubing as spacers for clearance with longer aluminum 1" by 2" tubing that would extend out to the factory predrilled mounting holes in the solar panels. This is probably a little bit of overkill structurally but the installation has already been tested in 75 knot winds with no ill effects. Eventually I plan to add end caps to provide finished look and to keep insects and birds from making them home.



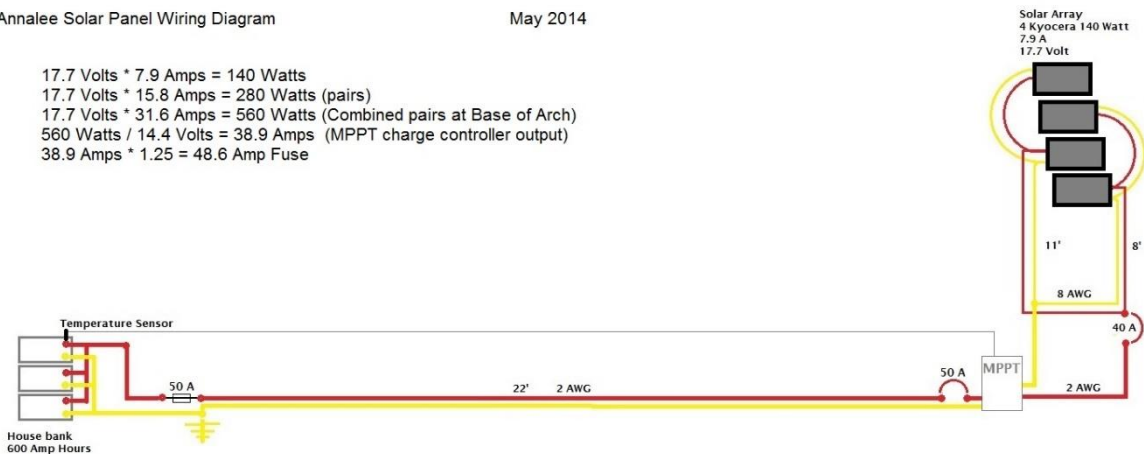
Once the panels were installed it was time to run the wires. I chose to split the panels into two pairs for the first run of wiring. This reduced the wire size requirement to 8 AWG allowing for smaller holes and easier wiring. Once inside the hull I combined the pairs in parallel and used larger 2 AWG wire, this was done through a 40 Amp breaker for safety and to act as a service disconnect. From the controller I added a 50 Amp breaker/disconnect and ran 22 feet of 2 AWG to the batteries. I also installed a 50 Amp fuse at the battery end since current can be sourced from either end of this run. Proper sizing of the wires is important since undersized wires means a reduction of current to the batteries. There are several wire size calculators available online and the charge controller manufacturer

provided a set of tables in the installation manual.

Annalee Solar Panel Wiring Diagram

May 2014

17.7 Volts * 7.9 Amps = 140 Watts
17.7 Volts * 15.8 Amps = 280 Watts (pairs)
17.7 Volts * 31.6 Amps = 560 Watts (Combined pairs at Base of Arch)
560 Watts / 14.4 Volts = 38.9 Amps (MPPT charge controller output)
38.9 Amps * 1.25 = 48.6 Amp Fuse



Testing the installation was simple. Once I turned everything on I monitored my previously installed Xantrex Linkpro Battery Monitor and watched the electricity come and go. The input to the controller is limited by the size of the array and the amount of sunshine. The output to the batteries is also limited by the demand so it took a while to see big numbers since the house bank had to be low when the sun was high. Since installing I have witnessed a peak output of 36 amps to the batteries with typical output in the mid to high 20s amp range. I often only see about 5 amps net though since the fridge and the freezer run all too often along with all of the other power hogs on board. To get a true reading of the solar output I need to first turn off everything else onboard.

This installation was pretty straight forward and has already provided Annalee with many days of generator free cruising. On the rare occasion that I am down over 200 amp hours in the morning I can run the generator for a short period to get back to within 150 amp hours of full and let the solar panels finish topping off the house bank from there. When the batteries are down the generator powered shore charger will produce 150 amps so it does not take long to accomplish the early stage bulk charging. The solar panels are great for the later stages of charging as they slowly top off the batteries in the late afternoon.

I have not done the math to see if this approximately \$1800 project will actually pay for itself, but reducing and/or eliminating the time I have to listen to and monitor the running generator is priceless. Some improvement to the efficiency of some of the other systems aboard should all but eliminate the need to ever run the generator for charging. I also place a lot of value in redundant systems, so having several ways to recharge batteries will bring great peace of mind once we embark on some extended cruising.

I am in the early stages of planning another project to improve the refrigeration aboard Annalee. I am not yet sure if it will be another DIY project or if I will cave and bring in the experts. Stay tuned.....

Cruiser Radio Nets

“Good morning Boot Key harbor and surrounding environs”. “This is your Cruiser-Net controller for the day.” And so begins another day in Marathon. It is actually 9 AM in Marathon Florida right smack in the middle of the Keys and home to the almost 300 moorings in Boot Key Harbor.

Lots of cruiser nets begin earlier and some are joined on SSB rather than VHF but almost all follow a similar format highlighting things important to cruisers. A “net” refers to a program found on the radio which occurs at a regular time and which follows a predetermined format. Some nets are regimented while others are loosey-goosey. Some have regular moderators while others have rotating moderators. I believe that the Johnsons were once moderators for a cruising net. Nonetheless, the following topics are generally considered in most all nets.

1. Arrivals and Departures – At this point the moderator opens the net to calls from specific boats. If you are newly arrived or about to depart you need to chime in to this section.
2. Weather- A big topic for cruisers which is given a prime spot on the daily net.
3. Announcements - In Marathon these included the entire range of cruiser activities.
4. Buy, Sell, Trade, Needed/Donated. These vary on different nets and can range through about anything. Popular items in Marathon were a guy who cleaned bottoms and people looking for rides.
5. Boat Maintenance - Cruisers are generally a helpful lot and there always seems to be an expert on about every boat maintenance topic.
6. Other - By the time this topic came up in Marathon the net had been going for close to an hour or so and this could have been most anything. Ours was “trivia” and was a sign to log out if you had things to do.

A word about protocol on nets: If you respond on a net – begin with your boat name. Cruisers learn boat names before they know the people aboard. It is standard protocol.

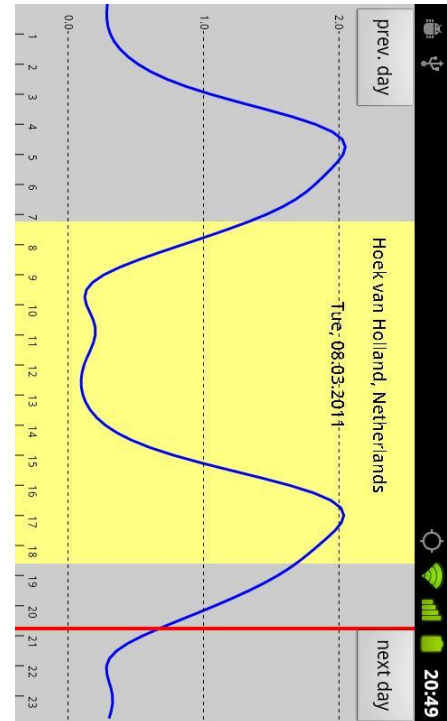
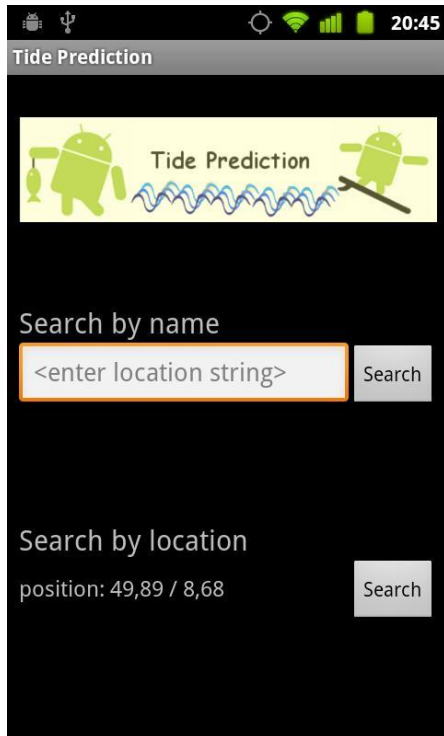
There's An App for That

This month's installment of boating apps deals with the subject of tides and currents. Generally, as we sail on the Chesapeake Bay, we do not pay much attention to tides because they offer very little hindrance to our plans on short weekend trips. This is not the case in every situation especially when you venture afar. Since tides and geography create currents in some cases it is essential that you know the state of the tide simply to plan your days travel and, when at all possible, make it work for you rather than against you.



As you can see from the photo it was good to have the current behind us on this day in Georgia. Had we not consulted the tide charts it could have worked against us.

Working with the tides is just one factor to consider. In areas of great tidal range, bridge clearance can also enter into the equation especially if your mast height is close to the limit for ICW bridges. You might want to consider this when you travel under the Kent Narrows fixed highway bridge and certainly as you travel further afield. When planning a day's trip, consideration must be given for all the bridges to be encountered both fixed and swing/bascule. Begin with bridge distance and then the state of the tide at that location at the time of arrival. This data can be accessed in a variety of ways. Two phone apps that we used were "[Tides Near Me](#)" and "[Tide Prediction](#)". These apps both allow you to find local tides based on your GPS data or at specific locations which are input into the phone.



The specific locations are based on known tide stations. There may not be a local tide station nearby for your specific location. At one point I remember being 34 miles from the closest tide station.

You may also use data from tablets and chart plotters as well as computer programs. Some of the most popular software for iPads and android shows tidal information. I also had success by placing a waypoint next to each bridge on our upcoming trip and then accessing tidal information for that location.

Using these apps and some good sense will help you to keep the lofty end off of the bridge and the bottom end away from shallow water.

