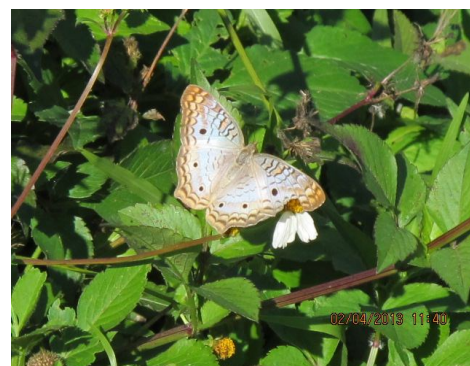
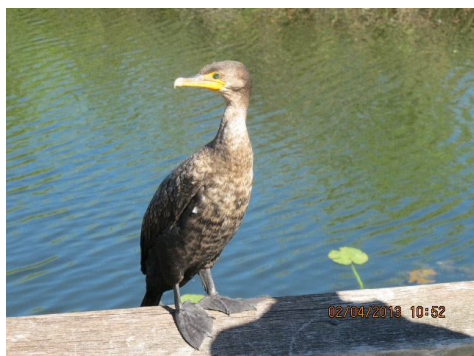


# CROSSED ANCHORS

OFFICIAL PUBLICATION OF THE WINSTON-SALEM SAIL AND POWER SQUADRON April 2013 Volume XXIII No. 4

## Adventures with WSSPS members

To the Keys with Bill Davis



To Seattle/San Juan with the  
Brigadiers, full presentation given at February  
Membership mtg.



Lake Washington, Seattle,  
Washington



San Juan Islands



San Juan Islands

## Kin Cartrette and the Sea Scouts

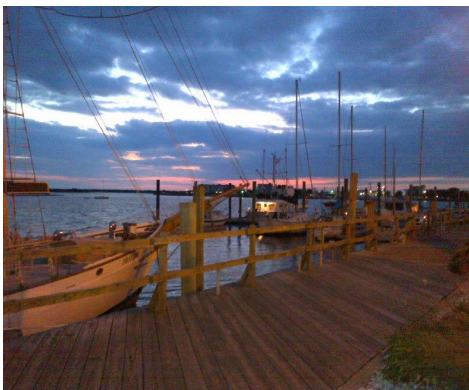


Touring the Battleship North Carolina



Sunfish regatta @ High Rock Lake

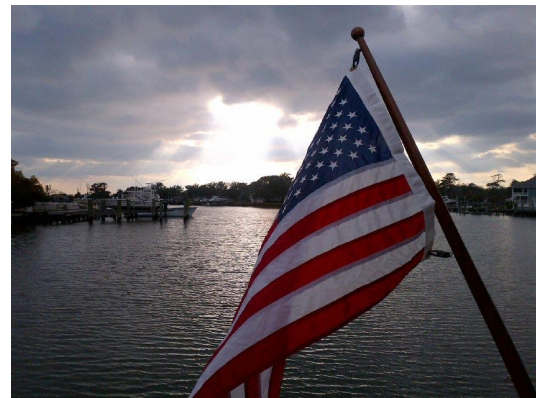
## Weekend at Peltier Creek on the “Gemini”, “My Girl”, “Paradise Lost”, and “Liberty”



Beaufort, NC



Wild horses at Shallowford Banks



Pelletier Creek in Morehead City

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Feel free to contact any of the  
above if you have questions.

Our meetings are always open  
to the public. Please visit with  
us anytime.

## WSSPS Monthly Meeting

**17 APRIL 2013**

**RiverRidge TapHouse  
Formerly BigShotz  
Clemmons, NC**

**Co-op Charting**

Paul Long, Greensboro

**River Ridge Taphouse  
Formerly Big Shotz  
Clemmons, NC**

For menu: Go to <http://riverridgetaphouse.com>

**Social: 1800  
Meeting 1900**

**Guests are always  
welcome.**



# From the Helm

Cdr. Wayne Creekmore, JN

*" Ask what you can do for your Squadron  
and  
Ask what your Squadron can do for you"*

## Are you interested in a WSSPS Roster?

Here is an easy way to access one. Go to <http://www.usps.org/> and click on "MEMBER STUFF to "LOGON". To LOGON, you need your **Power Squadron member certificate number and PIN #** which is found on your membership card. On the left side of the page, click on "MY SQUADRON", then scroll down page to SQUADRON MEMBERSHIP and click on "view" Member List.. Here you can click on the certificate number for the member you want and get other information.

If you need to change your information, you can edit some of your basic information from this page, otherwise, i.e, a new email address or new mailing address, you need to send that information to P/C Debbie Mayfield @ [djmayfield@earthlink.net](mailto:djmayfield@earthlink.net).

# Education Officer

## Lt. Kin Cartrette

The ABC-3 public boating course at the Old Town Recreation Center at 4550 Shattalon Drive, Winston-Salem, NC will be wrapping up this Tuesday, April 2nd, from 7:00 to 9:00.

The students will be taking their test followed by fellowship and food with members of the WSSPS. A special thanks to Dawn Gaskill and Cindy and K.B Jennings Jr. for helping with this course. We have four enthusiastic boaters in the class who will be offered a 6 month trial membership in the Winston-Salem Sail and Power Squadron!

The USPS Seamanship course is scheduled for Thursdays, April 4th, 11th, 18th, 25th and May 2nd, 9th, 16th, 23rd, and 30th from 7:00 to 9:00 pm. at New Hope United Methodist Church at 5125 Shattalon Drive, Winston-Salem, NC! Seamanship is the follow-up course to ABC-3 and covers marlinspike, anchoring, deck seamanship, rafting, customs, slow and fast speed boat handling, boat care, and maintenance. Everyone interested in taking Seamanship can email me at [education@wssps.org](mailto:education@wssps.org) or call me at (336) 413-6490.

We have one member who will be taking the Junior Navigation exam soon to finish up a JN course that they began earlier. Soon after that we are looking at scheduling the full Junior Navigation 2012 course for all interested. If you would like to take the JN course, please shoot me an email or give me a call.

K.B. Jennings, Jr. found a great little article about man overboard situations and how to respond. Responding to man overboard situations are taught in our boating classes, however, how many of us practice this drill routinely to determine how we would respond if the situation actually occurred? An old or damaged PFD labeled "OSCAR" will suffice for the "victim" and the entire drill doesn't take but just a few minutes.

March 22nd-24th we had some of our member attend the District 27 50th Anniversary Spring Conference and Change of Watch. A couple of interesting programs were presented during the Squadron Education Officers breakout sessions, one of which should be familiar to the WSSPS.

During the morning session a youth sailing program based on the Optimist Pram was presented, almost identical to the Y-Sail program begun here in Winston-Salem some years ago. The USPS is hoping to push the program nationwide as a means of promoting boating interest and safety among youth and also more public exposure for local sail and power squadrons.

In the afternoon breakout session a presentation was made about a joint effort between the USPS and Boat US Foundation to present courses online. The goal is that by the end of they year all seminars will be online along with the Seamanship course. The Boat US Foundation has the membership numbers, media and support to make this happen and the USPS has the educational expertise. More detail information will be coming as this develops and courses are offered online.

"Ask what your squadron can do for you" and "Ask what you can do for your squadron"! We would love to hear from more WSSPS members about courses offerings and schedule. The WSSPS educational survey can be taken online at <http://www.surveymonkey.com/s/C9PVDFP>. We are always looking for folks to join the education team and teach or help teach courses. One of the best ways to learn with deeper understanding is to teach.

See You On The Water!  
Kin



### Q & A MOB Recovery\*

**What are some basic steps for recovering a person who has fallen overboard?**

Coast Guard statistics show that more the 70% of boating fatalities are the result of capsizes and falling overboard. The basics of a successful MOB recovery have changed little, with the exception of technology that can dramatically improve the odds of finding a person in the water. Here are some tips to remember.

- ◆ **Point and push:** whoever sees the person go overboard should immediately shout "man overboard" and "port" or "starboard," then point to and keep a constant eye on the person. The skipper should push the MOB button on the plotter or GPS to mark the coordinates.
- ◆ **Throw:** Throw a flotation device while the skipper executes a Williamson Turn, heading 60 degrees to the side over which the person fell, then circling back to return on the reciprocal course.
- ◆ **Retrieve:** Upon return, keep the victim alongside the boat. At that point, the phrase "reach, throw, row and go" comes into play. If too far away to "reach," "throw" the victim a flotation device or line. If you can't get either of them close enough, "row" or slowly maneuver the boat closer. As a last resort, a strong swimmer wearing a PFD and carrying flotation can "go" to the victim and get him or her back to the boat.
- ◆ **Technology:** The Raymarine LifeTag is a wireless MOB system that sounds an alert on the boat the instant someone wearing it goes overboard ([www.raymarine.com](http://www.raymarine.com)). Autotether also sounds an alert—or kills the engine—when someone wearing a sensor goes overboard ([www.autotether.com](http://www.autotether.com)). Kannad's new SafeLink R10 SRS is worn on a PFD and, when activated manually or automatically, sends alert messages, GPS position and identity code to AIS receivers with a 4-mile radius ([www.kannadmarine.com](http://www.kannadmarine.com)). Kannad was awaiting FCC approval so it can begin to sell the unit.

**It crucial that you practice man-overboard drills so everyone knows their role and can swing into action when a situation arises.**

**\*Information taken from [www.soundingsonline.com](http://www.soundingsonline.com) May 2012**

More information re MOB can be found at <http://www.boatus.com/magazine/2012/october/Foundation-How-To-Prepare-For-A-Man-Overboard.asp>



# Administrative Officer

Lt/C Bill Davis, SN

Anybody seen any global warming this spring yet? My gas and electric bills are 50% higher this winter than last winter. I know you people with boats have had to practice delayed gratification a lot.

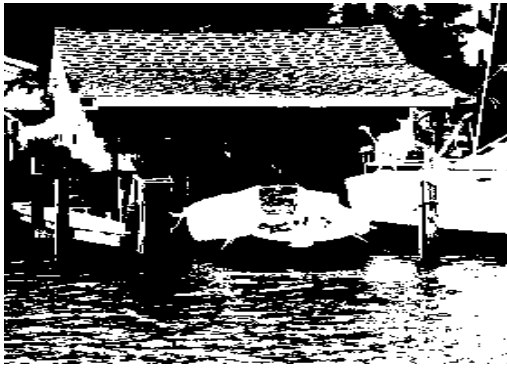
Somehow diversions have delayed the start of my squadron year to some extent. Other people have been sick; I have been out of town. If it would only warm up.

Leon did a very clever thing at the March meeting when he took us on a trip with him to Sweden where Mary Lou has relatives. Besides pictures they had taken he Google Earth'd us into the various sites they went to see. That stuff is amazing. I sometimes use it to look at the layout of various industrial and commercial buildings, count the rooftop units, and figure out the orientation of the structures. Next I plan to outfit my miniature helicopter with a camera and if I can get inside the building photograph the equipment inside. I just need an accomplice to open the door for a moment. I guess I should stay out of the ladies' room.

In April Paul Long with the Greensboro Power Squadron is coming to our general meeting to talk about Coop Charting. I found a couple of presentation on the USPS website that will give you a preview. See the attachments at the bottom of this page. I think that if our squadron could organize a coop charting weekend everyone would really enjoy the event. We'll see!! For more information on Co-op charting, follow this link (you will need your Power Squadron # and PIN to access)..

By the way did you know the Administrative Department has Port Captains under its wing? I was looking at the count of folks along the coastline that are listed on the USPS website and there are quite a few. There are rumors that we have a few members that plan to retire to the coast so watch out, the list could get longer. A Port Captain, by the way, is a contact at the coast that knows the area and can make recommendations to inquirers about local conditions, events, facilities, etc.

I also have membership under the Admin wing but so far that hasn't been a real strain. Would be nice if it were a problem for me. Right now I believe I will need to take cover from the North Korean rockets.



# Fish House Chronicles

By P/C Don Breault, AP

## Harbors of Healing

What we offer this month is a poor substitute of a real good sea story. A tidal tale of “Tar heel Tidewater” at low tide. No broken down boats. No one ran aground. And no one fell in the water off the porch of the fish house. We are re-telling a tale for the first time about an official WSSPS cruise too and from Oriental. Some time ago into the not too distant past on the return cruise from Oriental to Morehead City some things happened along the way and some things went bump in the night. And some lessons were learned! And yes, Felix was there!!

It all started one beautiful May weekend when 6 or so boats cruised up Adams Creek and across the Neuse River bound for Oriental. A textbook adventure of flawless planning, all engines running good, and no one went on the wrong side of the markers. Not even a crab pot was run over and tangled around a prop shaft. Even Joel had no problems that weekend. All boats were expertly docked and tied with no one even so much as bumping a pole or striking another already docked boat while attempting to squeeze into narrow slips. Are we bored yet? Well if not, continue to read on.

The day went as good as it gets with finality at the famous M&M’s Restaurant. An early meal was had by all and back to the Gemini we walked for our libation deserts were waiting. As we boarded the Gemini one couple that went for the ride only, finally spoke up and said that they could not spend the night and they needed to get back to Morehead City. With nightfall approaching in a couple of hours or less, Felix drew the short straw to ferry this couple back to Morehead City.

They boarded “April Star” which is a fast express cruiser for the journey back. Being conscious of the fact, that they may be cruising in the dark some of the way, Felix rigged up the stern light pole so he would be legal with proper navigation lighting. The departure was uneventful as they motored through the channel back into the Neuse River and when they were cleared of the no wake zone, Felix pushed the throttle down and warp speed he went. His boat speed began to climb to 15 knots, 20 knots, 30 knots and he top ended at 35 knots with a rooster tail behind them. The water conditions were somewhat flat so he had no problem making this speed most of the way into Adams Creek.

As you know, when running into the early evening, the sun can set very quickly and once that sun disappears, it is just a few moments later that visibility on open water begins to go away. No problem Felix hollered over the engine noise, we got running lights and I am putting them on now. As soon as he hit the switch, the combination bow light came on but the stern all around light lit up for a mini second and with a bright flash it went out. Just a bulb he thought, so he will deal with it. His lovely first mate went down below to search in the spot where he keeps spare bulbs, playing cards, shoelaces, bottle openers, and, behold, no spare bulb. But at least she found his lucky green marker. No problem he said to himself. We will fix it next day.

As the night sky turned blacker, Felix reduced speed so as to reduce the risk of collision with potential unmarked rowboats fishing in the middle of the creek. It has been known that both KB Jennings and Alex Cooper sometimes fish together at night with no lights in anticipation of catching a small tuna. With a speed reduction, the trip calculations got to be somewhat longer in time to arrival. “Oh, well,” said the crew, better safe than sorry because this is no means a race. As they cleared Sea Gate Marina entrance, they were what appeared to be the only boat left on the ICW at this time of night. Then the unthinkable happened. A small center console was lurking along side of the core creek bridge with his running lights on and behold, it was a wildlife officer.

The bright blue flashing lights came on and he steered toward Felix as if they were the get away boat for the aquatic Bonnie & Clyde. A young man, younger than our children, greeted them and tied up along side of Felix. He wanted to make them aware that they were running without a stern light which is a violation. Now Felix jumped up and he said what kind of violation? We all have life jackets on board he bleated to him. So the wildlife officer asked if everyone could put on their designated life jacket. The crew went looking for the jackets and behold, there were none on deck. They were all below. So Felix quickly went below to bring up a moldy and smelly safety bag with zippers that did not work.

Now the wildlife officer was grinning his teeth and counting the violations Felix may be in for. Felix emerged on deck with 4 legal and presentable but stinky life jackets. They passed the test. Now the issue with the missing light. Now Felix took some lessons from Leon and told the wildlife officer this story: You see officer, we were just cruising across the Neuse River and the water became very rough and we slammed a few breakers and I think that is where my stern light failed. It was working fine before we left Oriental. As Felix's nose began to get longer, the wildlife officer bought the fabricated story and just gave Felix a written warning. Now with report on board and some complimentary light sticks, the Felix crew continued their journey back to Morehead City with a written inspection

Now for those who remember the Newport River by Core Creek, and the many channels that may not be lighted showing you the way between 1 and 2 feet of water, traveling in this area at night could be considered very hazardous. It could be even catastrophic if you have Felix at the helm. So very slow speed they went.

Along the way as they entered the beginning of Core Creek, one crew member asked Felix if he had a working GPS and a paper chart. Another crew member asked Felix if he had a hand held spot light to help him find the way. Then there was a look of despair and fright over the face of Felix. Being the sort of planner he is, he never thought of those things because he had always depended on other members of the squadron to show him the way. And they always were showing him the way in daylight. With a little luck and a little plowing of the creek, Felix got lucky by raising his outdrive a little bit as he went down the wrong channel a couple of times. Five hours later, he found his way to the turning basin and it was home-ward bound from there. What he thought was a 3 hour journey took almost 8 hours to get home. Thank goodness for Harbors of Healing. The next day everyone had forgiven Felix for not being so prepared. No damage to the boat. No one got hurt. Just a short night on sleep!

See you on the Water  
P/C Don Breault  
"Liberty





## Winston-Salem Sail & Power Squadron Calendar of Events for 2013



DATE	EVENT	April 2013
2013		
1-Apr-2013	Executive Committee Meeting "Breault"s Boston Bar & Grill"	
April 4,11,25, May 2,9,16,23,30	Seamanship Class. New Hope Methodist Church, Shattalon Drive, Winston-Salem, NC. 7-9 pm Charge for class to be determined.	
17-Apr-2013	Membership Monthly Meeting. RiverRidge Taphouse (formerly Big Shotz), Clemmons. Paul Long, Greensboro, to speak on Co-op Charting	
6-May-2013	Executive Committee Meeting. "Bill Davis' House"	
18-May-2013	Picnic @ John Tatum's. WSSPS Annual Auction and Picnic. Watch for more info in future "Crossed Anchors"	
3-Jun-2013	Executive Committee Meeting. "Margie & George's House	
19-Jun-2013	Slane Marine, High Point, NC 6p More info to come.	
5-Aug-2013	Executive Committee Meeting "LTL"	
August 8-11, 2013	D-27 & D-5 Joint Rendezvous, Cape Charles, Va.	
August 21, 2013	Membership Monthly Meeting. RiverRidge Taphouse Clemmons. "TBA"	
September 1-8, 2013	2013 Governing Board, San Antonio, Texas	
18-Sep-2013	Membership Monthly Meeting. RiverRidge Taphouse Clemmons. "TBA"	
7-Oct-2013	Executive Committee Meeting. "George Ellis House"	
16-Oct-2013	Membership Monthly Meeting. RiverRidge Taphouse Clemmons. "TBA"	
4-Nov-2013	Executive Committee Meeting "Breault"s Boston Bar & Grill"	
20-Nov-2013	Membership Monthly Meeting. RiverRidge Taphouse Clemmons. "TBA"	
2-Dec-2013	Executive Committee Meeting "LTL"	
14-Dec-2013	WSSPS Annual Christmas Party "TBA"	
2014		
4-Jan-2014	D-27 Winter Training Meeting. NC State Univ. Club, Raleigh, NC	

Articles in the WSSPS Crossed Anchors reflect the opinions of the authors. USPS is not responsible for editorial content. Readers' comments, suggestions, and contributions are welcome. Please contact any of the bridge officers.

### *Ship's Store*

**WSSPS logo polo shirts (white)**

Men's: Medium-X/Large

Ladies: Medium-Large

\$15 each

**WSSPS 50th Anniversary burgees**

\$25 each

**WSSPS coffee cups & can "huggies"**

\$3 each or 2 for \$5

**WSSPS Sweatshirt Medium**

\$10 each

**WSSPS license Plate**

\$5 each

You can purchase at our Membership meeting or call Lt. Jim Frazier at (336) 998-6998.

# CROSSED ANCHORS

A PUBLICATION OF



## DISTRICT 27

*A Unit of the United States Power Squadrons*



WINSTON-SALEM SAIL & POWER SQUADRON  
5135 Shattalon Dr., Winston Salem, NC 27106



Please deliver to:

