

WILMINGTON POWER SQUADRON

DISTRICT 5

A Unit of United States Power Squadrons®
SAIL AND POWER BOATING

THE LUBBER'S LINE

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March - April 2008

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WPS 2008 Change of Watch

This year's Change of Watch, our 69th, will be held on Sunday, 30 March 2008, at the elegant Deerfield Country Club. Socializing will begin at 1130, followed by a lavish all-you-can-eat Sunday Brunch featuring fresh waffles, an Omelet Station (so you can have yours made to order) and Fillet Medallions with Madeira Mushroom Sauce. A cash bar is just around the corner to wet your whistles. Those who attended past events at Deerfield will tell you the food is outstanding.

Please join us to thank outgoing Commander Jay Greene and his Bridge for all their outstanding work and to welcome incoming Commander Donna Zimmerman and her Bridge. The Change of Watch ceremony will begin at 1300 and all are welcome to stay until 1500.

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Make Plans for a Week of Friends & Fun Register for WPS 2008 Summer Cruise

The Cruise Planning Committee is pleased to present the 2008 WPS Summer Cruise 14 June – 20 June 2008 (Cruise registration form on Pages 7 & 8). We have scheduled visits to some of your favorite ports of call and anchorages based on your responses to the 2007 survey. The cruise will take us to the beautiful anchorages of Shaw Bay (Wye River); Harness Creek (South River) and La-Trappe Creek (Choptank River) and to the popular ports of Annapolis, Herrington Harbour and Knapp's Narrows. We will start the Cruise at a new location in 2008 – still near Rock Hall for those that prefer to drive, but a different Marina, Lankford Bay Marina, a pleasant cruise up the Chester River. Lankford Bay Marina has a beautiful covered pavilion that will accommodate our opening night Commander's Reception and Dinner.

All WPS members, including new cruisers, are invited to participate in all or part of our week on the Bay. On past cruises, some of our members have chosen to join the cruise 'by land' to participate in scheduled shore side activities and our 2008 Cruise Plan will allow several opportunities for members to join by land with convenient hotel accommodations available nearby in Annapolis,

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**2008 Change of
Watch
Reservation
Form
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**WPS 2008
Cruise
Registration
Form
Pages 7 & 8**

**Randy Williamson's
Cruise
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COMMANDER'S MESSAGE

By Cdr Jay Greene, AP



This is my last article as your Commander. I must say I have found the year challenging and enjoyable. With your Bridge and the Executive Committee, we kept the Wilmington Power Squadron on a stable course and yet nudged it in new directions. In the face of a nationwide decline in membership, WPS continues to attract new active members because we are vibrant and relevant.

When I first sat in on Executive Committee meetings and later joined the Bridge, I recognized that WPS is much like a small business. You might remember the theme in earlier Lubber's Line articles about the three legs of business that must be performed well in order to succeed: marketing, finance and product. Let any one falter and business evaporates because customers go elsewhere. I strived to maximize the health of each of these three broad areas. How did we do? One measure of our health is our ability to fill committee and Bridge positions. When we ask for volunteers, we have no trouble getting help!

I am a believer in evolution. That is, a business entity maintains its core values that work well and experiments with new things to stay viable. Perhaps you have heard me say that anything worth doing is worth doing poorly the first time. Where would the computer or automobile be today without someone making a stab at something pretty poor in their garage?

It is along these lines that we are planning a new mini cruise this fall. We know that about 80 of our members enjoy the big annual cruise each year and the other members want to have some fun too. We know that many members either cannot get the week off in June or their boat is too small to live aboard for a week. We want to make a weekend event with a broad range of events for our boating members. We will keep you informed in future issues of the Lubber's Line.

It has been my pleasure and my honor to be your Commander. I hope I have done my part to improve WPS this year. I have not mentioned names in this summary because there are so many members involved. If you are a member of a committee or the Bridge or the Exec Committee, or received a Merit Mark, then I thank you for your efforts. We made a great team!

Executive Department

Join us in promoting the Power Squadron at a boat show right here in Wilmington. The show is sponsored by the Delaware Marine Trade Association and will be held at the Chase Center on the Riverfront from 29 February 08 through 02 March 08. We have a great core group of volunteers (Lt David L. Benfer, JN, Sue Engler, Geraldine R. Walker, AP, Stephen W. De Veber, AP, P/C Jay R. Minshall, AP, Lt/C James Robinson, AP, Lt/C Harry S. Anderson II, AP, and P/C W. Michael King, AP). But we could definitely use some more help over the three long days. We are looking into the District "boat show trailer" as well as several other potential eye-catching displays. This could be fabulous PR for our upcoming spring boating certification classes. Please give me a call or drop me an email if you can help out for 3-4 hours on one of the three days.

On an entirely different subject, results are in from our member on-water activities survey. As expected, there wasn't a clear consensus on timing, location or nature of preferred activity. There was, however, a clear consensus that more is better. So we'll be planning a couple of new activities for the year and retooling some old favorites. Check out the 2008-2009 Calendar on our Website or in your Yearbook when it is distributed. Better yet, volunteer to be a KIA for an event.

I'd like to close by recognizing all the members who've helped with Executive Department functions throughout the year. As a team we've generated informative safety and cooperative charting articles (some of which made it to local boating publications), supported the Wilmington Seaman's Center during the holidays, publicized classes and other squadron activities and kept on top of our computer systems. I'd like to offer special thanks to outgoing Webmaster P/C D. Jeffrey Russell, AP. Our new Webmaster, William V. Orris, AP, will be starting from a great place as he takes over this important communications tool. And as an aside,

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Administrative Department

"I Can't Get it Out of my Mind"

We've all experienced the gentle lapping of wavelets against our hull as we lie in our bunk drifting in a dream-like state at the end of an invigorating day on the water. The wave's cadence soothes our restlessness. The closeness below deck is relieved by the whisper of a gentle breeze filtering down the hatch. Sleep is delayed as muscles recover from the day's swift-paced voyage as well as the row around the cove visiting old friends and making new ones. Our minds recount moments that, although seemingly insignificant at the time, burn themselves into our memories: the morning reflection of our fleet painted in the water, the osprey diving "dagger-like" into the grey water emerging with a tail-flapping fish for its brood, the smiles and waves from fellow boaters who share the unspoken allure of the Chesapeake Bay, the dark green crab pot almost submerged by the tide sliding by without incident, and the sheer delight as your boat buries its shoulder, accelerates, and brings life to the crew.

The biggest joys of boating are subtle, but memorable. Get on board with us now and I guarantee you'll understand why....."I can't get it out of my mind."

Join us this season. Save 24-25 May 08 for the Land & Sea Rendezvous in Turner's Creek on the Sassafras River, 14 June 08 for the Commander's Picnic at Lankford Marina near Rock Hall and 14-20 June 08 for our Annual Cruise.

*Lt/C Harry S. Anderson II, P
Administrative Officer*

Turner's Creek Entrance



Boating Safety News

Time for Some Questions

I think it is time to shake the cobwebs out of the safety part of the brain and review some safety protocols. What better way is there to do this than to have a quiz.

1. The stand-on vessel is the _____ vessel.
2. The give-way is the _____ vessel.
3. Passing a vessel coming head-on is usually done port to port. If you wish to pass on the starboard side, the proper blast signal is ___ short _____, each one being about _____ long.
4. All vessels _____ or longer must have on board (and maintain its updates) a copy of the _____.
5. With regard to Aids to Navigation, the 3R's are _____, _____, _____.
6. **True or False:** Mariners should rely on Aids to Navigation for determining their position since they are maintained by the Coast Guard.
7. **True or False:** The primary purpose of a float plan is to give you and your crew a visual aid and a higher level of comfort as to where you are going and when you should be arriving at various destinations.
8. **True or False:** The "Rules of the Road" can be found in either the Mariner or Nor'Easter magazines.
9. **True or False:** VHF Channel 16 is used primarily to contact other boats or marinas, radio checks or to obtain information about a boat's malfunction.
10. **True or False:** The broadcast "Mayday, Mayday, Mayday" is used on Channel 16 to identify an imminent, life-threatening emergency.
11. **True or False:** The broadcast "Pan, Pan" is used to obtain information regarding your destination, the weather, or a misplaced aid to navigation.
12. **True or False:** The broadcast "Securite" is used to pass on navigation information or weather warnings.
13. **Sailboaters: True or False:** VHF radios on sailboats 20 feet or longer must turned on and set to Channel 16 only when the engine on the boat is running.
14. Channel 13 is known as the "_____ " channel.
15. The Coast Guard continuously monitors Channels 6, 13, 16 and 72.
16. **True or False:** A vessel underway, when hailed by the Coast Guard (boy, are you in trouble), must signal 5 short blasts and proceed at the normal operating speed.
17. Hypothermia is the abnormal lowering of internal body temperature. If you are thrown in the water, it is extremely important to keep your head and neck out of the water. This is because about _____ % of body heat loss is from the head.
18. Assuming you are thrown into the water (with your life preserver on, of course), you assume the H.E.L.P. position. H.E.L.P. stands for: H _____ E _____ L _____ P _____.
19. What is the H.E.L.P. position?
20. Keep a "weather eye" out for change in weather, which generally comes from the _____.
21. Capsizings, sinkings, and falls overboard with small boats (less than 20 feet) account for _____ % of boating fatalities.
22. Fire is a chemical reaction known as combustion. The Fire Triangle represents the three components that a fire needs. They are _____, _____, and _____.

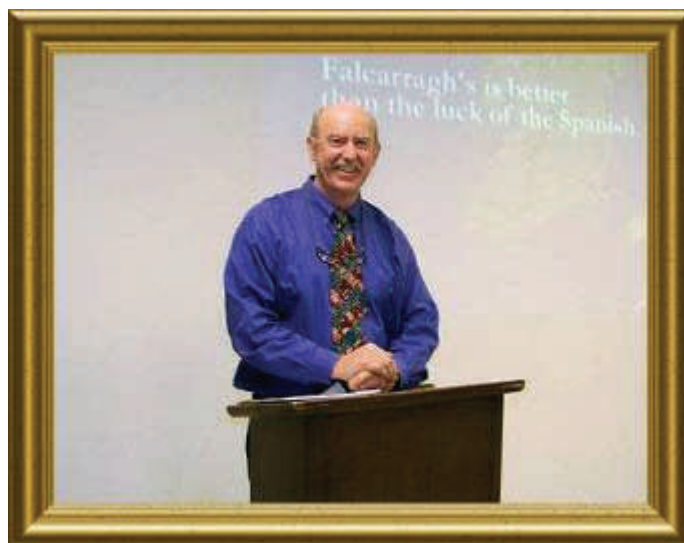
(Continued on page 10)

January's Social Brings "The Luck of the Irish"

Joe Ferry is blessed with the Luck of the Irish.

A tall, unassuming AARP-credentialed sailor with a self-deprecating, droll sense of humor, Joe Ferry solo-sailed for 44 days in his 1974, 32-foot Bristol from Cape May to the village of Falcarragh, Ireland, near where his father had been born on a farm facing the Atlantic Ocean.

Joe opted for the southeasterly route with a mid-stop at the Azores to avoid the rocks, fog and shipping traffic of the Main-Nova Scotia-Newfoundland route, and the long days of stale winds and the lengthy legs of the Bermuda route.



Captain Joe Ferry

After two false starts, he finally left Cape May in the spring of 2006, and landed, more precisely, at Magheroarty Pier on the Irish mainland, inside Tory Island Sound, and then was guided by the tides to Falcarragh Pier on Ballyness Bay. Ferry, the guest speaker at the Power Squadron's January social, was certain that in spite of his precise planning, he would end his trip unceremoniously grounded, if not on the rocks, but the local watermen ensured his safe anchoring and welcomed him "home."

Ferry launched from Cape May with a mainsail, genoa, storm jib, cruising spinnaker, standard off-shore emergency and safety equipment, a satellite phone, and an invaluable kitchen wind-up timer. He had an ice chest and a gimbaled stove, but no refrigeration, and no oven on the boat that he rehabbed at Gregg Neck Boat Yard on the Sassafras.

During the trip, he faced only two days of severe storms, suffered no major equipment failure, and learned to sleep in 20 minute increments – although when he gained trust in his radar alert system, he allowed himself to set his wind-up timer to 30 minutes.

Twice a day, Ferry wrote alternating letters to his grandchildren, always ending with his longitude and latitude dateline. Text messages from his family kept his spirits up. His ability to creatively position his side-kick video camera let him record daily video blogs throughout his trek. There were times of intense loneliness, a sense of man's smallness in an awesome world, but he came to enjoy the solitude and reflection. His brother, tracking his route from state-side, would send him text messages so he would know, for example, that within a 60 miles radius there was a ship. That small piece of news would remain a comfort to Ferry, as he would go day after day without sighting another vessel. The few ships he did see were amazed at the undertaking of "this tiny boat", and the crews were very kind and protective of him.

Ferry's boat, christened after the name of his father's hometown, has a 9'6" in beam, a 3'5" draft, and a centerboard draw of 7 feet. Fully loaded for the trip, she weighed about 13,000 pounds. *Falcarragh* carries about 480 square feet of working sail, and she has a hull speed of about 6.5 knots - seven miles an hour. Why did Joe Ferry make the trip? He isn't really able to capture the song of the sea in words, other than to

(Continued on page 6)

(2008 Summer Cruise, continued from page 1)

Herrington Harbour and Knapps Narrows. Your participation at any level is encouraged, especially at the Commander's Kick-off Reception at Lankford Bay Marina on Saturday 14 June 08.

Sunday, 15 June 08, we will be at anchor in Shaw Bay for the popular pot luck dinner raft-up. On Monday, slip reservations are at the Annapolis Yacht Basin (next to the Marriott, adjacent to Ego Alley) with easy access to shopping, sightseeing and restaurants. We are planning a pre-dinner activity called 'Merry-go-round' and that's all we can tell you for now – then dinner will be on your own with many great dining choices in Annapolis.

After the great success of our pirate themed activities in Herrington Harbour last year, a team led by Nancy Ennis is planning a night of Fabulous Fifties Fun. And with a short cruise to Herrington Harbor from our Tuesday night anchorage, you'll have plenty of pool time. Then onto LaTrappe Creek where we are planning a second organized raft-up. Our final port will be Knapp's Narrows with the closing dinner and awards ceremony at Harrison's on Tilghman Island.

Additional committees are in place planning the Sail Races and Predicted Log Contest during the cruise. Based on survey feedback, we are organizing educational workshops to allow new members to participate in both events.

Early registration is needed to secure the right number of slips at marina locations and provide the committee with the funds to meet facility deposit requirements. Please note two critical dates: 21 March (registration deadline) and 18 April (final settlement date for full cruise fees). The full details of all activities will be included in the Cruise book that will be distributed at the Skipper's mtg. scheduled for Thursday, 5 June 08 (location tbd).

We engaged an extensive committee to complete all the planning and activities scheduled during the cruise – and we want to thank everyone for their participation in planning and during the cruise: Sut & Lyn Anderson; Jack Bryson; Don & Sue Engler; Jim & Nancy Ennis; Jay & Wende Greene; John & Betty Ingram; Ken & Dorothy Lehman; Steve Leishman; Bob Mahaney; Mike & Anne Minard; Bob & Anne Pounds; Rita Shade; Dave & Barbara Sharpless; Carl Stacey; Marty Wagner & Donna Hilton; Dennis Wallace & Carol Hanson; Tom Webster; Bob & Mary Jane Wenhold; Bill & Donna Zimmerman.

*Lt/C Dennis D. Knowles, AP and Lt/C Cathy L. Knowles, AP
Co-Chairs, 2008 Cruise Committee*

(The Luck of the Irish, Continued from page 5)

say the Atlantic Ocean runs in his veins. He remembers well his Irish father standing on the sands of Wildwood, wistfully looking out over the ocean toward his homeland. And he remembers watching his Uncle Hughie stand on the Irish side of the Atlantic, looking out over the ocean, wondering what his life would have been had he left for America with his brother. Ferry, himself, once tried to seek out a living from the Irish soil of Falcarragh, but abandoned the farm, returned to Philadelphia, and became a teacher and social worker. But, always there remained a subtle longing, perhaps a shaped desire, to retrace his father's journey from Ireland to America.

Falcarragh remains in Ireland, looked after by the local residents, waiting for Joe Ferry to return and bring her back to the United States. Ferry said he would love to sail her back, but he would prefer company this time around. And that's no Blarney.

*Lt/C Rita A. Shade, P
Lt/C Judith C. Stadler, P
Co-Chairpersons, Assemblies*

WPS 2008 ANNUAL CRUISE / PICNIC REGISTRATION
14 June – 20 June 2008

Boat Name: _____ LOA: _____ Draft: _____ Beam: _____

Power Boat _____ Sail Boat _____ Captain's Cell Phone Number _____

Boat US Member: (Y)_(N)_ Number: _____ Captain's Email: _____

Crew: In addition to names, please include ages of children and relationship of guests

Captain:
Mate:

Guests:
Children:

Note: Please specify any special considerations or accommodations required on reverse side of form.

1. Cruise Fees: Registration: due no later than 21 March \$ 40.00
 Cruise Fees: balance due no later than 18 April
 Late Registration Fee: \$40 additional after 22 March \$ _____

2. Cruise T-Shirts: Please specify
 Adult: (S-XXXL) _____ @\$12.00 ea. \$ _____
 _____ S (34-36) _____ M (38-40) _____ L (42-44)
 _____ XL (46-48) _____ XXL (50-52) _____ XXXL (54-56)

b. Child: (YS,YM,YL) _____ @\$ 9.00 ea. \$ _____
 _____ YS (6-8) _____ YM (10-12) _____ YL (14-16)

3. Saturday – 14 June 2008 Lankford Bay Marina
 KIA's – Bob and Mary Jane Wenhold
 Slip Fee: _____ Vessel LOA X \$1.75 ft. \$ _____
 Electricity: _____ 30 AMP @ \$6.50 \$ _____
 _____ 50 AMP @ \$13.00 \$ _____
 Activity: Commander's Kick-off Reception and Picnic
 Cruisers: _____ Adults & Children X \$3.00/person \$ _____
 Picnic Only: _____ Adults & Children X \$8.00/person \$ _____

4. Sunday – 15 June 2008 Shaw Bay
 KIA's – Mike and Anne Minard; Dave and Barbara Sharpless
 Activity: Anchor Out – "Dinner on the Hook" Raft-up

5. Monday – 16 June 2008 Annapolis, MD – Annapolis Yacht Basin
 Marina KIA's – Ken and Dorothy Lehman
 Activity KIA -- Rita Shade
 Slip Fee: _____ Vessel LOA X \$3.00 ft. \$ _____
 Electricity: _____ 30 AMP @ N/C
 _____ 50 AMP @ N/C
 Activity: "Merry-Go-Round"; Dinner on your own

6. Tuesday – 17 June 2008 South River – Harness Creek
 KIA's – Marty Wagner; Donna Hilton; John and Betty Ingram
 Activity: Anchor Out -- TBD

Page Sub Total \$ _____

NAME: _____

Balance Forward From Previous Page \$ _____

7. **Wednesday – 18 June 2008** **Herrington Harbour South**
Marina KIA's – Don and Sue Engler
Activity KIA's – Jim and Nancy Ennis

Slip Fee: _____ *Vessel LOA X \$1.75 ft.* \$ _____
Electricity: _____ *30 AMP @ \$6.00* \$ _____
 _____ *50 AMP @ \$12.00* \$ _____

Activity: Fabulous Fifties Fun

8. **Thursday – 19 June 2008** **Choptank River – LaTrappe Creek**
KIA's – Harry and Lyn Anderson; Steve Leishman
Activity: Anchor Out – Appetizer Raft-up

9. **Friday – 20 June 2008** **Knapps Narrows**
KIA's – Dave and Barbara Sharpless
Slip Fee: _____ *Vessel LOA X \$1.85 ft.* \$ _____
Electricity: _____ *30 AMP @ \$7.00* \$ _____
 _____ *50 AMP @ \$14.00* \$ _____

Activity: Dinner at Harrison's followed by
Awards Ceremony – hosted by Dennis Wallace and Carol Hanson
Dinner Buffet:

_____ Adults X \$36.00/per person \$ _____
_____ Children (12 and under) X \$20.50/per person \$ _____

TOTAL FEES REQUIRED \$ _____

BALANCE DUE \$ _____

Comments/Requests (i.e. please note any special needs for marina accommodations):

Cruise Notes:

(1) Lankford Bay Marina -The Commander's Kick-off Reception and Picnic is open to all members, whether cruisers or members just simply wishing to drive down and participate. For food planning, we must insist on reservations from our "land travelers" (picnic only) and an \$8.00 per person contribution toward expenses.

Questions may be directed to any member of the Cruise Committee.

Please make your check payable to: WPS Cruise/Dennis Knowles and forward to:

Dennis Knowles
3 Reese Drive
Newark, DE 19711

Cooperative Charting

The Cooperative Charting year ends on 31 March 08. All reports should be submitted on CCWeb by that date as a new Cooperative Charting year begins on 1 April 08. All reports must be entered into CCWeb by this date, or they will be credited to the following year. If you're having problems with your CCWeb password, give Tom O'Donnell, Miles River Squadron, a call or send him an e-mail. New rules now apply for access to a US government website.

A Cooperative Charting training session that you'll find most interesting is being planned for those attending the District 5 Spring Conference at the Princess Royale Hotel in Ocean City, MD, for the last weekend in March. More information on this conference is in the Mark 5 and on the D/5 website.

Homeland Security is a hot topic today. A guest speaker will be discussing this topic as it applies to recreational boaters at the D/5-NOAA workshop. To get even more information, consider attending the all-day NOAA workshop in Norfolk, VA the first weekend in May. A social hour begins Friday evening. There will be a full day of classes at the Atlantic Marine Center on Saturday. A buffet dinner for all attending is planned for Saturday evening at the hotel. Information on this workshop will be in the spring 2007 edition of the Mark 5 or you can check the D/5 website under district events, Mark 5 newsletter and select the spring 2007 edition.

Below are a few of the websites associated with Cooperative Charting that may interest you.

District 5: <http://www.uspsd5.org/index.html>

NOAA charts: <http://nauticalcharts.noaa.gov/mcd/Raster/Index.htm>

NOAA Coast Pilot Book: <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>

USCG Light Lists: <http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

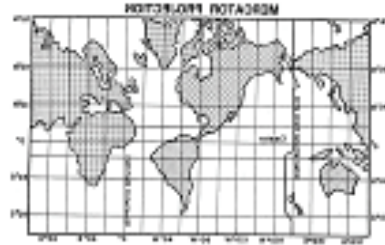
USCG Local Notice for Mariners: <http://www.navcen.uscg.gov/lnm/default.htm>

USPS website: www.usps.org,

CCWeb Home Page: <http://ocsdata.ncd.noaa.gov/usps/>

*P/R/C Steven A. Leishman, SN
Cooperative Charting*

Charts for Sale



WPS member George J. Roewe Jr., AP graduated from the USMMA in 1945 and sailed as a second mate on vessels during WWII. He has about 70 hydrographic charts from all over the world that he used when going to sea including all the charts of the New York State Barge Canal. Although the charts are out of date they are for sale. The cost per chart will be \$1.00 - \$3.00 depending on the chart you choose. George can be reached at 302-239-4552 for anyone interested in purchasing the charts.

George has tipped us off that the Intracoastal Waterway Facilities Guide 2005 and 2006 editions are available online at www.salebooks.com for \$1.98 and up. Type in a search for "intracoastal" at their website.

(Executive Department, Continued from page 3)

please be sure we have your current email address. We're planning to provide timely reminders of key activities and promise not to flood you with stuff or use your email for any other purpose. Send updates or corrections to P/C Robert F. Mahaney, AP (rfm_i@msn.com).

*Lt/C Donna Zimmerman, AP
Executive Officer*

(Boating Safety, Continued from page 4)

23. Class C fires are electrical fires. The primary agent used to extinguish a Class C fire is _____.
24. When using a portable fire extinguisher, remember the P.A.S.S. method.
P.A.S.S. stands for: P_____ A_____ S_____ S_____.
25. With regards to disposing plastics and other materials at sea (within 12 miles from shore), what is the MARPOL Annex A?

Now that wasn't too bad, was it? I'm thinking you probably didn't get question 25. It was a little tricky. A "green" question. Save the Bay, Save the Ocean. Have a great winter. See you on the water.

*Lt/Robert K. Wenhold, P
Safety Officer*

**** Answers on Page 11**

Education Department

WILMINGTON POWER SQUADRON (WPS) ADVANCED BOATING EDUCATION

Our Advanced Piloting course has 5 students taught by instructor Lt/C Dennis D. Knowles, AP (standing). This class builds on the Piloting Course and introduces the effects of tides and currents, as well as the use of radar, GPS, and lo-ran for finding bearings and distances to points of reference. A navigational cruise exercise and test will be given at the end of the class session. Passing members achieve a status of AP after their name!



This year's WEATHER course has 20 members enrolled. The instructor is past commander P/C Martin G. Wagner, AP (standing). The goal for this course is to increase awareness of what forces affect weather, what is involved in weather forecasting, observing weather features to aid in on-board forecasting, and ultimately generating a weather map.

*Lt/C James Robinson, AP
Education Officer*

(Photos Sut Anderson)



Boating Safety - Quiz Answers

1. Overtaken
2. Overtaking
3. 2 short blasts, one second long
4. 39.4 feet or 12 meters, Inland Navigation Rules. (Suggesting all boats have this on board.)
5. Red, right, returning
6. **False:** Mariners must never rely on aids to navigation for determining their position. Storms and wave action can cause buoys to move.
7. **False:** The float plan is constructed so that someone on land (a reliable person) will know when you should reach your destination (in case you don't make it), who is on board the boat (including their ages) and any other pertinent information (disabilities, medical needs) regarding your crew.
8. **False:** the "Rules of the Road" are the Navigation Rules.
9. **False:** According the US Coast Guard, Channel 16 is a calling and distress signal channel, and is not to be used for conversation or radio checks.
10. **True**
11. **False:** Pan Pan is used when the safety of a boat or crew is in jeopardy.
12. **True**
13. **False:** Channel 16 must ALWAYS be on as soon as any boat of any size leaves port (your slip or ramp).
14. Piloting
15. **False:** "Officially", The Coast Guard continuously monitors only Channel 16. "Officially".
16. **False:** A vessel underway, when hailed by a Coast Guard vessel is required to heave to, or maneuver in such a manner that permits a boarding officer to come aboard.
17. 50 %
18. Heat Escape Lessening Posture.
19. Bring your knees up to your chest and hold them with your arms. Try to create a "ball" with your body. Keep you head out of the water. This will reduce body heat loss.
20. The west.
21. 70
22. Heat, fuel and oxygen. Eliminate any one these and the fire can't exist.
23. Carbon Dioxide
24. Pull pin, Aim, Step close, Sweep.
25. The MARPOL Annex was an international treaty, which was part of the Marine Plastics Pollution Research and Control Act in 1988. It prohibits the discharge of plastics, paper, glass, metal and food wastes within a 12 mile limit. AND, it requires all vessels 26 feet in length or longer to "prominently" display a placard (which we should all be familiar with). There are some variations to the 12 mile limit. For example, the 12 mile limit excludes any material that is less than 1 inch unless it floats. My advice is to simply read the placard.

(2008 WPS Change of Watch, Continued from page 1)

Mark your calendars now and register using the form located in this issue. The cost is \$35.00 per person. The Change of Watch is our most important social event of the year and it is open to all members of the Wilmington Power Squadron.2008 Change of Watch.

Cdr.Jay Greene, AP

WILMINGTON POWER SQUADRON

Change of Watch

Sunday, 30 March 2008

The D at Deerfield - 507 Thompson Station Road - Newark, Delaware

Arrive at 1130 to socialize with your friends. You may purchase drinks from the bar.

THE BRUNCH

TO START: *Freshly Squeezed Orange Juice, Apple Juice and Grapefruit Juice. Fresh Sliced Fruits and Berries. Medley of Muffins, Danish and Croissants with Butter and Preserves. Assorted Bagels with Whipped Cream Cheese.*

BREAKFAST ITEMS: *Waffles with Warm Maple Syrup, Crisp Bacon and Pork Sausage. Deerfield's Herbed Breakfast Potatoes. Smoked Salmon Display with Appropriate Condiments.*

SALADS: *Caesar Salad of Romaine, Herbed Crouton, Parmesan Cheese, Creamy Caesar Dressing. Pasta Salad.*

ENTREES: *Filet Medallions with Madeira Mushroom Sauce. Chef's Selection of Vegetables. Omelet Station - made to order with your choice of ingredients.*

DESSERT (Served after the COW Ceremony): *Chef's Selection of Assorted Desserts to include Pies, Cakes, Mousse and Pastries.*

Coffee, Hot Tea, Decaffeinated Coffee or Iced Tea.

CHANGE OF WATCH CEREMONY - 1300

DESSERT COURSE - 1400

Please send in your reservation slip and check **payable to WPS** to: Geraldine Walker, 3200 Sapphire Court, Wilmington, DE 19810-2243 by **Wednesday, 19 March 2008.**

(Please don't be late. Thanks)



WPS Change of Watch

Sunday, 30 March 2008

Names of Attendees (for nametags & place cards) _____

_____ @ \$35.00 per Person = \$ _____

Extended Cruising in the Caribbean **Installment 4 Cruising in the BVI**

This is the fourth installment of a planned seven article series that chronicles an adventure of sailing Windward Passage, our Beneteau 445, from the Chesapeake Bay to the Caribbean and down the island chain as far south as St. Vincent. After spending two months in St. Vincent we will sail back up island to Tortola where provisioning will be done for the trip back to the Chesapeake Bay in May, 2008. Previous articles covered Planning the Voyage, Preparing the Boat, and The Outbound Ocean Crossing. This article covers our cruising in the British Virgin Islands (BVI) for the months of December and January.

The outbound crew who helped me sail Windward Passage from North Point Marina to the BVI all flew home on November 20. I stayed in the Village Cay Marina in Road Town harbor for a week while I had the torn mainsail repaired and made repairs to other equipment that had been damaged in the passage south. When all was repaired I began exploring the various anchorages as a single handed sailor. I have always said that I believe the difference between big sailboats and small sailboats is that big boats are easy to sail but hard to park. Small boats are hard to sail (they can turn over!) but they are easy to park. An auto pilot helped me with the tacking and I had no trouble sailing, though the winds for the first two weeks were almost always in the 20+ knot range. This was a new experience for me but I quickly learned to pick up a mooring in 20+ knots of wind or securely set the anchor so parking was easier than I had anticipated.

The BVI is composed of over 50 islands with the largest being Tortola which stretches north of the Sir Francis Drake Channel. South of the channel is a series of Islands whose names and order can be remembered from the mnemonic "Good Captains Sail Perfectly at Night" (Ginger, Cooper, Salt, Peter and Norman Islands). West of Tortola is Jost van Dyke and east is Virgin Gorda. These are the principal islands with the rest being mostly uninhabited.



Photo 1 Anna Woodford sails the channel

Sailing in the BVI is quite easy as the wind blows mostly from the east varying only from NE to SE and there are lots of safe harbors spread throughout the many islands. Because of this, it has the largest charter boat population in the world. The government has recognized the value of this business and done many things to accommodate charters. This includes filling most of the harbors with mooring balls so that charters will not have to anchor and the mooring owners can generate a considerable income renting the moorings at prices from \$25 to \$30 per night.

The people are quite friendly and security is good with little theft and almost no violence. I tried to visit lots of potential anchorages to find where the charters do not go so that we could experience less crowded anchorages and avoid the loud party groups.

During the six weeks from December 12 to February 2 seventeen family and friends joined me for sailing in these waters. I will organize this installment by location rather than chronologically. As I relay stories of events at a location, remember that they may be from more than one visit and with different people involved. We visited some anchorages several times with different guests so it may seem that there were a lot of people on board but we never had more than a total of six at any one time. Several authors have made a good living writing 300 page guides to the BVI. In the space I have available I can only touch what we felt were the high spots of our time here.

Road Town, Tortola

Road Town is the place to do provisioning as there are several super markets that carry a variety of foods and wines. However, everything is expensive compared to prices in the US, and you should expect to pay from 150% to 300% of the price for items that you would purchase at home.

We found the staff at The Village Cay Marina to be helpful, friendly and competent. They do not have maintenance facilities but can arrange to have equipment repaired and seem to be given priority by the local vendors for serving their customers. They have a laundry service that only charges \$8.00 per load to wash, dry and fold the laundry. We would leave the two or three loads each Saturday morning and pick it up in the afternoon. It was cheaper than doing it ourselves and we did not have to hang around a Laundromat for several hours.



Photo 2 Julie Williamson and Carrie Bisantz at Village Cay

On Friday and Saturday nights there is a native food truck that does a Bar-B-Q of ribs and pulled pork. When we saw the locals lining up for nearly an hour we had a suspicion that the food would be worth the wait. We were not disappointed. The ribs were great but the pulled pork was the big seller. They put a sauce on it that could have been used to eliminate the grilling. It was hot but one could not stop eating it even when the throat was completely cauterized.

For more elegant dining we enjoyed The Dove, a wonderful, small restaurant on Main Street. Their menu is excellent and the chef takes great pride in preparation and presentation. A little pricey but well worth the cost. On Friday nights the place is packed so reservations are a must.

Norman Bight

The bight at Norman Island is quite large with over 100 mooring balls and still some room left in which to anchor. This island is reported to be the one that Robert Lewis

Stevenson visited when he wrote the book "Treasure Island". The caves that he described in the book are favorite snorkeling areas and we saw many brightly colored fish and I found one medium sized lobster.

There is a fishing boat that has served as a restaurant for many years anchored in Norman Bight. In times past one could earn a free T shirt by stripping naked and jumping from the upper deck bar into the water and swimming back to the boat. It appears that this practice has been stopped due to liability issues – some of the jumpers may have been too intoxicated to find their way back to the boat unassisted! Another lively beach bar is across the bight from the anchored restaurant so it is difficult to find a mooring that is not within hearing range of the music that goes into the wee hours of the morning.

Pirate's Bight is a smaller bight just at the entrance to Norman Bight. There are 5 mooring balls here and there is room to anchor just at the entrance to the bight in about 30 ft. of water. We found the snorkeling here to be excellent and we could do so from our boat when we were on one of the mooring balls. Several commercial boats bring snorkelers here during the days when there is a swell running at the normal snorkeling locations and they tend to stay on the mooring balls until about 5:00 pm. Consequently, one can sometimes luck into a vacant mooring if you arrive around that time.

Great Harbor on Peter Island

Our favorite snorkeling location is Great Harbor on Peter Island. There is a new beach bar restaurant named the Ocean 7 Beach Club on the western end of the harbor and they have 10 moorings from which one can swim to the coral along the rocky shore. We saw Tarpon over 3 ft. long, turtles, rays and the largest assortment of fish that we have seen other than on our scuba dives. The restaurant has an excellent menu and every meal we had was extremely well prepared. Jason, the bar tender likes to put on a show when he is mixing drinks and is quite accomplished at flipping bottles and glasses.

Across the harbor is the traditional anchoring area and we found it to always be over filled with boats anchored in the 30 – 60 ft. depth. Many of these boats do not have the ground tackle for these depths and we were reluctant to anchor among them even though we have 200 ft. of chain on our 45 lb. CQR anchor. Many of the mega yachts anchor here in the deeper water and they run their generators all night so we spent our nights at the moorings across the harbor for the security and quiet.

Trellis Bay



Photo 3 Judy Tatum cuts Captain Randy's four-month long hair

The terminal for Beef Island airport is only about 1000 yards from the dinghy dock at Trellis Bay. Like many others, we took advantage of this pick up and drop off friends arriving by plane. There are three restaurants, an island craft center and one small grocery store along the shore. Our favorite spot is De Loose Mongoose – a restaurant that offers a good menu, friendly service and free wifi internet connections. We used their internet service to upload files to our web page, do email communications and to use the Skype telephone system that allowed us to call numbers in the US for only \$0.021/minute compared with over \$4.00/minute with the local phone service.

The live aboard community includes a substantial number of Green Bay Packer fans who were all glued to the TV at De Loose Mongoose to watch the two playoff games that were played in Green Bay. They were in mourning the day after the final play off game but were glad that they had watched the game from the Caribbean instead of being in the stands with the below zero temperatures.



Photo 4 Susan does email at De Loose Mongoose

The most famous restaurant here is The Last Resort on a little island in the middle of the bay. They have entertainment most nights but the original owner and entertainer, Tony Snell is now retired and his daughter manages the resort. Entertainment is a bit different from Tony's act which we enjoyed 30 years ago.



Photo 5 Captain Randy Williamson removing grass from

There was quite an accumulation of grass on the bottom of the dinghy from our stay in the harbor at Road Town. We pulled the dinghy ashore and attempted to remove the grass by scrubbing with abrasive pads and using various cleaners. Later we discovered that Clorox bleach completely eliminates the grass without the scrubbing.

Gorda Sound

The wind almost always blows from the east and this makes it a beat every time you sail to Gorda Sound. We visited 5 locations in Gorda Sound: Biras Creek, Leverick Bay, Drake's Anchorage, Prickley Pear Island anchorage and The Bitter End. If you are looking for restaurants and night life then Leverick Bay and The Bitter End are your destinations. If you want solitude choose Drake's Anchorage or Prickley Pear Island anchorage and if



Photo 6 Susan celebrates her first dive

you want a wonderful native restaurant visit The Fat Virgin Café at Biras Creek.

I used the Dive BVI team at Leverick Bay to obtain my certification for open water diving so that I would be able to dive with my daughter, Julie and her friends when they arrived in December. My wife, Susan tried diving with the Dive BVI team in their one-day resort course and then enrolled in and completed the PADI certification course so that she would be able to do open water dives with us throughout the remainder of the trip. The dive locations were wonderful and we are now fully certified. When Julie and friends Kevin and Cary arrived we did two dives each morning for two days. The fish and coral were spectacular and we enjoyed seeing the airplane wreck that had been moved from the water at the end of the runway on Beef Island to the coast of Great Dog Island where it has become a fish haven. However, the most spectacular dives were the two that we did over the wreck of the steamship Rhone that sank in a hurricane between Peter Island and Salt Island.

The Leverick Bay Marina offers moorings for \$25/night. They have slips available but I prefer to be anchored or on a mooring to get the breeze at night. At their newly expanded fuel dock they have water from a reverse osmosis system and it is free – usually there is a charge for water in the Caribbean of \$0.10 - \$0.25/gallon. They also offer free wifi access. They have three eating establishments ranging from a beach bar to an upscale dining room. All serve excellent food and we sampled everything from the surprisingly excellent pizza to a full course meal in the more sophisticated upper dining room.

Drake's Anchorage is across the sound from Leverick Bay and just off of Mosquito Island (named for the Indians who use to populate the area, not the insects). This island is now privately owned and it is reported that the owner is going to build an ecologically friendly resort community on it with solar and wind powered utilities and a strong emphasis on recycle utilization. Since there is no active community there now, the anchorage is usually empty though there is an excellent sand bottom and good holding in about 15 – 30 ft. of water. There is a nice reef for snorkeling that one can easily swim to or one can take the dinghy and anchor it just off the coral.

Prickley Pear Island guards the east side of the entrance to Gorda Sound and there is a good sandy bottom in 15 – 35 ft. for anchoring. Two live-aboard boats are anchored here but there is lots of room for visiting boats. One live aboard boat has a real dog house built on top of the cabin. One day a couple knocked on my boat from their dinghy and reported that the dog on the boat had jumped off the boat and was swimming around it with no way to get back on board. I used the VHF radio to call the Bitter



Photo 7 Susan Williamson, Keith McGowan, Anne Ledbetter, Mary McGowan and Anna Woodford on Windward Passage



Photo 8 Owner rescues his dog. Note doghouse on boat.

End Resort to locate the owner and soon he was racing out to rescue the dog. After retrieving the exhausted pooch he came by my boat and said “The dog swims every night to Prickley Pear Island (about 50 yards away) and back. I do not know why he would not just go there and wait for me to get off work instead of swimming around the boat to exhaustion.”

The Bitter End Yacht Club occupies the eastern most end of Gorda Sound. They have a Pusser’s Restaurant and many shops where one can purchase the usual souvenirs. Many moorings are available and this is where the night life action is. Right next door is a new restaurant on Saba Rock that has an excellent menu and a good party crowd celebrating well into the evening.



Photo 9 John and Kathy Reager and Mary Jane and Bob Wenhold at The Bitter End

The exclusive Biras Creek Resort requires apparel that we do not have on board but just inside the creek is a café that I love to visit. It is named the Fat Virgin Café and is owned by a native woman who really knows how to make you feel welcome. She will sometimes ask you to order when you make your reservations so that she will be sure to have the ingredients on hand. The food is all

prepared “island style” and is delicious. She even has a new wifi system that is available to customers.

Eustatia Sound

Just to the north of Prickly Pear Island is a beautiful anchorage with excellent holding in 10 to 20 ft. of white sand. There is a coral reef in the middle of the sound that had some interesting fish and coral. One can anchor close enough to the reef to swim from the boat or can anchor closer to the shore and take the dinghy over to the reef. The beach is a long, beautiful stretch of sand but when we tried to walk along it we were assaulted by biting gnats that were impossible to abide. We beat a quick retreat back to the boat.

Jost van Dyke

This is the western most island in the BVI. Like most of the visitors to the BVI we made our pilgrimage to Foxy’s on Jost van Dyke island. Foxy has sent several children through expensive US colleges as he turned his restaurant/souvenir location into a gold mine. Foxy was in residence when we arrived and is quite interesting to talk with. However, we chose to eat at a quieter, less crowded restaurant, Ali Baba’s where we had an excellent dinner though the service was slow even by island time.

The Next Phase

It is difficult to describe eight weeks of sailing in these waters in a few pages. The sailing is excellent and the people are fun to get to know. There are activities to suit almost every taste. If you are just starting to explore Caribbean waters this is a great place to begin. The government seems intent on making a charter experience here safe and enjoyable. If you are bringing your own boat into the islands you may find the bureaucracy tiresome but eventually they will usually accommodate your needs.

In the next installment I will describe our trip south to St. Vincent and the Grenadines. We will sail for three days and two nights straight to Isle de Saints in Guadalupe. After spending a day and night there we will sail overnight to Bequia where we will clear customs into St. Vincent and the Grenadines to begin our two month stay.

[*Link to Windward Passage Home Page*](#)



Calendar of Events

- 11 Mar. 1900 Safe Boating Certification begins,
A.I. Du Pont High School, 50 Hillside Rd., Wilmington, DE
- 19 Mar. 1930 WPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark DE
- 20 Mar. 1900 Safe Boating Certification begins,
Mc Kean High School, 301 Mc Kennan's Church Rd., Wilmington, DE
- 27-30 Mar. D/5 Spring Conference
Ocean City MD
- 30 Mar. 1130 WPS Change of Watch
The D at Deerfield, 507 Thompson Station Rd., Newark, DE
- 7 Apr. Deadline for May-June Lubber's Line Material**
- 15 Apr. Seamanship Class
A.I. Du Pont High School, 50 Hillside Rd., Wilmington, DE
- 16 Apr. Executive Committee Meeting
- 24-27 Apr. Bay Bridge Boat Show