Tarheels

THE *TARHEELS* IS AN OFFICIAL PUBLICATION OF THE WINSTON-SALEM SAIL AND POWER SQUADRON October 2005 Volume XIV Number 10

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October 2005

Calendar of Events

15 Oct	**Commander's Picnic** *Tanglewood Park*
05 Nov	**Geodetic Marker Recovery** *Winston-Salem, NC*
24 Oct	**Bridge Meeting** *at the Commander's home 336/924-2698*
24 Oct	***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

Commander's Picnic

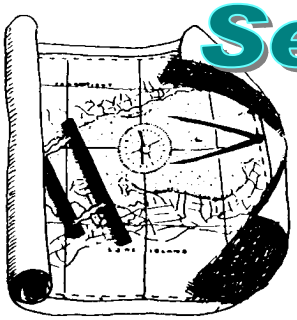
Saturday 15 October

Tanglewood Park
Shelter #3 (by the pond)
Clemmons, NC

Cost $15/pp
Pay at Door
Make Checks out to WSSPS

Pig Pickin' Drinks and Blue Grass
Starts at 5:00

Guests are always welcome, but a reservation is required.



Setting the Course

Cdr Kristine S. Cranford, AP

Michael and I headed for the beach the first weekend of October to enjoy boating and the Morehead City Seafood Festival. Boating conditions were so beautiful that we never made it to the festival, but spent our time on the water. On Sunday we linked up with Mary Anne and Gary Lewis and finally got some Coop Charting done. On Monday we trailered Midnight Sun home for us to enjoy October on the local lakes.

In addition to being a beautiful boating month, October is also the time when we have to address the problem of securing squadron officers for the next year. This year we have a Treasurer and an Educational Officer, but we still have no Commander without whom we will cease to exist. We also lack an Executive Officer, an Administrative Officer and a Secretary.

For our next Commander we hope to provide more assistance with their duties. He or she will have a Member-At-Large to assist them as well as a Past Commander as a Mentor. In fact, we plan to go from three members at large to six and all these folks will be there to help officers with their duties. In addition there will be a training session sponsored by the District for all new officers. I will not tell you that being Commander is an easy job. There have been times this year when I have been extremely busy. But in spite of having a full-time job and the computer skills of gerbil I have still managed to get through, so I know other members could handle it too, many of them more efficiently than I. Anyone who becomes and officer will get the utmost in help, support and training that we can provide. We are setting aside money in the budget to cover expenses incurred by officers fulfilling their duties to the squadron.

And so you may ask, "What are the rewards?" You can expect respect, friendship and the satisfaction of keeping the squadron alive for another year. There is also the reward of seeing your ideas incorporated into the squadron and the sense of accomplishment that comes from successfully planning each meeting and each event. Please consider serving as an officer. You will discover in yourself talents you never thought you had. The squadron sincerely needs you. Give us just one year of your leadership. We are waiting to hear from you.

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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**

Guest Writer P/C Don Breault, AP continues the saga of the now infamous Pamlico Cruise. Here is his story….

Respect The Pamlico

The return of "Gary's Gal"
A journey back home.

All of the Captains and Crews of the three boats on this cruise looked at one another in disappointment after a cruise that had just ended for two of the three boats. We all then saw, with a sigh of relief, that everyone was safe and that no one was stranded or hurt. However, we had to decide just how we were to get the last of the "Brave Trio" of boats back to Peltier Creek. You have heard the expression; "Never leave your wingman". We could not and would not leave Gary and Mary Anne alone to bring back "Gary's Gal". We left as a group and would return as a group. Only a little smaller in numbers but big on spirit and heart. With previous experience in cruising the Pamlico, I became the most logical candidate for navigator on this fine sailing vessel.

As everyone loaded into the rental van, Captain Reid London, P/C Ray Travis and myself, made sure that all gear that was to be transferred back to Morehead City was neatly stowed on "My Girl" so it could be easily identified and picked up the next morning. Meanwhile, Gary and Mary Anne began to prepare a wonderful gourmet Turkey Burger Dinner. This was followed by a very entertaining movie on the deck of their sailboat. Such a beautiful night and what an ending. Gary and I slept outside because the night was so peaceful and the temperature was just right. Mary Anne and little Honey Bun took to the berths below decks. About 0100 we woke up to the sound of a fully staffed 3rd shift on the commercial side of the docks along with the gentle splatter of rain drops on our faces. Gary took refuge into the cabin below and I sought refuge into the sleeping berth of "April Star" which was on the hard in a repair rack.

The next morning we had planned to depart at 0600 and we plotted a route across the Pamlico from Roanoke Island to Swan Quarter so we could stop for lunch and fuel. However, Mother Nature had another plan on our time and trip. At 0615 we witnessed the most spectacular thunderstorm moving across the Outer Banks. The lightning show replaced the sunrise, and it gave us all concern for what the day ahead would be like. This weather system was moving very fast so we only had to wait an hour after our scheduled departure time. As the sun rose, so did the many cloud formations of unsettled weather, and these clouds began to surround us. The path out of Old House Channel was uneventful and for a moment it looked like we were going to miss the biggest part of the weather that continued to build in the west.

Our next navigational aid was LS2, which marked the shoal area by Long Shoal River. By this time the visibility had significantly deteriorated and our GPS said we were on course but neither of our crew could spot the aid. This I knew was another sign of a long and hard day.

Cont'd on page 5

Administrative Officer

P/C Alexander Cooper, JN

Don't try fighting City Hall (at least in this case).

I built a small foot bridge spanning two pieces of property I own at Lake Norman so it would be easier to get from A to B. Duke's Lake Management Division found out about it and ordered me to tear it down or else…

They said it spanned an "environmentally endangered area" of the lake and besides the support pilings were on their property. (In a creek in the lake!)

Things sure have changed. I can remember when a rough sketch and 50 dollars got you a permit to do most anything on the lake…of course I also remember 35 cents/gallon gasoline. Now there is/are over $ 600.00 in fees and paperwork filled out SEVEN times to apply for some permits.

Your Winston-Salem Sail and Power Squadron has also changed, but for the better! Our programs are more exciting, and the technology to present them as well as educational courses has also gotten a lot better.

Even if you were a bit frustrated with September's meal and meeting place, I urge you to attend the Commander's Picnic in October at Tanglewood. There will be lots of pig to go around for everybody and a bit of humor as well along with Mike and his trusty camera to sneak photos of you for the newsletter.

Respect for the Pamlico *Cont'd from page 4*

Shortly after this point, the waves began to sweep over the bow and spray came into the cockpit on every other pitch. Mr. kidney said "take it easy" so we had to cut down on some speed over ground here. I cannot tell you how hard that was for me because I think that 15 kts is slow. We were now making 8 kts and I longed for a little dry air as Mother Nature began to pour buckets of fresh water upon us.

As we slowly approached Swan Quarter Narrows, the weather began to lighten up a little and we had a brief moment of sunshine. This was the calm before the real storm. The entrance to Swan Quarter bay was clearly marked and we did witness a rare sighting of a grounded Wildlife Officer boat near shore. Captain Gary said he was doing okay as he was putting up a rooster tail 30 or more feet in the air behind him. So we thought is was best not to remind the Wildlife Officer that he was in less water than we were, and perhaps he was doing a routine training exercise on how to handle low tide conditions. Meanwhile, First Mate Mary Anne took up position on the bow to help spot for the many crab pots that were spread about in the middle of the channel. As we came into the village of Swan Quarter, Mary Anne commented that this is a place that time has forgotten. I agreed as we passed row after row of old fishing docks and fish processing plants still in business. They all seemed to be family owned and operated. At one point I thought I was in the movie "Deliverance" as I spotted a young lad trying to strum on an old Banjo while sitting on the dock with a bamboo rod next to him. This was a postcard town from the past.

We found fuel and used the facilities of a general store reminiscent of a period of time in the 1950's. The only thing missing was the 56 Ford coupe out front. Gary decided that after our left over turkey burger lunch we would try and find some ice cream. The nearest facility that sold ice cream looked like a 2 mile walk and would not be worth the effort to satisfy a craving. I also noticed the weather was about to change again as thunder heads began to build and the distant sound of rumble gave us warning that the day was far from over. So back on the water we went! It was now 1330 and back out onto the sound we headed to take round number two of the fury of the Pamlico.

About an hour out of Swan Quarter, we could not, or even try to, outrun what Mother Nature had dealt up. You could almost hear her say; "So you want a piece of me?" "Here it is". And brother did we get it. Visibility was minimal, down pour after down pour along with lightning strikes were not far off. This continued until 1830 hrs when we finally approached Brant Island Shoal. At this point, I knew we were on the down side of this day at sea in heavy weather as the Neuse River was almost in sight.

The remainder of the trip was uneventful as we sped down Adams Creek into Morehead City. The spectacular glow of a beautiful sunset was in front of us as we continued into Bogue Sound. As we turned into the entrance to Peltier Creek, we almost forgot about the heart throbbing experience of taking "Gary's Gal" into and out of a Perfect Pamlico Storm. But one thing we had in mind was that we all had more respect for the Pamlico. It was experience, determination, and comradeship that had brought us home. The four of us arrived a little soggy but safe. Our cruise that we started on August the 4th had come to an end with only one boat making it back. As we turned further up the creek toward the marina, we glanced on shore and spotted all of the remaining crewmembers along with P/C Jack Cummins, P/LtC Beth Cummins, and P/C Frank Styers. They all greeted us with foghorns, noisemakers and beer. The comradeship and bonding we forged on this trip for all of the crews on all of the boats was an unforgettable experience.

Our next story? Yes there is a continuation to this great adventure. We call it;
"The great rescue". "No boat or crew will ever be left behind."

P/C Donald Breault, AP

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Executive Officer

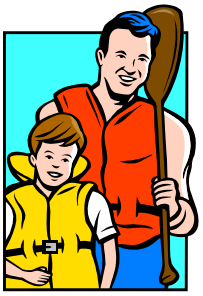
Lt/C R. Scott Foster, Jr., S

As a frustrated "skipper" I sometimes wonder about the manners of the guests I bring onboard so I decided to scour the internet for some boating etiquette. Here are a few ideas I hope will help.

A Guest's Guide to Boating Etiquette

1. **Buy the Fuel:** Boats burn a lot of fuel. A guest should offer to pay for the fuel bill. The boat owner is already covering the cost of wear and tear, moorage, monthly payments, marine insurance, licensing, yearly luxury taxes, and a long list of other fees. Buying fuel is little enough to ask of a guest who has come along for the ride.
2. **Bring Lunch:** The skipper gets to the boat early, sets things up and runs the boat. The least a guest can do is offer to feed him or her.
3. **Help the Skipper:** Guests generally want to help, but they often improvise too much. Stand by and let the skipper give instructions.
4. **Don't Force It:** How many hasps, hinges and catches are yanked and mutilated by boating guests annually? Too many. If it doesn't come open easily - ask.
5. **Stay Out of the Skippers Way:** A boat is a small space. The person running it often has a lot on his or her mind, such as weather, waves, and where are the fish (or, where are we? for that matter).
6. **Don't Touch That Dial:** Electronics are the captain's turf. Don't fiddle with the dials, punch buttons or try to make things beep. If guests want to learn about the boat's electronics they should ask questions, or better yet read a manual while running out to the fishing grounds.
7. **Remember, Docking is Serious Business:** Why is it that whenever I approach the docks of my destination, everyone aboard starts fidgeting, taking off jackets and gathering up personal belongings? This is distracting, and it starts the weight shifting all over. It makes docking difficult at best. As a guest, either man your designated position while docking or sit still.
8. **Clean-up is Serious Business:** Salt destroys metal, and a good skipper wants to keep a clean boat. Washing the boat is not on par with washing the car: It's preventative maintenance. Guests should offer to help at the end of the day. Guests should realize the chores must be done quickly and efficiently. All that stands between the skipper and "Miller time" is clean-up.
9. **Help Out:** with the invisible work like waxing in the spring, winterizing in the fall, bottom painting and countless other jobs required to keep a boat in shape.
10. **Please Reciprocate:** I'm sure the people you take out fishing are knowledgeable in other areas. When the skipper shares his expertise at the helm with a guest, a guest should share his or her expertise in another area with the skipper.

CHILDREN LOOK GREAT IN LIFE JACKETS



The U.S. Coast Guard reminds parents that their children should always wear a life jacket while boating.

Just as children should wear bike helmets, they should wear life jackets.

Many adults believe themselves capable of diving into the water to rescue a child who falls overboard. This is a dangerous misconception. Adults may not notice a child falling overboard. Children who fall in may not surface immediately. It can be difficult to locate a child in water, especially when the vessel is in motion.

Life jackets could prevent approximately two-thirds of all boating-related drownings of children 14 and under.

The U.S. Coast Guard strongly recommends adults always wear life jackets as well, not only to keep themselves safe, but to demonstrate safe behavior to the children.

Lt. Darle Shouse, N Safety Officer

You're invited

Winston-Salem Sail and Power Squadron's

Commander's Picnic

Bring your favorite Homemade BBQ Sauce For a competition

October 15 at Tanglewood Park

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

RSVP your Commander by Oct 1

Pig pickin'

Shelter #3

Blue grass

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(It really isn't as bad as it sounds. It is fun to do.)

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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Open Letter to Our Squadron PLEASE READ THIS

Once again, Winston-Salem Sail and Power Squadron is in dire straits. We need officers to keep the squadron alive and functioning. Nominations are due next month for officers. So far we only have a Squadron Educational Officer and a Treasurer. To continue with our charter we must also have a Commander and Secretary. We also need to fill the slots for Executive Officer, Administrative Officer and Assistant Educational Officer.

If you have never been to a Bridge Meeting (Executive Committee) then you really don't have your finger on the pulse of what makes our squadron the wonderful thing that it is. The comradeship and friendships you develop are for a lifetime.

I am asking from the bottom of my heart, if you want this squadron to continue, step forward and volunteer for one of these positions. I have served in many of them, and even as Commander, and it is something I have never regretted for one minute. You will have the support of many, many people.

Please contact me at mcranford@triad.rr.com or 924-2698 to discuss your nomination right away.

P/C Michael L. Cranford, AP Chairman, Nominating Committee

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.

TARHEELS

A PUBLICATION OF

WINSTON-SALEM SAIL AND POWER SQUADRON

A Unit of the United States Power Squadrons

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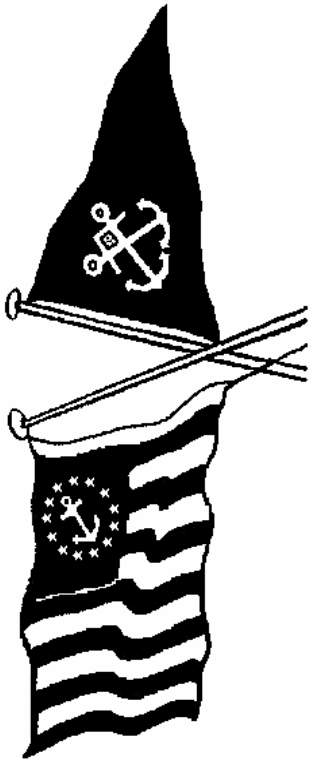

WINSTON-SALEM SAIL & POWER SQUADRON
5854 Woodsway Drive, Pfafftown, NC 27040

IMPORTANT UPCOMING EVENTS

15 Oct	**Commander's Picnic** **Tanglewood Park**
05 Nov	**Geo Marker Recovery** **Winston-Salem**
16 Nov	**Year in Review** **Piedmont Club**

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Administrative Officer	P/C Alexander Cooper, JN
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