

NORTH POINT SAILING ASSOCIATION

Don't spit on my britework!



March/April 2007

Time to Burn the Socks...



First Annual Craighill Cup

Background:

NPSA has an old neighbor with new life. Craighill Channel Lower Range Front Lighthouse, located in mid-Bay adjacent to North Point was recently acquired by the non-profit organization, Historical Place Preservation Inc. <http://www.craighillrange.org/>. Their goal is to restore the lighthouse and to provide public access through tours of this historic structure.

Restoration work is to include a wooden plank on piling dock to allow visitor entrance. The dock is planned to be similar to the dock constructed at Thomas Point Lighthouse in 2006. Dock is to be designed by KCI Technologies, Inc. and constructed

by Arundel Marine Construction.

Goal:

- 1) To generate general interest in the Craighill Channel Lower Range Front Lighthouse restoration work.
- 2) Perhaps generate some money for the restoration work being undertaken by Historical Place Preservation Inc.(HPP). All proceeds from the race will be donated to HPP.

Contact:

Chris Overcash, (443-386-0413), overcash@kci.com or, Charlie Rouse (410-388-2535) corski@aol.com to register

Classes:

There will be one non-spin/double headsail class. Scoring will be done using the Performance Handicap Racing Fleet (PHRF) system.

Awards:

1st thru 3rd including the first annual "Craighill Cup"

Social:

Awards party following the race. Location to be announced.

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Fleet Officers for 2007

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Commodore's Corner

Charlie Rouse

The little sprint of warm weather we had over this past week was nature's call that Spring is not too far away and it's time to make you lists to get the boat ready for the 2007 racing season. Phil turned on the water at the yard, and I saw a few people shaking leaves and branches off their boat covers - all indications that the boatyard will soon be buzzing with skippers and crew getting ready to sail.

A few things have happened over the past month that foretell of a good season to come. I had an interesting email from "Hank" who wants to join the club and learn to sail in cruising class. I received a phone call from a "Bill" who also asks for information about the club. It's good to see the club continuing to grow.

There seems to be growing interest in the Craighill Light Classic Regatta. Rock Creek already has a race posted in early July (July 8th). NPSA certainly cannot be outdone by RCRA. So we will have to get our on the schedule and continue to build enthusiasm. NPSA will match RCRA and donate \$5.00 per boat for NPSA boats that enter the race.

I received a request from Al Gunzelman to have NPSA be one of the hosts for the Great Chesapeake Bay Schooner Race in October. This one fantastic race if you have never seen it. About 40 Schooners, ranging from 40'-120+' gather in the Inner Harbor for a few days of 'pre-race' celebration, and then race from Baltimore to Virginia. Volunteers are needed to give tours of the schooners, greet visitors, and distribute information on the race. The Race is October 18th. So, as we get into the Fall, we will be recruiting volunteers to help. Let's keep NPSA on the map as a club with Spirit for the Chesapeake Bay.

See you soon at the yard.

Charlie

Editors note: written PRIOR to the ice storm!!!

M.O.B.

Karl Niedermyer

Dolce crew, Great Expectations skipper

August is not typically considered as a prime sailing month on the Chesapeake Bay. The winds can be fluky and at times nonexistent leaving one bobbing in the heat as the sails flop. On one particular Wednesday evening in August of 2005, this was not the case.

Plenty of NPSA racers showed up for what looked to be an exciting race in challenging conditions for those of us constrained to bay racing. Winds were a sustained 18-20 Knots and gusting to 28. As boats began to mingle closer to Myth, you could see crews busily working on their trim in an effort to keep their boats in proper control. Aboard Dolce, things were busy as well.

Without our trusty crew-boss that evening the job of mainsail trimming fell to me. We were checking our close haul settings when it became obvious that the leech line on the main needed a tug to prevent the staccato fluttering to continue. "I'll get that, Bob" I said as I stepped down to the low side, leaned one hand against the boom and reached up with the other to give the leech line a tug. At that moment the mainsheet traveler suddenly "dumped" itself allowing the boom I was leaning against to swing outboard and leaving my center of gravity somewhere beyond the lifelines. Yep, no doubt about it, I'm going overboard.

The head first entry into the water first seemed like any dive off an anchored boat on a summer day. But the auto-inflating vest had me quickly back at the surface in time to see the incredulous faces of my crew as the boat slipped by.

Other nearby boats dumped air and tried to linger long enough to see if I could swim to them. The balloon-like vest hampered my swimming and the wind kept driving my would-be rescuers off. I remained calm as I saw my team loop around and prepare a line which was tossed to me on their first pass. Now I was being dragged through the water at several knots and I gripped tightly

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Membership Dues are Coming up

Membership Dues for 2007 are coming up. Please make checks payable to NPSA. Dues can be paid at the club meetings on the first Wednesday of each month or mailed directly to Glen Smith c/o 2405 Lodge Farm Road, Edgemere, MD 21219.

The Safety Line

Roy Wainwright, *Beck and Call*

I looked forward to my first "Single-Handed Race" on my 28-foot sailboat, as I had often handled the boat by myself when cruising with Ann. The autopilot handles the rudder and tacking, and I do the sails.

I went down to the boat early and was very deliberate in getting ready. One of the rules in ocean sailing single-handed is to trail a safety line behind the boat. This gives you something to go to if you get knocked overboard, and the boat continues sailing on. Our part of the bay is not quite deserted, but I would be out alone before and after the race. Besides personal safety, getting back to the boat is important to keep it from sailing on and on until it crashes into something. So I took one of the fenders and attached it to a floating pink water-ski towing line we had and made it ready.

Got the boat out of the slip fine, out through the channels and then got the sails up and shut the engine down. I decided to put the safety line out even though conditions were light winds. It went out ok although I was surprised at the amount of drag on the line. During the pre-start one skipper asked if I had intended to have that out and I said yes.

I actually got across the start only 1 minute late!

During the downwind leg, the wind started to build, and the boats coming back up were heeling quite a bit as the wind grew in strength. When I turned near the Key Bridge (and had to dodge a big fast un-yielding powerboat), I had the sails set for a good close reach up upwind. It was a terrific feeling to have the boat heeling and running, it was what you dream about in sailing! As I tacked toward the last mark in the Penwood Channel, I noticed that the safety line float was quite close to the boat and the line was apparently caught on something under the boat!

Perhaps because of the distraction, I got caught in irons on the tack around the mark, but recovered and headed to the finish line. I realized that I wouldn't be able to use the engine if the line was caught around the prop. No problem, I pressed on and crossed the finish. The really neat thing was that we were sailing so well, neither the boat nor I wanted to stop!

My plan was to sail back into Old Road Bay then anchor to check out and fix the line problem. I got back nearer the shallows on the East side, furling the jib nicely, headed into the wind, dropped the mainsail, and then the anchor.

I first noticed that the line was very twisted and incredibly tight. So I got my knife and cut where it was attached to the cleat. I started untwisting the lines and they were both headed down to where the propeller was. I kept untwisting, but still couldn't budge it through. Finally it became clear that I would have to get down under the boat. So I took off my automatic inflatable vest, changed into a

M.O.B., Cont. from page 1

as the crew hauled me in. It took further gymnastics to climb the transom that was graced with one grab rail.

I was wet but ready to resume my task at the mainsheet when the call came announcing the cancellation of the race. It was probably wise to prevent any further chance of damage to crew or equipment that blustery evening. There were lessons learned.

The Dolce crew has been fortunate enough over the years to have rescued several errant hats from the water. Not bad. However, I began insisting that we needed a proper Man Over Board (MOB) drill and had personally taken the plunge only weeks before this incident. Several techniques were employed during the drill and it was found that an MOB rescue is not so easy. Also, the technique of pulling someone through the water at the end of a line requires significant strength by the MOB. Had it not been for the handrail on the transom and a bit of monkey antics on my part, getting onboard would have been a further challenge. I also noted, after the fact, that had I deflated my vest only slightly I would have had considerably more mobility in the water.

Bottom line, learn and practice MOB techniques and understand how to use a deployed inflatable PFD when using one. It is worth the bit of time and effort.

The Safety Line

swimsuit, and put on a regular vest. Since I was alone, I used a line to tether me to the boat in case there might be currents flowing. I put the swim ladder down and then had my knife ready to take in. Whoops! I also tethered the knife to the boat in case I dropped it, since there was at least 8-10 feet of water under the boat.

I went around the side and was reaching under the boat, and could follow the lines and was able to take out a bunch of twists in several passes. Finally I got it to the point where I could pull on one side and the line would move. Aha! Nearly done. Another time or two finally got it free! I guess I was really lucky I didn't have to get under the boat; it would have required me to take the life vest off.

I can only surmise that during some slow maneuver early on in the race, the combination of boat movement and the current (which can sometimes result in the boat actually going backward against a current) got the whole line bunched and there wasn't enough flotation to keep it from going down to the prop. Then the fast reaches up the course made the prop spin (since it is out of gear when you sail) and spin and spin till it twisted it very tight.

The great news is that I spotted the problem before trying to use the prop. Doing so could have resulted in engine or transmission damage, bent prop or worse. I had thought about using the engine to reverse the prop to un-twist it, but seemed too risky by myself.

When I single-hand again, I will get a lighter floating line and smaller float. All's well that ends well!What a blast!

Calendar of NPSA Events Spring 2007



11th – Club meeting at St. Luke's, Edgemere 7:00pm—Rules and Class Divisions

21st – Kick-off BBQ with nautical flea market

25th – First race of the season!!

2007 Race Schedule

Spring Series

April 25th – 1st race

May 2nd – 2nd

May 9th – 3rd

May 16th – 4th

May 23rd – 5th

May 30th – 6th

Early Summer Series

June 6th – 1st, 1st Wednesday BBQ

June 13th – 2nd

June 20th – 3rd

June 27th – 4th

July 4th – **NO RACE**

July 11th – 5th

July 18th – 6th

Late Summer Series

July 25th – 1st race

August 1st – 2nd, 1st Wednesday BBQ

August 8th – 3rd

August 15th – 4th

August 22nd – 5th

August 29th – 6th

Fall Series

September 5th – 1st, 1st Wednesday BBQ

September 12th – 2nd

September 19th – 3rd

September 26th – 4th

October 3rd – 5th

October 10th – Last Race

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