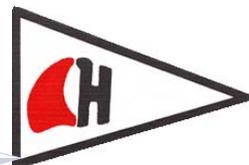




The Log



August 2008
Volume 36, Issue 3

Inside this issue:

From the Editor	1
HSA Mission	2
2008 Afterguard	2
The View from Above.....	3
Waypoints	4
Upcoming Events.....	5
Fleet Captain's Cruise, August 16-24	5
Bahama Mama Raft, Labor Day Weekend	5
Equinox Raft-Ups, September 20-21	5
Itinerary for Fleet Captain's Cruise.....	6
Rigging Raft-Up Wrap-Up	7
Night Sail Wrap-Up	8
July Fourth Raft-Up Wrap-Up	9
Summer Solstice Raft-Up Wrap-Up	10
Mainsail Trim Tips.....	10
Reminders from Boat/US	12
From the Past	13
<i>Chicken and sausage casserole</i>	13

From the Editor

The Fleet Captain's Cruise starts on Saturday August 16th. By the time we return, the cooler and less humid fall weather should be rolling in. Dennis has scheduled two raft-ups in September to take advantage of the great sailing weather we expect. The Bahama Mama raft-up is Labor Day Weekend. Then we have a double raft-up on the equinox weekend. Read more about these events on page 5 of the newsletter and plan your schedule so you can come out to one or both of these events.

Looking ahead, you will also want to schedule in the Great Chili Raft on October 18th. Watch the website for details. This year is probably the last time we will use the DNR Wye River facility because it is very much in demand and they are changing their rental policy. So, go there while you can.

Next month we will email the flier and details about the Great Chili Raft to everyone who has paid this year's membership dues. Don't miss out. If your dues aren't paid up, do it now.

See you on the water.

Sue

Check out our website:
www.hsa1.org
for the latest Club news

HSA Mission

- To encourage friendship, fellowship and seamanship
- To sponsor sailing activities throughout the year
- To create social and sailing opportunities to share experiences and knowledge with fellow club members

2008 Afterguard

NOTE: To contact a member of the Afterguard by email, go to our website, HSA1.org and click on AFTERGUARD. Then click on the OFFICE NAME to send an email to that officer.

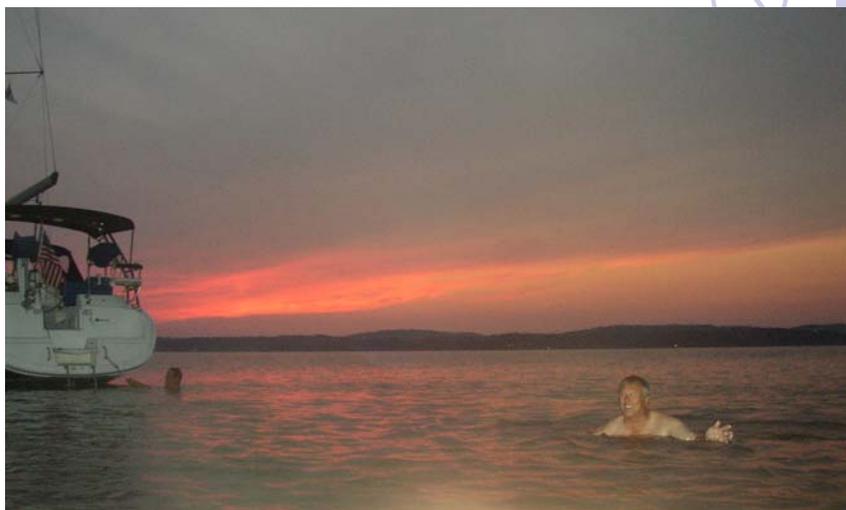


Commodore	Will	Membership Chair	Greg
Vice Commodore	Perrian	Activities Chair	<i>temporarily open</i>
Fleet Captain	Dennis	Racing Chair	<i>temporarily open</i>
Secretary	Lois	Webmaster	Greg
Treasurer	Kim	Newsletter Editor	Sue
Immediate Past Commodore	Greg		

The View from Above

What an extraordinary weekend. On Friday, the wind was a steady 15 knots out of the west, the temperature never rose above the low 80's and the humidity took the day off. Saturday was almost as perfect with the wind being a little more fickle. August isn't supposed to be like this. Sometimes I forget how truly fortunate we are to sail on the Chesapeake. Days like this remind me.

Two years ago, I had a similar experience. Carl, Sue and Dennis aboard *Dejah Thoris* joined my friend Henderson and me aboard *Natural Magic* as we slogged up the Delaware Bay. We had left Cape May at 0800 and by the time we had transited the Chesapeake and Delaware Canal the sun was low in the sky. Even so, the beautiful high bluffs of the Elk River at the end of the Canal were open arms welcoming us home. A few minutes latter, we had our hook down and *Dejah Thoris* slid in next to us. In what seemed like seconds, everyone was in the cool fresh water of the Bohemia River watching the sun set over Turkey Point. Ten minutes earlier, a dark hull sloop passed us going east. *Ruby Slippers* was written across the stern. It was a perfect ending to a tiring day. Everyone felt it. There really is no place like home.



Sharing adventures and stories and experience is at the heart of the Hunter Sailing Association. We have three more rafts scheduled for the fall. Over Labor Day weekend, we will hold our annual Bahama Mama raft with the added excitement of Fireworks on the Rhode River. Check out our web page for the last minutes detail on the raft and fireworks schedule.

On September 20, we are hosting split rafts that should make it easier for members to get to one or the other. For those near Annapolis we will raft next to Dobbins Island in the Magothy River. For the Southern contingent, we will raft near Taylor Island on Slaughter Creek off the Little Choptank.

Finally, The Great Chili Raft will be on Granary Creek and the DNR facility. Come by land or sea.

Hope to see you on the water.

*Will Dennehy, Commodore
s/v Natural Magic*

Waypoints

Date	Event	Watch Captain
January 20	Annual Meeting & Awards Ceremony Federal House, Annapolis	Greg, <i>Stargazer</i>
February 24	Winter Brunch Federal House Grille, Annapolis	Dennis, <i>Dejah Thoris</i>
April 5	Shipwreck Party & Sock Burning Annapolis Waterfront Marriott	Perrian & Ed <i>Up to No Good</i>
April 26-27	Shake Down Raft Up & New Member Raft Harness Creek	John, <i>Odyssey</i>
May 17-18	Baseball Raft , Baltimore	Linda, <i>Canvas Caper</i>
May 24-26	Memorial Day Weekend , Dun Cove	Dick, <i>RoMPer</i>
June 14	Leukemia Cup , Severn River	Eastport Yacht Club
June 21-22	Summer Solstice Raft , Saint Michaels	Doug, <i>Romper</i>
July 4-6	Fireworks Raft and Race Solomons to Dun Cove	Dennis, <i>Dejah Thoris</i>
July 12-13	NSHSA Flare Demo Raft , Worton Creek	Northern Star HSA
July 18-20	Annual Night Sail , Cambridge	Carl, <i>Windrose</i>
August 1-2	Governor's Cup Race , Annapolis-St Marys City	
August 2-3	B&R Rigging Demo Raft , Galesville	Steve, <i>Fandasma</i>
August 16-24	Fleet Captain's Cruise Between Patuxent and Piankatank Rivers	Dennis, <i>Dejah Thoris</i>
Aug 30-Sep 1	Bahama Mama Raft , Rhode River	Will, <i>Natural Magic</i>
Sep 6	Crab Boatyard Regatta , Severn River	Eastport Yacht Club
Sep 20-21	Equinox Raft North raft - Magothy River South raft - Slaughter Creek , Little Choptank	Volunteer Needed Volunteer Needed
Sept 27	Hospice Cup , Severn River	Hospice Regattas
Oct 9-13	US Sailboat Show , Annapolis	USBoat.com
Oct 18-19	Great Chili Raft , DNR Wye River Facility	Volunteer Needed
Nov 8-10	Frost Bite Raft , site still open	Volunteer Needed

Upcoming Events

Fleet Captain's Cruise, August 16-24

Our Fleet Captain's Cruise will be getting underway as we go to press. Contact [Fleet Captain Dennis](#) if you can join us along the way. The next page shows the itinerary for the trip.

Bahama Mama Raft, Labor Day Weekend

The tradition we started in 2003 continues! If you have never heard the Barefoot Man (a Cayman Island Jimmy Buffet wanna be) sing *Bahama Mama*, come out on Labor Day weekend and enjoy his unique lyrics. Rumor has it that there will be Bahamian cuisine at happy hour. Certainly there will be Bahama Mama Cocktails at happy hour. That's a specialty of the Jib Room in the Marsh Harbour Marina on Great Abaco Island. Wear your Bahamian style clothing to the raft-up.

Speaking of rumors, Commodore and Raft Captain Will just confirmed the rumor that there will be fireworks on the Rhode River by the same company that puts on the Independence Day display at Annapolis. They are fabulous.

The Bahama Mama raft is always a highlight of the season. It combines Bahamian music, food, and dress to give those who only vicariously cruise to the Bahamas a feeling of the true spirit of the Islands. This year with fireworks it will be a true celebration! Mark your calendar and join us for the three-day Labor Day weekend, August 30 through September 1.

Equinox Raft-Ups, September 20-21

Yes, you read it right: raft ups plural. We will have two raft-ups on Saturday September 20.

The summer solstice raft at Saint Michaels (see page 10) proved the concept of two anchorages on a single weekend. The club will mark the end of summer with Equinox Rafts in two locations on Saturday, September 20. The north site will be the Magothy with the south site being in a tributary of the Little Choptank. Club members can join the raft by hailing "HSA One" on VHF channel 78.

September is among the very best times to sail on the Bay. Winds are generally consistent, daytime temperatures warm and nights cool. Joining us on this trip will be very cool!

You might wonder why we are not including a flyer for this event. Simply put, it is because we need volunteers to be raft captains for both the north and south rafts. Unless your daughter is getting married or you just won a free trip to the BVI, pick your location and join HSA for this one. While you are at it, decide to be the raft captain and drop [Fleet Captain Dennis](#) an email letting him know you want to help us out. As raft captain, you get a voice in the theme of the raft and may pick the specific location of the anchorage.

Itinerary for Fleet Captain's Cruise

Central Chesapeake Bay

August 17-24, 2008

The gathering point is Solomon's on **Saturday** August 16th. There are good anchorages on Back and Mill Creeks. Marinas are easily available if that is your preference. Solomon's Island is an opportunity to obtain fuel, ice, and provisions prior to setting out the next day, **Sunday**, to the Potomac. Our first stop will be at Point Lookout Marina. After passing Point Lookout, Maryland's southernmost point on the western shore, we go up the Potomac River and then up Smith and Jutland Creeks to the Marina. Spinnaker's restaurant is on the Marina property, making a convenient night to gather and dine.

Monday's destination is Reedville, Virginia, on Cockrell Creek. Cockrell Creek is the first creek to starboard on the Great Wicomico River. Reedville sits on a peninsula with anchorages on either side. Selection will depend on wind direction and if menhaden processing is going on at the plant. If the smokestacks are working at the plant, the object is to find an anchorage upwind. Reedville supports the fishing fleet, a fleet of large vessels, and is a commercial harbor different from other destinations on the Bay and picturesque in its own way. You'll want to have your cameras at the ready.

Tuesday the cruise goes to Tangier Island at Parks Marina. Tangier Island is in Virginia across the Bay. We can hope for a good wind and a beam reach with a heading to the east from the Wicomico River. Parks Marina has 10 transient slips, electricity, and bathroom facilities. Tangier was first settled in 1686 by a Cornishman, John Crockett, and his sons. It is a fishing community, marketing their catch at Crisfield. We may even pass a naval gunnery target ship *en route*, but we won't want to get too close lest we become part of the target.

Wednesday's destination crosses the Bay again but this time to the southwest. Since the bay winds tend to be from the north or south, the chances of finding favorable air and a beam reach are greater. Fishing Bay will be our anchorage on the Piankatank River below Deltaville.

Thursday the direction goes north for a return track. The destination is Crisfield and a longer day's sail than in the past, forty-one miles. We start by going due east past Tangier Island and up the Tangier Sound. The Little Annemessex River takes us to the entrance of Crisfield and Somers Cove Marina. The marina provides excellent access to the town. Crisfield is expanding from a fishing community to include recreational boating and home sites on the water. During its fishing prime, the railroad ran through town to the docks. Harvest from the Chesapeake was loaded on the train that ran non-stop to New York's finest restaurants.

Friday's sail returns to the Potomac River. Just past Point Lookout is Cornfield harbor, the closest anchorage to the Bay. Friday can also be an option day, an option to take a lay day in Crisfield, explore the community, and relax at the pool with a book.

Saturday we return to the Patuxent. Skipping Cornfield harbor will make the sail to the Patuxent longer but a good portion of the sail, which is through Kedges Straits, should be on a beam reach given the Chesapeake's prevailing wind pattern. If we go all the way to St. Leonard's Creek, a creek renowned for its charming beauty, we will be rewarded with Vera's White Sands Beach Club Polynesian restaurant. After only a long day's sail, to arrive at a South Seas paradise -- who would have believed it could be possible!?!?

Sunday everyone returns to their homeport to work on their photo collections and scrapbooks documenting this grand adventure.

Rigging Raft-Up Wrap-Up

By Steve Mires

Steve and Vivian Mires of *Fandasma* hosted the raft-up on the West River off Chalk Point in Galesville, MD on 2–3 August 2008. Nine boats sailed in and one couple drove to the event.

The participants were:

Raft Captain Steve and Vivian – ***Fandasma***
John and Kathy – ***Odyssey***
Commodore Will – ***Natural Magic***
Larry and Lynn – ***two morrows***
Phil and Minnie and their nephew – ***Dolly G***
Dan and Kathy – ***Zum Wohl***
Don and Lois – ***Mission Impossible***
Bill and Terri – ***Second Option***
Mike and Tina – ***Enavigare***
Larry and Chris – ***K2*** drove down and we picked them up at the dock.



I elected to have the rafts join up with three boats to an anchor. We ended up with three rafts of three, all safely separated but within hailing distance.



Paul Langelier, the owner of [West River Rigging](#), was the guest speaker and by 1700 all boats had arrived and the crews repaired onboard *Fandasma* for the presentation. Paul provided us with his background, spoke about the types of work he does and fielded many questions. Paul mentioned several maintenance items of interest about the B&R rig. Paul has done many things on our boat from installing halyards to an inner forestay so we are big fans of his.

Following Paul's presentation and departure, all crews enjoyed *hors d'oeuvres* and cocktails aboard *Fandasma*. The real excitement of the evening was that one of our rafts of three started to drag its anchor. A quick response by several of the captains onboard *Fandasma*, who raced to these boats in their dinghies, averted any problems. We had some gusting winds in the evening but the night was uneventful and calm.

Lessons learned: The forecast two days out was for clear weather but by Saturday morning there were thunderstorms forecast for the area. *Fandasma* anchored around noon and most of the boats were anchored by mid-afternoon with only light winds and no threatening weather. The thunderstorms actually passed by us on both sides in the evening, which resulted in high winds, and the wind direction changed 180 degrees several times. Rafting in small groups was prudent but unless the winds are relatively calm, perhaps in the future at least one captain should remain aboard each raft at all times. So always anchor with plenty of scope, be mindful of the room between you and your neighbors (especially important if you don't have all chain and he does), keep a sharp weather eye and most importantly have a plan if things deteriorate.



For several of us, which includes Vivian and me, this was our very first raft up with HSA-1 and it was so much fun that we'll participate in more of them.

Night Sail Wrap-Up

By Carl Reitz

Many years ago, the club instituted a night sail. It has become an annual tradition for the Friday nearest the full moon in July or August. Last year Will added a Saturday night dinner ashore as part of the tradition. This year seven crews continued the tradition during a delightful weekend from July 18 through 20.

Dejah Thoris and *Windrose* flew up to the mouth of the Choptank River from Solomons with a 15-knot following wind. *Jibberish* and *Stargazer* beat down from Whitehall Bay and the Severn River. The four boats all arrived at the Choptank "7" Buoy rendezvous point between 1900 and 1930. At sunset, they were on their way up the River.

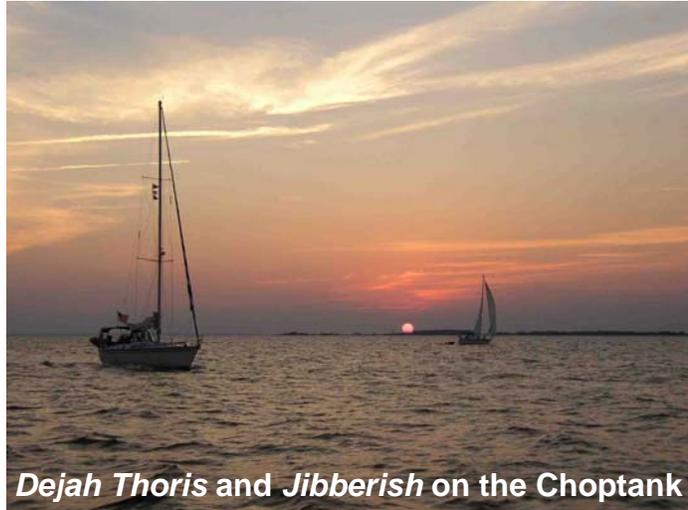
The sunset beautifully silhouetted the fleet and soon gave way to the full moon rising in the east. For most of the eleven-mile sail to La Trappe Creek, the fleet simply steered toward the brilliant moon. As it rose, it illuminated a bright streak across the slight chop on the water from the pleasant breeze that sped the boats to the anchorage.

Natural Magic and *Odyssey* had to delay their departures. (There's always something that keeps a boat from getting underway at the precise time the Captain planned.) Since they would have arrived at the "7" more than an hour after the other four boats, they came through Knapp's Narrows rather than sailing around Black Walnut Point. Their shortcut paid off and they arrived at La Trappe Creek just minutes after the rest of the fleet. The six boats formed two rafts well before midnight, then the crews stayed up much later reminiscing and marveling about what a pleasant night it was.

After a late night on Friday, Saturday was a day to kick back, relax, explore and do a few boat chores. Commodore Will showed off the mahogany rowing dinghy that he built over the winter. He spent over 100 hours building it and an additional 150 hours finishing it with umpteen coats of two-part varnish. It's beautiful!

On Saturday morning, Kathy let slip that John would ferry the whole fleet to dinner in Cambridge aboard *Odyssey*. Never mind that they had planned to grill aboard, when word spread *Odyssey* was on the hook to be our taxi. After happy hour aboard the *Natural Magic-Stargazer-Dejah Thoris* raft, we piled aboard *Odyssey* and motored over to Snapper's Restaurant on the Cambridge waterfront for dinner.

At dinner we learned that Captain Rick and Brenda just married and the Admiral decided the former *Mood Swings* is now *Our Boat*. Best wishes to the newlyweds aboard their renamed Hunter!



Dejah Thoris and *Jibberish* on the Choptank

July Fourth Raft-Up Wrap-Up

By Dennis Frankle

What is the 4th of July without fireworks? This year the fireworks were at Solomon's Island for the Hunter Sailing Association. The celebration had a four-boat raft on Mill Creek to take in the display. There were fireworks over the water with beer, munchies of all kinds and hot dogs. You can't have a more American holiday than that! We also had a fine selection of wines and cheeses as part of the munchies; after all, we are civilized sailors. No Grey Poupon, just spicy brown delicatessen mustard. We do not want to take being civilized to any extremes.



For a while, it looked as if the fireworks were not going to happen, due to a storm cell that blew through our anchorage about an hour before the fireworks were to begin. Nature produced a fine fireworks display. The lightning, thunder and wind had everyone ducking for cover. The passing storm added drama. Having a fireworks show was uncertain due to the storm. After thirty minutes of radio chatter speculating if there would be a show, the weather cleared and we settled down to see those first skyrockets filling the sky with great balls of fire. Finally, this turned out to be a fourth of July celebration done right.



Alan and Mary Ann dinghied out from *Après Ski* to join the festivities. After the fireworks, *Windrose* departed the raft-up with Mari and Will of *Natural Magic* and new members Ted and Heidi of *Bltn Apogee* aboard. *Dejah Thoris*, *Odyssey* and *Up To No Good* stayed the night after the fireworks display. *Bonita* and *Yukiyu* were both in Solomons and planned to join us, although weather coupled with other issues precluded their getting to the raft.

With the likelihood of Friday's stormy weather persisting through the weekend, we opted to cancel

Saturday's race to the Little Choptank and found individual rather than club activities for the remainder of the holiday weekend.

Summer Solstice Raft-Up Wrap-Up

By Doug Thom

They came from the south and they came from the north and they came by land to the St. Michaels raft-up! We had a contingent who anchored in the St Michaels harbor and a contingent who made their way up San Domingo Creek to anchor on the “back side” of St. Michaels.

In St. Michaels harbor were

two morrows – Raft Captain for the north side, Past Commodore Larry & Lynn

Natural Magic – Commodore Will, Mari and Henderson

Second Option – Bill and Terri

Canvas Caper – Linda, Andy, Matt and Mike

In San Domingo Creek were

Après Ski – Alan and Mary Ann

Windrose – Carl and Sue

Romper – Raft Captain for the south side Doug and Vergie

By land was

Victoria – Ivan and Marlene

Mary Ann and Alan hosted a Pre-Happy Hour on *Après Ski* for the sailors on the San Domingo side. We all met at Carpenter Street Saloon for Happy Hour before walking over for dinner at the Town Dock Restaurant. Under cloak of darkness, Doug and Vergie’s dingy could be seen being towed by Alan and Mary Ann’s dingy back up San Domingo Creek.

Mainsail Trim Tips

By Capt Will Dennehy and Carl Reitz

Especially for the newer, fractional-rig Hunters, most of the power comes from the mainsail. For example, the mainsail of a new Hunter 33 with a standard rig is about 80% larger than the jib. In the past two issues, we discussed trimming the boom vang and traveler. Now let’s turn our attention to the mainsail’s **halyard**, **outhaul** and **sheet**.

Before raising the main with the **halyard** or unfurling it, make sure the main sheet is free to run. If the sheet is cleated, there is a good chance the wind will catch the sail before it is fully raised (or fully out in the case of in-mast furling), making it difficult, if not impossible, to complete the task. You may go for a little unexpected sail as well. In addition to deploying the sail, the halyard controls the tension along the luff. Trim the halyard so the horizontal folds along the mast just begin to disappear. If there are any wrinkles in the main, they should slant down from the leech to the luff – parallel to the weave and seams of the sail.

The **outhaul** pulls the mainsail aft along the boom and controls the amount of draft in the bottom third of the sail. In light air, less than 5-6 knots apparent, trim the main flat to keep the air attached to the sail. As the wind picks up, loosen the outhaul to create a better airfoil shape. As the draft increases, the sail becomes more powerful.

In winds between 10 and 15 knots, try for a draft between 12% and 15% of the cord length of the sail. Many sail makers sew in a speed line running from the luff to the leech about $\frac{2}{3}$ of the way up the sail. If the length of the speed line is 7 feet, the draft should be about 10 to 12 inches deep and the deepest part should be about 45% of the length of the cord aft of the mast. You can measure this distance at the dock and mark the boom. It is easy to see where the maximum draft is by looking at the head of the main from below this mark. Too much of a good

thing is just that. If you put too much camber in the sail, the wind cannot follow the curve of the sail and detaches early, which slows you down.

The halyard and outhaul are NOT “set and forget” controls. Adjust their tension as the apparent wind changes. The apparent wind changes whenever the true wind changes and when we change course. To depower the main when the apparent wind picks up, tighten the outhaul to flatten the bottom third of the sail.

As we discussed in the last issue, the traveler and **sheet** are “played” together. We’ll not reiterate the traveler tips here. When the apparent wind is before the beam, both sails act together as an airfoil. The main’s leach telltails stream aft in the laminar airflow when we have the right airfoil shape. Aboard *Windrose*, we use two primary indicators to set the close-hauled main. Besides watching the telltails, we watch the luff. We trim the sail so the luff is on the verge of slightly fluttering, or “luffing.” Ideally, one would tighten the sheet slightly and have absolutely no luffing. The downside of such precise tightening is that is difficult to detect when you over tighten, so we set the sail to have that slight luffing.

The jib and main work together. In the 1970's, when Carl crewed for Doug (recent new owner of the Hunter *Jibberish*), he often told Carl “you’re back winding my main.” When close-hauled if the jib is too tight it will cause luffing – or “back winding” – in a properly set mainsail. The key is both sails must be set together to give tandem airfoils with a smooth airflow in the slot between the two sails.

We transition from close-hauled to reaching as the wind moves aft of the beam. Besides easing the sheet and traveling down, ease the halyard and outhaul to give the sail more draft. Think of it as bagging or as treating the sail a little like a parachute. Certainly, through the point of a beam reach, you want to keep the telltails flowing, but at some point, they stop being useful. Our B&R rigs also limit how far we can let out the sail. As a result, many sailors will sail away from the rhomb line “tacking” down wind when the wind is behind them. In that situation, sailing off the wind increases speed at the expense of adding distance compared to sailing the rhomb line. “Tacking” down wind is often faster than sailing directly down wind. For example, if your friend is making 5 knots sailing directly down wind on the rhomb line you will get home before he does if you can make 5.6 knots sailing 25 degrees off the rhomb line. The chart below shows the increase in speed necessary to cover the same ground when “tacking” down wind.

Down Wind Equivalent Speed Chart

Off Course Θ	Factor $1/\cos(\Theta)$	Speed needed to equal 5 knots directly downwind
10°	1.02	5.08 knots
15°	1.04	5.18 knots
20°	1.06	5.32 knots
25°	1.10	5.52 knots
30°	1.15	5.77 knots
35°	1.22	6.10 knots

Your knotmeter is another aid in sail trim. We want to trim the sails to maximize boat speed, not speed-over-ground, so use your paddlewheel knotmeter rather than reading SOG from your GPS. If you trim and your boat speed increases, it’s a good thing. If you trim and boat speed drops, go back to the previous sail set. Our final reminder is the old sailor’s saw, *when in doubt, ease it out!*

That’s enough tutorial for this session. We know you’d rather be out on the Bay sailing than reading, so get out there and practice maximizing your speed by trimming your sails.

Reminders from Boat/US

Our Club's cooperating group agreement with Boat/US saves you 50% on your individual membership renewal. When your Boat/US Membership is up for renewal, just mark your current renewal application with Group ID Number GA80192S and save \$12.50.

Boat Owners Association of The United States has some free online tips available at the Boat/US "Hurricane Resource Center" at BoatUS.com/Hurricanes.

Seaworthy, the newsletter for Boat/U.S. insureds suggests the following mid-season maintenance tips.

- **Through-hulls:** Check all through-hulls for leaks and cycle seacocks to ensure they close properly. All hose clamps should be tight and hose ends secure. A bilge pump cycle counter is a simple upgrade and the best early warning system that unwanted water is coming aboard.
- **Engine belts:** Look in areas near the belts checking for evidence of black dust - a sure sign that engine pulleys need to be realigned and the belt replaced. Push on the longest run of the belt - it should not deflect more than one half inch.
- **Engine hoses:** Squeeze coolant and fuel hoses with your hands, looking for softness, cracks or bulges. Replace any that are suspect. Wiggle the ends to ensure they are secure and inspect for any possible chafing issues in the engine compartment.
- **Control cables:** Look for chafe, splits or swelling of the plastic jacket - a sure sign the cable needs replacement.
- **Batteries and electrical system:** Dead batteries are often nothing more than corroded connections - sandpaper can easily clean them up. With conventional batteries check water levels and add if necessary. Inspect cables and wiring for chafe, especially wherever they may pass through a bulkhead.
- **Shorepower cable:** Look for burn marks on the plug ends and the connection to the boat. Replace both the plug and receptacle immediately if you find any.
- **Head:** If your boat has a flushing toilet and its handle is getting hard to operate, you likely have calcium buildup. Pour a cup of vinegar into bowl pumping only once or twice. Let it sit for one night before flushing with one-fourth cup of mineral oil.
- **Lines and rodes:** Old, stiff, or chafed dock lines should be replaced. Also check anchor line and chain shackles and any splices.
- **Standing Rigging:** Look for any broken strands on standing rigging. You can find them by running a loose rag up the rigging, which will snag on any broken ends. Cracked swages are an indicator for immediate replacement. Contact a rigger if you suspect a problem. Running rigging also needs to be looked at - especially the roller furling line.
- **Sacrificial zincs and anodes:** A wasted zinc is a sure sign of trouble, possibly stray current at the dock. Ensure all zincs are no less than half gone - and replace them now if they are. (This one is easier in the clear waters of the Bahamas than in the sea nettled Chesapeake. Good Luck)

From the Past

At our February Winter Brunch, Boat/US VP Margaret Podlich told us of the September deadline for legislation regarding water discharges from our boats. If the legislation was not passed by the deadline, the EPA was going to introduce a discharge permit system. While intended to control discharge of ballast water from large commercial ships, the permit system would also apply to us. It was an ugly alternative to a simply stated law. The law would permit recreational boats to discharge rainwater, cooling water, grey water and clean bilge water. Separate laws control discharge of sewage, oil and garbage: there was no suggestion of lessening the protection against such pollution.

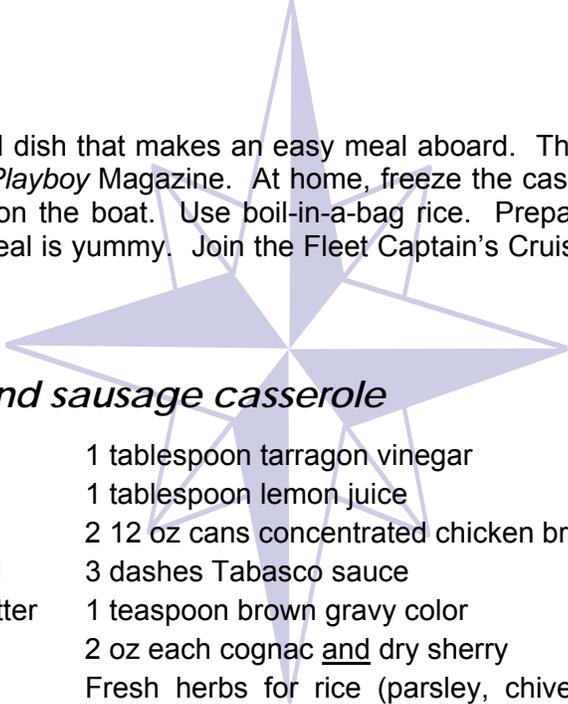
Boat/US just announced that Congress and the President beat the deadline:

Aboard Air Force One late yesterday [July 29], President Bush signed S. 2766, "The Clean Boating Act of 2008," which permanently restores a long-standing exemption for recreational boats from permitting requirements under the Clean Water Act.

That's good news for us and the millions of other recreational boaters across the nation.

Here's a chicken recipe for a cook-ahead dish that makes an easy meal aboard. The recipe is adapted from one in a 1970s edition of *Playboy Magazine*. At home, freeze the casserole in a plastic bag then heat it in boiling water on the boat. Use boil-in-a-bag rice. Preparation and clean up on the boat are easy and the meal is yummy. Join the Fleet Captain's Cruise and you can sample it.

Chicken and sausage casserole



1 lb button mushroom caps	1 tablespoon tarragon vinegar
1 lb small sausage links	1 tablespoon lemon juice
8 whole chicken breasts (16 halves) skinned & boned	2 12 oz cans concentrated chicken broth
1/4 cup each: salad oil and butter	3 dashes Tabasco sauce
1/2 cup flour	1 teaspoon brown gravy color
Salt, pepper, MSG	2 oz each cognac <u>and</u> dry sherry
	Fresh herbs for rice (parsley, chives, chervil)
	Rice

Cook sausages, cut in 3 pieces. Cut long fillet under chicken breast crosswise in half. Cut rest of breast into 1/2" crosswise slices. Heat oil & butter. Add chicken & mushrooms. Sauté, stirring until chicken loses raw color. Add flour. Stir 'til no white visible. Add salt, pepper, MSG, chicken broth, 24 oz water, vinegar, lemon juice, and Tabasco. Stir, bring to a boil, then simmer 20 min. Prepare rice. Add sausage & remaining ingredients to casserole. Simmer 5 min. Sprinkle herbs over cooked rice. Serve casserole over herbed rice.