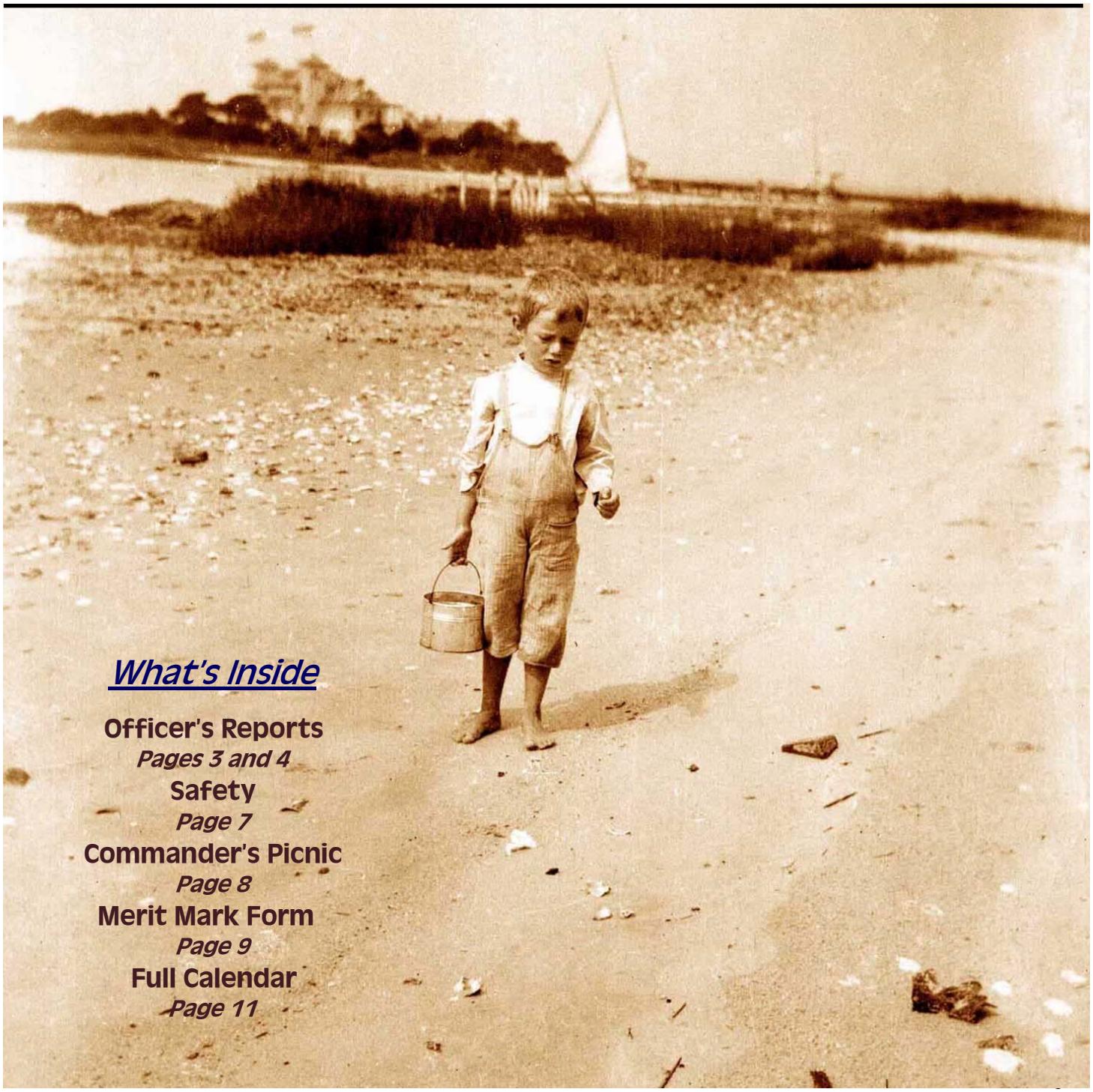
Tarheels

THE *TARHEELS* IS AN OFFICIAL PUBLICATION OF THE WINSTON-SALEM SAIL AND POWER SQUADRON September 2005 Volume XIV Number 9



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September 2005

Calendar of Events

21 Sept	**Blue Dolphin Dive Ctr** *Twin City Club*
23-25 Sept	**D27 Fall Conference** *Rocky Mount, NC*
26 Sept	**Bridge Meeting** *at the Commander's home 336/924-2698*
26 Sept	***Tarheels* Articles Due** *E-mail prefered mcranford@triad.rr.com*

See the Full Calendar on page 11

(As a note, all squadron members are always welcomed and encouraged to come to the monthly Bridge Meeting on the last Monday of every month. The regular time for these meetings is 1900 at the Commander's home at 5854 Woodsway Drive, Pfafftown. Call 924-2698 for directions. Come out and join us. We would like to have your input.)

MONTHLY MEETING

WSSPS Membership Meeting

Scuba Diving with Blue Dolphin

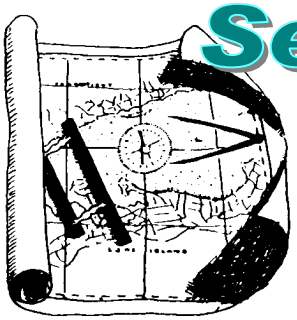
21 September

Twin City Club
350 North Marshall Street
Winston-Salem, NC 27101
724-7471

Dinner Cost $15/pp
Pay at Door
Make Checks out to Twin City Club
Not WSSPS

Social begins at 1830
Dinner shortly thereafter

Guests are always welcome, but a reservation is required.



Setting the Course

Cdr Kristine S. Cranford, AP

September is here and that leaves little time to enjoy the boating season, but what a lovely time it is to be on the water, with the slightly cooler temperatures. We plan to enjoy the rest of the season on our new boat, "Midnight Sun." She's an 18 foot Pioneer, small enough to trailer both to the coast and to local lakes. We'll pick her up at the coast Labor Day weekend and enjoy that whole next week playing in the sounds.

Merit mark time is drawing near. A form is in this newsletter on which you can record your accomplishments and e-mail or mail them back to Michael or myself. I am kriscranford@msn.com. The officers and committee chairmen will do their best to remember all you have done, but we are only human and can forget things, so please help by listing your contributions. We don't want anyone to go unrecognized. If you prefer a paper form, call and we will get you one.

I was dismayed to learn that some of our members think the District Rendezvous consists mostly of meetings. On the contrary, the Rendezvous is strictly for fun. I have been to three of them now, and have had the time of my life at each. Perhaps next year you will consider attending also.

Please keep in your thoughts and prayers the victims of Hurricane Katrina. We all have had some experience with these terrible storms, but we have seen nothing like this. Please contribute to the aid agencies. The Red Cross and the Salvation Army are both wonderful, please support them or another charity which is helping.

In September we go back to the newly refurbished Twin City Club. Until then, cherish every day, get out on the boats, and appreciate how beautiful everything looks from the water.

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WE SERVE

Squadron Contacts

If you have any questions concerning any of the upcoming events, classes, or any other items about the Power Squadron, please feel free to contact any of the people listed below.

Cdr Kris Cranford, AP	**924-2698**
Lt/C Scott Foster, S	**922-7632**
Lt/C Alexander Cooper, JN	**760-2994**
Lt/C Ray N. Travis, SN	**940-3168**
Lt/C Cindy Jennings, AP	**768-3134**
Lt/C Edward Shinlever, P	**725-6334**

Educational Officer

P/C Ray N. Travis, SN
(AKA "Lord Nelson")

Education Through Experience

For the last five years +, I've been preaching how important education is. The USSPS offers the best courses in navigating the inland and costal waters as well as the open ocean. So many of our members have taken these courses and I'm positive they learned a great deal.

In **Seamanship** and **Cruise Planning** you learn to plan for a safe journey. In **Engine Maintenance** you learn how to maintain your boat and keep it in a safe operating condition. In **Piloting** you learn the basics for navigating and in **Advanced Piloting** you learn what the real world of boating is like. These are the best courses available, but one thing is missing, "**Experience**". You can be book smart but the actual experience of boating teaches us something different.

Here is where our story begins.

A WSSPS cruise was planned for this past August 4-10. Our Cruise Captain, Reid London, AP, the captain of "My Girl" a 38' Californian, did a fantastic job in planning the route, departure times, arrival times and getting slip reservations at the three marinas. The three boats in the cruise were: **"My Girl"** Captain Reid London, with crew Lt Faye London, S, Tisha London, S, Elizabeth Travis, AP and P/C Ray Travis, SN as first mate. **"Gary's Gal"** Captain Gary Lewis, AP with first mate Mary Ann, AP and **"April Star"** Captain P/C Don Breault, AP with first mate Sheila, S. ***Cont'd page 5***

Administrative Officer

P/C Alexander Cooper, JN

Each month Kris asks the officers to write an article for the newsletter. Each month I put it off until the last minute hoping for something inspiring to happen within the Adm. Dept of WSSPS to make the job a little easier, but with the price of gas these days I haven't been on the water in about a month. I (and Eddie Shinlever) have worked repairing my boat and making it shine, it just hasn't been out of the slip many times recently.

I am sure a lot of you are in the same financial/gas boat that I am so it would be a good time for us to take what educational courses are available.

Thanks to all of you who attended our last meeting. I am sure we all learned a lot from Darle's program on astronomy. This month's program promises to be just as interesting. It's a presentation by the Blue Dolphin Dive Center on things to see beneath our coast, etc. Our Commander is really going to like this one seeing she is a diver.

Many moons ago, I thought that with the beginning of school and Labor Day that signaled the end of summer so I winterized my boat...WRONG...the fall brings some of the most tranquil boating there is. There are no more yard apes and most of the crazies have put their boat up ... it took only one year to realize my mistake and now I look forward to fall boating.

Cont'd from page 4
The cruise route was as follows:
We depart Peltier Creek at 0930, 04 August en-route to Ocracoke and arrive about 6 hrs. later.
05 August is a layover day at Ocracoke.
We depart Ocracoke 06 August en-route to Manteo and arrive about 5-6 hrs later.
07 August is a layover day in Manteo.
We depart Manteo 08 August en-route to Belhaven by way of the Alligator River and arrive 6 ½ hrs. later.
We spend one night 08 August at Belhaven.
We depart Belhaven 09 August en-route to Peltier Creek and arrive about 7 hrs. later.

With the plan in order and the boats stocked for the journey we set off as planned. "My Girl" left at 0930 with "Gary's Gal" following in her wake. "April Star" would catch up later (**because she is a fast boat**). What a great day for the journey to Ocracoke. Captain London set the course on his new GPS (with a large screen) always referring to the chart to make sure things were in order. First Mate Travis was at the helm and crew person Faye was the boat's "Figurehead" She adorned the deck on the bow of the boat enjoying the trip. Crew person Tisha was catching up on some lost sleep from the journey down to Peltier Creek the night before. Crew person "B" was enjoying some reading time. In our wake was "Gary's Gal" Captain Lewis and first mate Mary Ann. "My Girl" was averaging 9.6 kn. Not bad, just 0.4 kn off the speed of 10.0kn Captain London predicted. About an hour or so before arriving at the Ocracoke entrance channel, "April Star" arrived alongside. A few pictures were taken and "adios" and away she went. Captain London kept saying, "I have never been here and I plan to follow the Ferry in". "Yeah right, there is not a boat or Ferry in sight", I said. About 15 minutes later on the horizon, guess what? The Ferry appeared and sure enough, we follow her into Ocracoke. This was not a lucky guess for Captain London did his research and planned to arrive at about the same time the Ferry from Cedar Island did. Pretty good huh?

All safe and sound in Ocracoke and a very nice day for a layover. We hooked up with Captain Brigadier of the "Gemini" and his first mate Linda and Spooner and the partying begins. During one of the cocktail parties Captain Breault mentioned that the "April Star" had lost some oil or used it during the trip up. Captain Breault keeps "April Star" in perfect condition and to notice this is no accident. Captain London has lost coolant from his starboard engine; he also keeps an eye on the engines while running. He has not found the location of the leak. Discussing all the options and accessing the situation while having cocktails and relaxing, the problems seemed not an immediate threat to continuing the journey. Both Captains will keep close eye on the situation.

We departed Ocracoke 0930 and while heading out the channel "My Girl" got a call on the radio from "Gary's Gal" that he was having some steering problems. It seems that the steering was real tight and he didn't have much control. Captain London suggested that we stop after we left the channel and out of the way of traffic. We did so. Captain Lewis was able to check the problem out in about 30 minutes. Captain Lewis notifies Captain London that all is ok; we continued our journey to Manteo. The fast boat "April Star" caught up with us pretty close to the Old House channel entrance to Roanoke Island. We arrive in Manteo and all was well. Sunday morning 07 August Captain Breault was concerned about the oil situation. He opened "April Star" up and lying flat he probed around under the engine. After a short while he rises up and a sad look came over his face. "I found where the oil leak is" he said. Captain London asks "Where?" "The drain plug", Captain Breault replies. Captain Breault says, "I felt around the plug and some oil was around it so I tightened it a little and the plug fell out. It is corroded". Captain Breault stated. "All the oil is in the bilge now and "April Star" is dead in the water". With sad faces all around us, we all pitched in and help clean up the oil. Then Captain Breault says, "You know I was going to have some work done on her in a couple of weeks, I guess I'll have it done sooner". Then Captain London says, "We have options" The rest of the day was spent enjoying Manteo the best we could. After dinner and some cocktails we decided that the journey would continue with Captain Breault and first mate Sheila onboard "My Girl", plenty of room. "April Star" would be towed to Broad Creek Marina and put on the hard to do the repairs. We now had two boats to continue our journey.

We departed Manteo later than planned but we had a case of coolant for "My Girl" so we should be in good shape. Our thoughts and hearts were with Captain Breault and first mate Sheila. We left Manteo out the channel toward Albemarle Sound on our way to Belhaven. We were in deep water (10'-11') now with plenty of room and Captain London wanted to check out the coolant leak. I took over the helm and shortly after, the boat twisted a little and we heard a loud thud. It was checked out and nothing found. Captain London came back on the bridge and said that he has found the leak and he could fix it if we stopped and anchored for a short while. We did so. Captain London came back to the bridge and said, "I've fixed the leak and we are in good shape, let's weigh anchor and continue". We did so. When the Croatan Bridge was abeam port side Captain London said he is going below to check out his handy work. He was gone for a few minutes and came back on the bridge and said in a calm voice, "shut off the port engine, we are taking on water". I did so. He was on the radio calling Sea Tow. He got someone other than Sea Tow who relayed the information between Sea Tow and Captain London. It was established that we should turn around and head back to the Manteo channel where Sea Tow would meet us with a couple of powerful pumps. We were running on the starboard engine and the bilge pumps were keeping up with the water intake. Captain London had figured out from the charts where the shallow water was if it came to that. We met Sea Tow and the Captain asked us to follow him in close and if our bilge pumps couldn't keep up he will take us in tow and pump. We made it to Broad Creek Marina where a lift was waiting to haul us out. Now we had two boats on the hard at Broad Creek Marina. A very sad situation indeed had come upon us.

Cont'd on page 10

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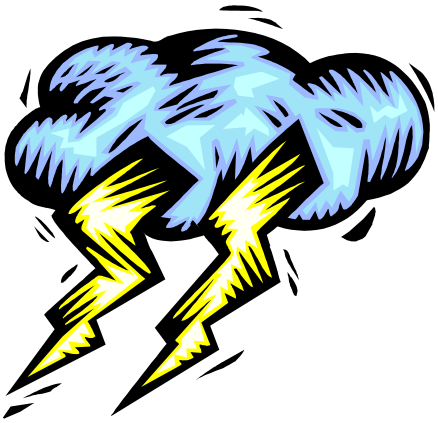
BOATING – LIGHTNING PROTECTION



LIGHTNING PHENOMENA

Most lightning strikes occur in the afternoon- 70 % between noon and 1800. As the air temperatures warm, evaporation increases. This warm , moisture-laden air rises and evaporates, forming fluffy cumulus clouds. As more moisture accumulates, the clouds darken and change into cumulo- nimbus clouds – thunderstorm clouds – frequently, with a flattened top or anvil shape, reaching to 40,000 feet or more.

MINIMIZE LIGHTNING STRIKE DAMAGE

Do not become a lightning target. Preferably stay off, and definitely get off, the water whenever weather conditions are threatening. Check the weather. The National Weather Service provides a continuously updated weather forecast via VHF/FM channels WX1 ,WX2, WX3. Their short term forecast are quite accurate, but small localized storms might not be reported, Therefore , it is important that boaters learn to read the weather.

Watch for distant lightning. Listen for distant thunder. You may hear the thunder before you can see the lightning on a bright day. Seldom will you hear thunder more than five miles from its source. That thunder was caused by lightning 25 seconds earlier. The sound of thunder travels at one mile per five seconds.

LIGHTNING PROTECTION SYSTEM

The major components of a lightning protection system for a boat are an air terminal, main conductor, and a ground plate.

The mast , if constructed of conductive material , a conductor securely fastened to the mast and extending six inches above the mast and terminating in a receiving point , or a radio antenna can serve as the air terminal.

The main conductor carries the electrical current to the ground. Flexible, insulated compact-stranded, concentric-lay-stranded or solid copper ribbon (20 –gauge minimum) should be used as the main conductor.

The ground plate, and that portion of the conductor in contact with the water, should be copper, Monel or naval bronze. Other metals are too corrosive. The secondary conductors ground major metal components of the boat to the main-conductor. However, the engine should be grounded directly to the ground plate.

Lightning arrestors and lightning protective gaps are used to protect radios and other electronic equipment which are subject to electrical surges.

SUMMARY

Boating in North Carolina waters is an enjoyable activity for many of us. Keep it that way.
Listen to the weather reports. Learn to read the weather conditions. Stay off the water when weather conditions are threatening.

Install and/or maintain an adequate lightning protection system. Have it inspected regularly. Follow all safety precautions should you be caught in a thunderstorm. By using good judgment, it is less likely that first aid or CPR will be needed while boating…..

Darle Shouse, N Safety Officer

You're Invited

Winston-Salem Sail and Power Squadron's

Commander's Picnic

October 15 at Tanglewood Park

5:00 until 10:00 **$15/pp plus park admission**

RSVP your Commander by Oct 1

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Need Editor and Publisher for ***Tarheels***. Let out your creativity. Call Michael at 924-2698.

Winston-Salem Sail and Power Squadron

Merit Mark Information

Name_____
Certificate No. _____
Merit Mark Year _____

Office/Committee(s)
Active Participation _____

No. of Bridge Meetings Attended _____

Education Program-Course(s) Chaired _____
_____

Classes Taught _____

Classes Monitored (No,) _____

Monthly Programs Presented/Chaired _____

Co-op Charting _____

Co-op Charting Workshop _____

Geodetic Marker Recovery _____

Change of Watch Committee _____

Safe Boating Week Participation _____

Telephone Committee _____

Rendezvous: Spring, Summer,
Fall, & Cruises (coastal) _____

District Meetings, delegate _____

National Meetings, delegate _____

New Members enlisted through personal efforts (No.) _____

Other Activities _____
_____
_____
_____
_____
_____

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Cont'd from page 5

"We have options", says Captain London. We all put our heads together and a few phone calls to Peltier Creek and it was decided. Captain London would rent the only van left to rent in the area due to Andy Griffith's friend being in town and the Manteo arts festival gearing up. Captain London acquired the van and off we went to Peltier Creek where P/C Frank Styers and P/C Jack Cummins tucked us all in for the night.

With the crews safe and sound back at Peltier Creek, I want to say this about this trip. With all the problems encountered not one person panicked or got upset. They acted in a very calm manner and understood the problems, which they had never faced before and handled them with the best attitude that was possible. The book learning does help you prepare for emergencies but you do not know how you would react until you are actually in a situation. These Captains, Reid London and Don Breault, not thinking of their financial cost, handled these situations with the utmost regards for the crew's safety and well being, making sure that everyone got home safe. They are to be congratulated.

Education through experience along with book learning will make you the best boater that you can be.

Wait! How Does Captain Lewis and first mate Mary Ann get "Gary's Gal" back to Peltier Creek?

 …...To be continued for the rest of the story.

Winston-Salem Sail & Power Squadron
Calendar of Events for 2005

Date	Event
05-08 January	USPS Annual Meeting, Orlando, FL
22 January	WSSPS Change of Watch, Twin City Club
16 February	Membership Meeting - “New Experienced Boater’s Course”
18-20 March	D27 Annual Meeting & Change of Watch - Greensboro, NC
16 March	Membership Meeting - “BVI Trip” WSSPS Group Effort
20 April	Membership Meeting - ”The Periauger”
7 May	Fundraiser - Yard Sale - Call Sheila Breault or B Travis
18 May	Membership Meeting - “Self Defense for Boaters”
28-30 May	Memorial Day Weekend - Coop Charting - Morehead City, NC
01-05 June	USPS Spring Governing Board -Charlotte, NC
17-18June	D27 Spring Council - Fayetteville, NC
15 June	Membership Meeting - Walt Blackman’s Fabulous Fish Fry
04 July	July 4 Impromptu Get-Together Morehead City
09 July	Winston-Salem Sail & Power Squadron July Rendezvous at Jim and Genny Frazier’s Lake Norman Home
20 July	Membership Meeting - ”Claiborne Young’s New Book” - Piedmont Club
15-17July	D27 Rendezvous - New Bern, NC
06-07 August	Rendezvous - Morehead City, NC - Cancelled
17 August	Membership Meeting - “Simple Astronomy” - Darle Shouse
03-05 September	Rendezvous and Coop Charting - Morehead City, NC
06-11 September	USPS Fall Governing Board - Portland, OR
21 September	Membership Meeting - ”Scuba Diving with Blue Dolphin”
23-25 September	D27 Fall Conference - Rocky Mount, NC
15 October	Commander’s Picnic - Tanglewood Park, Shelter #3
16 November	Annual Business Meeting - Year in Review
15 December	Annual Christmas Party - Bermuda Run Country Club
04-08 January ‘06	USPS Annual Meeting, Orlando, FL
28 January ‘06	WSSPS Change of Watch - Piedmont Club

Many dates are tentative and subject to change as well as new events being added on a regular basis. Please make sure you check for those changes and additions in <u>each</u> month’s issue.

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WINSTON-SALEM SAIL AND POWER SQUADRON

A Unit of the United States Power Squadrons

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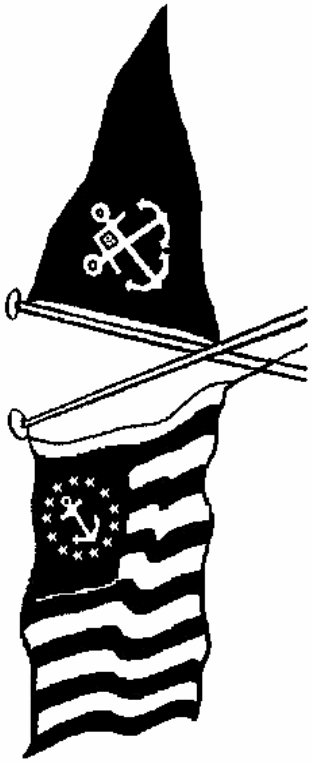

WINSTON-SALEM SAIL & POWER SQUADRON
5854 Woodsway Drive, Pfafftown, NC 27040

IMPORTANT UPCOMING EVENTS

06-11 Sept	**USPS Fall Governing Bd Portland, OR**
21 Sept	**Blue Dolphin Dive Ctr Twin City Club**
23-25 Sept	**D27 Fall Conference Rocky Mt., NC**

DISTINCTION IN Journalism 2004
UNITED STATES POWER SQUADRONS®

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Educational Officer	P/C Ray N. Travis, SN
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