



The Portlight

[The Northern Star Hunter Sailing Association](#)



Commodore's Corner – November 2015

Another season has come to an end and we are all starting to get our boats ready for the long winter. I hope that everyone had a good year and that winter will be mild and short! This season we had several activities where we were able to get together on the Bay. While Linda and I had some challenges getting to the boat this year, we had a great time at the rafts and the cruises that we were able to attend. I feel that, overall, the season was a great success. I hope that everyone else enjoyed it as well. Please start thinking about raft opportunities for next season!

During the fall business meeting, the annual officer election was held. The slate of officers was elected as nominated.

- Commodore – Bill Ubelacker
- Vice Commodore – Elsie Grady-McDonough
- Secretary – Steve Copping
- Purser – Marie Frankel
- Sail Fleet Captain – Vacant

Congratulations to the elected officers. Paul Borchardt also returns as the Past Commodore (for the 5th year...) to complete the Executive Committee. Thank you to all that sent in their votes, either at the meeting or by email. Next year, we will need some new nominees. Please consider stepping up into one of the leadership positions next year.

Finally, I would like to thank all of the officers and members that have worked to make this season successful. Without their efforts, our club would 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 2016. We will be putting the schedule for the new season together over the next few months.

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

Oysters in the Patapsco?

There have been oyster festivals galore this fall. St. Michaels had Oysterfest October 25, Shady Side had one Oct. 19. Even Baltimore had its first annual Great Baltimore Oyster Festival on October 24 at the Inner Harbor's West Shore Park. The restaurants here in Rock Hall were all promoting oysters. I thought oysters were pretty much gone from the bay except for some reclamation projects. After some research, I have learned that oysters are pretty much gone from the bay in relative terms. The commercial harvest was 393,588 bushels in the 2014-2015 season while the harvest was 15 million bushels in 1884.

There is a six month season which runs from October 1 through March 31. In October only hand tonging, patent tonging and diving are permitted while power and sail dredging begin November 1. The Maryland DNR reported 1134 licensed oyster harvesters last season and a similar number are expected. In 2014-2015 a total of 393,588 bushels were harvested. An Oyster biomass index has been calculated since 1993 and this measure is near its highest point since 1993 and nearly doubles the index for 2010. The harvest is expected to show a slight decline this year due to reduced oyster reproduction.

Maryland residents may harvest up to one bushel of clams per day during the season, no license required. Most of the area frequented by the North Star HSA sailors is off limits for any type of oyster harvesting. The restricted areas include most of the bay north of Poole's Island, the bay and Middle River northwest of Harte Miller Island and, of course, the Patapsco. Oysters filter and clean the water, so I presume the restriction is to promote oyster repopulation.

The Great Baltimore Oyster Festival was actually an event to celebrate a project to plant 5 million hatchery-spawned baby oysters near Fort Carroll in the Patapsco just beyond the Key Bridge. The project is promoted by the Waterfront Partnership and the Chesapeake Bay Foundation. These two groups and the Living Classroom Foundation have done smaller-scale plantings near Fort Carroll for years, the Baltimore Sun reported. The Sun also noted that oysters served at the Great Baltimore Oyster Festival were from "elsewhere around the bay."

Elsie

Fleet Captain

Finally we had a race this year! Labor day weekend had two races programmed, one on Saturday and one on Sunday. I had the pleasure to see three boats participate on Saturday morning, just enough to have a race. Silent Running, Windrose and Champagne were very happy at the starting line since the wind was blowing nicely, unfortunately that was short lived. Silent Running and Windrose had a nice battle going on while Champagne, with a bad start, took a different course with little luck. Windrose received first followed by Silent Running ten minutes later and Champagne thirty minutes behind.

As I am writing this article, we just finished winterizing and I realize another sailing season is over so I am a little bit sad. Sad also to leave the Fleet Captain duty knowing nobody has yet taken up the position but hopefully somebody with new ideas will step forward before spring.

Frederique

Secretary

Minutes of NSHSA Fall Meeting

The fall meeting of the NSHSA was held October 17th at the Baltimore Yacht Club. Eleven boats attended the meeting, including Annalee, Aquila, Champagne, Contigo, Elsie's Phantasie, Painkiller, Silent Running, Tenacity, Windsprint and Windrose. Stargazer from HSA1 was a welcomed guest attendee.



The Commodore/Cook/Taster

The pre-meeting festivities included an Oktoberfest theme complete with Bratwurst German potato salad (prepared by Chefs Bill and Linda), Sauerkraut and Pork, two hearty soups (needed to temper the cool afternoon air), potato and macaroni salads and desserts of homemade organic apple pie and a German chocolate cake. Apart from the Bratwurst the favorite of the evening was the warmed wine and wassail which further tempered the evening cool air.



The Purser was freezing

The Commodore called the meeting to order and quickly covered old and new business before moving to the main agenda item which was the proposed slate of Officers for 2016. Below are NSHSA Officers as proposed and approved by the members:

Commodore..... Bill Ubelacker
Vice Commodore..... Elsie Grady-McDonough
Secretary..... Steve Coppage
Purser..... Marie Frankel
Fleet Captain..... Vacant - Volunteers Welcome

Lastly, Carl Reitz provided an update on 2016 Marlow-Hunter Rendezvous which will be held June 23-26 at the Spring Cove Marina in Solomon's, MD. The marina is now taking slip reservations and has reserved 30 slips on a first come basis. Additional slips will be available at adjacent marinas. This year we are planning to use the Harms Gallery at the [Calvert Marine Museum](http://calvertmarinemuseum.org/) as our meeting place. We will host the seminars and evening meals in this facility. As with past rendezvous' the catering for our meals will be done by Bayside Bull. A web site <http://back2bay.org/> is up and will be updated as more details become known.

Purser

The End of the Year Report:

I am happy to report that we did end the year within our budget! Our replacement burgee was a large item this year but all other expenses were lower than budgeted. A big thanks for members sending in their dues in the early spring. Several members have already paid for 2016 dues which makes this purser happy.

Thanks goes to:

- Bill and Paul for taking on the position as Commodore and Past Commodore for what will be five years. Please let them know you appreciate their efforts.
- Linda Ubelacker for providing us with photos for many years. The web page and Portlight would be dull without her talented photos.

Be well, be safe and in four short months..... wax on wax off!

Marie

Boating Apps for Cell Phone and Tablet

Anchor Drag Apps

Anchoring! There I said it. We all admit that anchoring is an important part of our cruising lifestyle. Once the anchor is down, how do you make sure that you stay where you anchored? Well, of course there is an app for that. Anchor drag apps rely on the phone or tablet's GPS monitoring system to fix a

point where the anchor goes down. Based on that point, you can determine a circle around which the boat may travel based on the prevalent wind and current. Should the boat move out of that “swing circle” the app will sound an alarm. That is the theory of the app but you must consider other factors. The most prevalent one is the distance that the phone is from the actual anchor when it goes down. If you set the app from the cockpit you may be 40 feet from the actual anchor. If the boat then swings 180 degrees during the night it could then be 80 feet different so this must be considered when considering the size of the “swing circle”.

Consider this example. You anchor in 10 ft. of water and put out 50 ft. of chain. Based on this your swing circle is 100 ft. However if your cell phone is in the cockpit, you must add 80 more ft. for a total diameter of your swing circle of 180 ft.

Another factor to consider is the “signal error” which reflects on the accuracy of the GPS signal. We all know that they are not perfect. People smarter than me have figured this to be - on average about 16 ft. Therefore, this must be added to come up with your “swing circle”.

There are several available on the App Market and five that I have used include:



[Drag Queen](#)



[Anchor Alert](#)



[Anchor Drag Alarm](#)



[Anchor Watch](#)

All of the apps mentioned here are
FREE for Android.



[Sailsafe Anchor Alarm](#)

Drag Queen was the oldest that I have used but at present, have been eclipsed by several others. It emits a screeching alarm which you can't miss. Others of these will do much more than just the basics. They will show you a graphic of your swing circle and your position within it. They will record the meanderings of your boat within the swing circle. Some will correct the distance and direction of the cell/tablet to the anchor very easily (for setting) while others will even send you an SMS message should you be ashore and find your anchor dragging. The choice is really up to you which ever you use, but you should consider the following. All of them can lose a GPS signal depending on where the cell phone or tablet is placed although some will monitor the signal strength. All of them tend to run down the battery of the device so they are best left charged or charging. Having set these up, you can then settle down to a good night's sleep.

Rendezvous '16

***June 23-26, 2016
Solomons, MD***

We are nailing down the particulars of the next Chesapeake Bay Hunter Rendezvous and looking to make it the best one yet!

Expect well over 100 Hunter sailors to gather and share experiences. The four day event will include active participation by the registrants as well as seminars and demonstrations tailored to the way we use our boats in the Bay and beyond.



A new feature for the 2016 Rendezvous is the venue; the plush Harvest Gallery of [The Calvert Marine Museum](#) in Solomons, Maryland. During the day on Friday and Saturday, June 24 & 25, 2016 the Gallery will serve as our modern meeting place. After five, the Museum will literally roll away the wall and open

the adjoining Museum Lobby to give us even more air conditioned space for dinner and the evening's entertainment. Wow! It's lovely.

Once again Bayside Bull will cater the Rendezvous. They have provided delish meals for all of our western shore Hunter rendezvous.

Dockage for our boats will be at the beautiful [Spring Cove Marina](#), right next to the Museum grounds. You can, and should, already make your slip reservations with Spring Cove. Just call them at 410.326.2161. Tell them you are with the Hunter Rendezvous because they have reserved each and every transient slip they have just for us.

The festivities begin on Thursday, June 23, 2016 with an informal arrival party. The principal seminars and activities will be Friday and Saturday, with departures Sunday morning, June 26. On Saturday we will hold the first Chesapeake Hunter Cup race since 2007. Race your boat, crew for another, be part of the race committee or just hang out at the lovely pool. The idea is learn a lot and have a lot of fun.

We already know the when and the where and have slip reservations set up. Follow the Rendezvous Website, [Back2Bay.org](#), to learn more particulars as we nail them down. Make your slip reservation now and arrange your schedule to attend this spectacular event.

Carl Reitz

Busy October for Winkist4 & Johnsons

After enjoying several months down in Virginia exploring, we returned to our home waters of Maryland in early October for a couple of NSHSA raft ups and the SSCA (Seven Seas Cruising Assn.) Annapolis Gam at Camp Letts on the Rhode River.

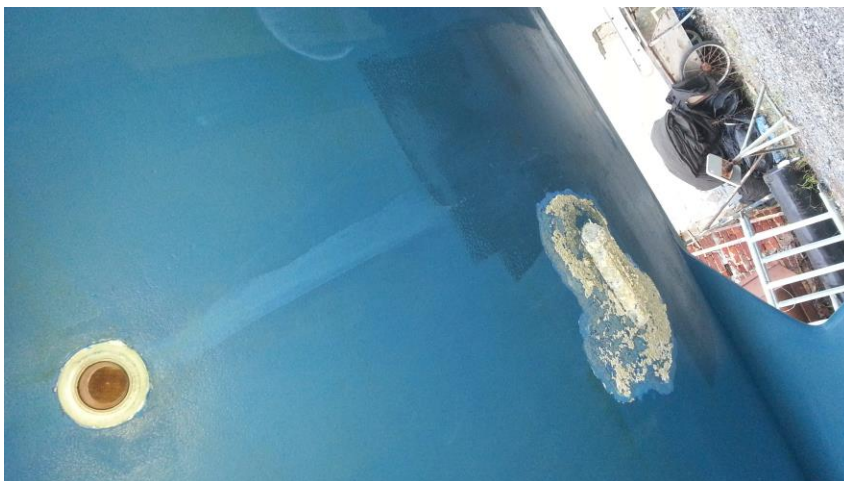
Saturday we were attending our 4th or 5th seminar on land when a call went out "there's a boat sinking out there"! Another couple first thought it was their boat so we did not respond right away. Soon we found out it was our Windkist4. About 10 to 12 SSCA members ran out and jumped in their dinks or manned the phones to call TowBoat US in Annapolis, the Coast Guard and the MD. Natural Resource Police.

When we got to our boat, she was riding quite low in the water and much closer than we have left her with only one of her anchors remaining. Some SSCA'ers had cut the 2nd anchor line free when they couldn't raise it and then guided her to ground on a sandbar. They had to break in; put a volunteer pump on board, find the source (a galley thru hull fitting) and rip the pipe free to insert a wooden plug in the hole to stop the rapid inflow. When we climbed aboard, there were about 4 or 5 pumps working, most of them ours, including the manual Whale pump in the cockpit. Gary told me to "aim for the white" stringers when I climbed down into the cold water and floating floorboards and debris. At this time the water was 1 to 2 feet above the floorboards. We helped hand up one more hand pump to use in the companionway.



After a lot of work frantically pumping we were making progress when the tow boat arrived. The water was then down below the floorboards. We turned down his offer of putting his pump on board per discussions about “salvage”, requesting a short period of time while discussing where to go and who should take her. (There was a nor’easter going on,) We decided on Hartges Yacht Yard in Galesville.

When she was hauled at Hartges yard there was a noticeable “halo” of white around the keel cooler plate and white residue down the shaft and all over the prop. The workers hauled the boat, pressure washed it and left her sitting in the sling until Monday morning.



Darkness was falling so we decided to go to nearby Pirates Cove Restaurant for hot food and lodging. Unfortunately, the local lodging was full. We grabbed Gary’s we clothes out of his locker for prompt laundering – packed a minimum of dry clothes and shoes and made up our kit bags to take with us. Our good friends, Mary and Walter Keith help us to get and overnight bed at the nearby Best Western in Annapolis. We needed some hot showers and soft beds! Sunday afternoon the Keith’s took us back to Deltaville, Va. to get our car where they fed and bedded us at their home in Reedville. During this time I tried several times to report the sinking incident to our insurance company.

Gary returned to the boat early Monday to be there while workers did inspections so he could talk to them. The expert electrician there was excited – calling it a “classic case of galvanic corrosion”. He

asked if any changes or work had been done in the last month. No, there was not. He claimed it took only 24 to 48 hours for positive electrons to release into the salt water looking for a grounded negative charge to go to. The keel cooler plate and the prop shaft were the only underwater places for the positive charge to go taking the bronze molecules of the thru hull with them and eating away the thru hull!

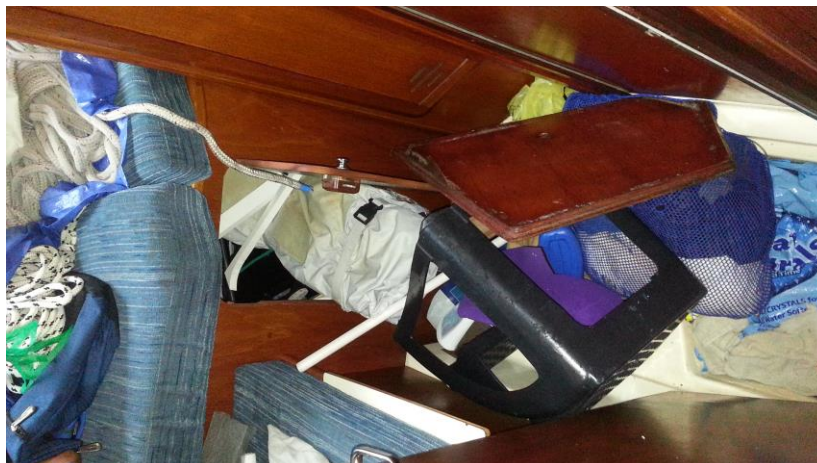
We both returned Tuesday thru Sunday to get everything off the boat and inventory our damaged boat gear, our parts and equipment, and our personal property.

The yard allowed us to use an old walk-in freezer as a “POD”. We put salvageable items into storage there. In all we must have made several hundred trips up and down the ladder.



We then spent another busy 2 weeks contacting 2 cleaning services for quotes and picked the more experienced one after the insurance company authorized the go-ahead on cleaning. They came promptly and installed a dehumidifier and fan and then closed up the boat to dry her out. This lasted for over a week. They also sanitized by hand all bilges and compartments. They may still do some with an ozone generator after the engine is pulled for cleaning.

When physical and emotional exhaustion set in we finally returned home in Vero Beach to recuperate. It was interesting, packing things for the extended stay place, the “POD” and our car to return home.



It was even more fun unpacking after a 1 and ½ day drive home

We are still waiting to get several quotes from Hartges so we may set priorities and effect payments after receiving an advance check from the insurance. To be continued.....

PC Catherine Johnson

Out of Area Reports:

Xtasea is now in St. Augustine Florida and enjoying the ambiance of this picturesque town, traveling down from Fernandina Beach. The Noel's passed ICW mile marker 0 on October 21st and were soon entertained by Robert the Lock tender in Virginia's Dismal Swamp.



After a short offshore hop out of Moorhead City they found themselves in Harbour Town in Hilton Head South Carolina. Xtasea is taking it's time and enjoying the spots along the way as it travels south.

