CROSSED ANCHORS

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Frank Styers, former WSSPS member, 85th Birthday Celebration

WSSPS ANNUAL BBQ & AUCTION

Commander

Cdr. Eddie Shinlever, P

No report this issue.

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Nominating Committee: Lt/C Eddie Shinlever, P, P/C Debbie Mayfield S, P/C Reid London N

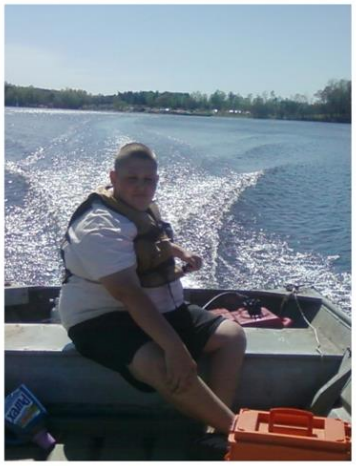
Feel free to contact any of the above if you have questions. Our meetings are always open to the public. Please visit with us anytime.

Sea Scouts

On the water ABC-3 course and Motorboating merit badge with Winston-Salem Boy Scouts a Salem Lake

Overnight canoe trekking in May with Boy Scout Troop 992 on the New River

The Paceship 23 "Capn'Jack" gets his Sea Scout stripes.



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.

Executive Officer

Lt/C Bill Davis, SN

I am still hoping some of you with boats will be out there doing some co-op charting for the squadron. If I have to get on the water to check markers it will be with me in an inner tube doing the dog paddle in the Inland Waterway. Thatôs something you donôt want to see or maybe you do?

There were a number of bright stars in the sky last night and the app on my phone was very useful. I hope most of you are using the one I have as it is the best anyone has shown me. It is called Sky Guide. We were able to identify Venus, Jupiter, and Arcturus. I can see the constellation Orion is sinking early in the western sky this time of year but I really enjoyed looking for it in the winter night sky.

Regarding the announcement that we will not be doing small craft facility reports going forward the following has be posted to the USPS website.

ñThis change affects all small-craft charts. In recognition of the increasing popularity of smart phones and cruising guides as sources of information about facilities, Coast Survey will drop the facilities table that was historically printed with paper small craft charts and displayed on raster navigational charts (NOAA RNC®). To prevent confusion, cartographers will also remove the corresponding magenta facility numbers from the chart itself. Not all facilities information is being removed, however. Charted features (as opposed to the text tables) will remain. Additionally, the charts will improve the designation of sewage pump-out facilities, adding a magenta ñPò symbol where the pump-outs are located.ò Below is the information that will eventually be deleted from charts issued in the futureé .

		DEPTHS			SERVICES													SUPPLIES					
NO	SMALL CRAFT FACILITY	CHART SIDE	APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	RAMP SURFACED-NATURAL	REPAIRS HULL-MOTOR-RADIO	MARINE RAILWAY-FEET	LIFT CAPACITY-TONS	BOAT RENTAL CANOE-ROW-MOTOR-KAYAK	BOAT RENTAL CHARTER-HOUSE-SAIL	FOOD-LODGING-CAMPING	PUMP-OUT STATION	TOILETS-SHOWERS-LAUNDRY	WINTER STORAGE WET-DRY	NAUTICAL CHART SALES	WATER-ICE	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE
1	ORIENTAL MARINA & INN	A	8	6	B E								F L	T S L P			W I			D G
1E	DEATON YACHT SERVICES	A	6	6	B E		HMR		35					T S P	D		W			D G
2	ORIENTAL HARBOR MARINA	A	7	6	B E							S	F	T S L P		C	W I			D G
3	WHITTAKER POINTE MARINA	A	8	7	B E									T S L P	W		W I			D G
3C	WHITTAKER CREEK YACHT HARBOR	A	7	7	B E		M			M		S		T S L P	W		W I	H		D G
3D	SAILCRAFT SERVICE, INC.	A	7	6.5	B E		HMR		25					T S L P	WD		W I	H		D G
4A	SEA GATE MARINA	A	5	4	B E	S							C	T S L P	W		W I	GH	B T	D G
5	JARRETT BAY BOAT WORKS MARINA	A	10	8	B E		HMR		50					T S P	W	C	W I	H	T	D G
5A	CORE CREEK MARINE	A	12	12	B E		HMR	65	99					T S P			W I	H		D G
6	GRACE HARBOR MARINA	A	8	8	B E								F L	S L P	W		W I			D G
7	TOWN CREEK MARINA	A	12	12	B E		MR		50				F	T S L P		C	W I	GH	B T	D G
9	BEAUFORT TOWN DOCKS	A	15	15	B E		MR					CHS	F L	T S L P	W	C	W I	GH	B T	D G
10	MOREHEAD GULF DOCKS	A	12	12	B E								F L	T P			W I	GH	B T	D G
11	PORTSIDE MARINA	A	42	42	B E		HMR			M			F	T S L P	WD	C	W I	GH	B T	D G
12	MOREHEAD CITY YACHT BASIN	A	14	10	B E		HMR					C	F	T S L P	D		W I			D G
13	SPOONERS CREEK MARINA	A	7	12	B E									T S L P	W	C	W I	GH		D G
14	OLDE TOWNE YACHT CLUB	A	12	12	B E									T S L P			W I			D G
29	CASPER'S MARINA	B	10	10	B E								F	T S P	D		W I	GH	B T	D G
34A	HARBOUR VILLAGE MARINA	B	8	8	B E	S							F	T S P			W I			D G
40	SEAPATH YACHT CLUB	B	10	10	B E					M		C		T S L P			W I			D G
41	WRIGHTSVILLE BEACH MARINA	B	20	20	B E								F L	T S L P			W I			D G
44B	BRIDGE TENDER MARINA	B	20	20	B E							C	F L	T P	W		W I		B T	D G
45	DOCKSIDE MARINA	B	17	17	B E								F	T P	W		W I			D G

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

Small-craft chart facility tables will be phased out over the next five years.

Educational Officer

Lt/C Kin Cartrette

On Saturday, April 11th, four Boy Scouts took a day long on-the-water ABC-3 class and completed Motorboating merit badge class at Salem Lake. This is part of the Forsyth County Merit Badge College presented by the Old Hickory Council, BSA. The on-the-water class worked rather well. All four passed the ABC-3 class, received their cards, and earned a merit badge. In addition, two Sea Scout helpers completed an advancement requirement for helping teach Motorboating merit badge. If you know of any folks wanting to take a boating course during the summer months, the on-the-water class works very well!

During the month of May we had two instructors complete the Instructor Development recertification. We would love to have more folks on board to help teach classes. Right now we are in need of some folks to teach Marine Communication Systems (MCS) and Engine Maintenance (EM) classes. If you would be interesting in teaching or helping teach one of these classes, please let me know.

During the month of July we will be offering a few of the two hour seminars on Thursday nights from 7:00 to 9:00 pm. All of the seminars will be taught at New Hope United Methodist Church at5125 Shattalon Drive in Winston-Salem.

On Thursday, July 9th, we will offer Using VHF and VHF/DSC Marine Radio which covers the use of marine radios, terminology, channels, and the DSC system.. The cost for this seminar is $20.

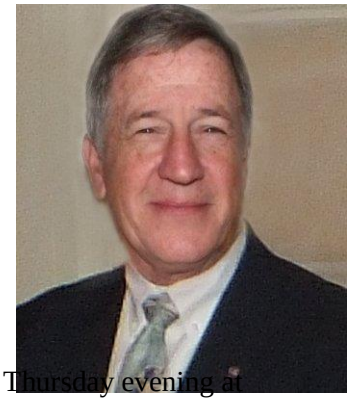
On July 15th we will offer Man Overboard. This is a seminar that you can practice with family and friends using a dummy ñOscarò while boating this summer. The cost for this seminar is $20 also.

Knots, Bends, and Hitches will be taught on July 23rd. This is a hands on class which covers the basic knots and line handling used in boating. Yes, we will be using Leon Corbettôs method of teaching marlinespike! The cost for this course is $31 to cover the cost of a knot guide, line, and knot tying board.

Please give us feedback as to the courses that you would like to take or teach. You can take the educational survey online at http://www.surveymonkey.com/s/C9PVDFP.

Administrative Officer

Lt/C Joe Grogan, P



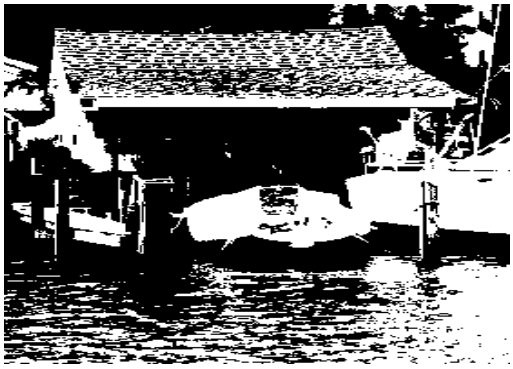
Greetings! We have several events planned this summer starting June 11th with a Thirsty Thursday evening at the BB&T Ballpark. The Winston Salem Dash will be playing the Wilmington Blue Rocks. The game starts at 1900 hours, but we will be meeting at the ticket booth at 1830 hours. Come and enjoy a night out at the ballpark!

Our June 17th membership meeting will be held at Ham's Restaurant (formerly Fox and Hound) in the lower level of Thruway Shopping Center at 1800 hours. Do not miss their famous "wall of craft beer." Try them all with their unique dispensing system.

The coastal rendezvous is scheduled for June 19-21 in Morehead City. Let's have some fun at the coast!

If you have any questions or suggestions about the upcoming events, please contact me at 336-345-9530. As always, have fun and practice safe boating!

Joe Grogan, Lt/C



Fish House Chronicles

By P/C Don Breault, AP

Felix and Hector departed the public docks in Historic Old Savannah with the really old Fairchild diesel engine spitting, coughing, and smoking away, the two wanna-be sailors are feeling real good and think they are looking good as they navigate into the broad part of the river. Neither one of them has a clue about sailing, nor do they both have any knowledge in navigational and boat handling skills of anything longer than an 18ôrunabout. Hector cautions Felix that they are driving the ñBig Rigò now and have to use care and caution because of the size. Felix comments that this is not as hard as it looks and it resembles driving a big Cadillac. It just needs to take a wider turn commented the over confident sailor.

Hector being the cautious one, still feels they should have gotten a marine survey before leaving Savannah. Felix being the know it all in practical matters, stated that if anything were to happen on a boat, it will happen at sea so let us see what she can do! Hector also commented that Felix needed to be careful about the other smaller boats in the area and again Felix stated that we are the bigger boat, they will know to get out of our way. But one thing for sure, this old boat will always leave behind its unique signature of all the smoke and soot being discharged from that old Fairchild that is still spitting and coughing below decks. Felix feeling quite proud of himself comments to Hector, ñYou know them diesels, they love their oil like a sailor loves his rumò.

The two sailors were fiddling with all of the lines to try and see how the rigging worked as ñEsterò continues to chug along heading out to sea. Not paying attention, Felix was somewhat distracted in trying to raise the main sail that he failed to notice the channel marker buoy on his port side as ñEsterò continued into somewhat ñSkinnyò water on the north side of the river. A classic grounding was about to happen along with that old Fairchild diesel sucking up some mud and sand into the cooling exchanger. And yes, just as you thought, that 30,000 lb. boat came to an abrupt stop as her keel caught the bottom of the river not more than 5 miles from her slip. The engine continued to barely run as she spit, sputtered and coughed large billows of smoke until she had all what she could give, and came to a very ugly and loud stop as the prop shaft seized from an underwater obstruction. And yes; these two sailors were now hard aground.

To avoid embarrassment and the many questions a sailor wanna-be does not care to answer, Hector quickly threw out the anchor and tied her fast to one of the cleats off the bow and quickly took out a fishing pole to make like this was an intentional stop so they could go fishing. And just as he thought, a small aluminum fishing pontoon boat came along and asked if they were okay. Hector replied that he comes here every weekend to go fishing for stripers. Well the men in the pontoon boat knew he was no fisherman as they too anchored their boat nearby and they got out and walked over to ñEsterò and the two of them were only up to their knees in water. The first fisherman who was named ñRockyò told Hector that he had a problem here and the high tide may not be sufficient to float them off the sand and mud. Rocky knows this from his hidden past cruising near the Beaufort, NC, area.

Well you guessed it; Hector with all of his pride refused any help these fishermen could give as he indicated it was all under control. So under control the fisherman left and with that, there was little or no hope of getting off the sand bar unless they call for Sea Tow. Now there lies ñEsterò hard aground with no vision of getting home safely in the dark.

Early the next morning, a stroke of luck came for the two sailors as high tide rolled in and large trawler being piloted by ñDennyò went by fairly close causing a very large wake that was all that was needed to push ñEsterò off the sand bar. With this action of being almost free, Hector quickly reacted to the anchor windlass trying to get the anchor back on deck. In the middle of the process, the gears in the windlass began to grind and make a funny noise as electrical smoke came pouring from the anchor locker and then the chain stopped dead in its tracks. Felix at this time was getting that old Fairchild diesel cranked up so when the anchor was free, all he would do is put it in gear and off they would go. Now with the anchor still attached to the ground and the boat near shoaling areas, this was going to be interesting to see how these two freshwater clams would handle this challenge. Hector looked for the windlass handle and found it attached to the forward stay with a rusted clamp. Quick thinking on his part and with a slight blow with his rigging tool, the handle came loose and he began to manually wind up the remainder of the chain rode that was still in the water. He hollered to Felix as he thought he was free so in gear that Fairchild went, and off into the inlet they motored. Anchor still dragging a little, but in time Hector had that taken care of.

Once they were clear of the last channel buoy and over confidently out to sea, the two wanna-be sailors began to raise the sails. Every imaginable creature from insect to field mouse came falling down out of the fabric as it was hoisted. When the main sail was finally set, Felix turned off the engine and let the wind take them out. Hector did take note that he saw many tears, rips and small holes from years of improper storage in all of the sail cloth. But as ugly as it appeared, the rig was making way. They looked back and began to see the Savannah River channel fade away over the horizon as they began their seaward journey back to Morehead City, NC. Felix was so proud of himself having this boat, and being on it sailing like his great uncle Bigelow did one time.

Hector turned on the GPS and also had his VHF working as the crackling of channel 16 came on and off several times as other mariners were hailing each other. The weather appeared to be almost perfect for a day sail. Felix was busy setting up the remaining sails while Hector was attempting to read a chart slightly upside down trying to figure out which inlet to use to access their next port of call on this journey home. He calculated that they can reach Southport, NC if they continued to sail on the outside in 29 hours. So a sleep and watch schedule was set up for the next 24 hours or so, with Felix taking the first 4 hour watch. The antique sailing yacht proved to be a sturdy boat below water lines, or at least what they could see as she creaked and squeaked with every passage of a roller. The maritime weather forecast appeared to be almost perfect except for a slight low pressure front building to the south just offshore east of Jacksonville, FL. Hector thought that was too far away and for sure they would be out of the open ocean in protected harbors of the ICW by the time it reached the Carolina coast. So ñEsterò and her 2 brave sailors were making good time and speed as the GPS read 7 knots per hour.

Unlike the brazen skills of an advanced pilot, these two sailors had no idea about the effects of current, wind shift, tide and other mechanical & environmental factors. As nightfall melted into a beautiful sunset, darkness soon appeared all around them as their sailing yacht began to be tossed at sea like a small plastic bathtub toy. The effects of pitch poling up and down 6 foot swells and the constant rocking back & forth soon began to take effect on both of the wana-be sailors as their stomachs began to analyze the contents recently injected from a can of spam and Hormelôs cold corned beef hash with large chunks of salt pork. I am not so sure who could consume that on dry land vs. a moving sailing yacht. Needless to say, the crabs off the coast of SC were delighted to receive more protein that evening as the two sailors began a sudden and rapid weight loss campaign for the remainder of the next 24 hours.

By mid-morning that next day, the sky was filled with the signs of heavy weather cloud cover as the wind kept up a constant speed of 28 knots NE. The GPS showed they were 40 or so miles from the Cape Fear River inlet. They could see in the distance a large container ship heading into the same direction. So Felix using is old seamanship skills of navigation decided to just follow that container ship. After all, she was going into Wilmington he thought so she had to be going into the same inlet. Soon lightning began to sparkle in the sky and the roar of thunder in an open ocean was deafening. The wind was now gusting to 35knots NE as the swells began to appear like canyon walls of water over 8 feet high. It appears that someone forgot to heed the small craft warnings for vessels navigating offshore as the weather moving in was approaching gale warning strength.

The minutes turned to hours as the brave crew and ñEsterò fought the weather and waves, and began to hunker down as the only sail they had left was a small storm type of sail. But they gained a glimmer of hope as they spotted a flashing green buoy in the distance. This told them they were approaching some of the sea buoys marking the entrance to the Cape Fear River channel. Felix went below to get that old Fairchild started and to his luck after almost draining the battery, the starter finally did its job as they now had more forward momentum from machinery. Into the inlet they crawled trying to avoid the huge breakers that were steaming up on the starboard bow. Hector went below to try and fix a small snack or something at least to drink that was not salty tasting as Felix took the helm. A moment later Hector came back up singing ñFellas, itôs too rough to feed ya.ò Hector also reported that everything below decks was tossed and thrown about to include a lot of breakage of some appliances as the anchors were rotted away allowing them to easily become loose and about in rough weather. He also criticized Felix for buying all of those cheap glasses and dinner ware from Walmart as almost every piece was either broken or cracked from not being secured.

Later that early evening, they made for some protected waters into Southport Harbor Marina and they managed to tie up to the fuel dock with some help of other mariners. That is where they decided to remain for the evening, for showers, hot food, and a more stable platform appeared very inviting about now. After a somewhat less violent rocking while they slept, the next morning looked promising once again but this time they wanted to maybe get some help from someone who can help them evaluate this old boat and maybe teach them more about the art of sailing as this most recent journey has proven to be a lesson on what not to do with a newly acquired boat. This is where they met ñCaptain Ralphò.

Captain Ralph was a very colorful man in his late 50ôs with a complexion of being in the salt and ñLandò bars too long. But the price was just right for Hector and Felix. For food, drink and passage to Morehead City, Captain Ralph would do the job. So that day the three of them set sail or what was left of the sails north on the ICW heading back to Morehead City. Two more days of cruising and they will be docked at the fish house in Pelletier Creek. Prior to leaving Southport, Felix had to provision the boat and Captain Ralph and Hector went to the local ABC store to get more rum, and of course Makers Mark Bourbon for the Captain. The remainder of the trip was very interesting to say the least. Captain Ralph slept a lot and sometimes needed a lot of help getting about on the decks. He told Felix it was an old war wound from when he was in the Navy back in the 1970ôs while being the Helmsman for the USS Saratoga, so he had trouble walking around a lot. Hector thought it was his medicine as he noticed that each day; Captain Ralph would drink a lot of that Makers Mark.

Two more days of day cruising with the help of that old diesel finally got these weary sailors back into Pelletier Creek where the old gang helped them dock. Captain Ralph displayed his expert docking skills as he only hit 4 other boats while trying to nose this sailing yacht into Franks Marina locally known as the ñPelletier Country Club & Yacht Basinò. Captain Ralph was introduced to the Ft Macon crowd and they quickly elected him as their next Commander to lead them in the art of expert seamanship and navigation. This also will allow the legacy of the fish house to continue with its reputation of supporting ñOld Saltsò who can tell tall tales, and speak of the best sea stories that take place on the dock.

See you on the water.
P/C, Don Breault
ñLibertyò

“The Voyage Home Is Complete”

Winston-Salem Sail & Power Squadron

Calendar of Events for 2015

DATE	EVENT
	2015
June 11, 2015	Winston Salem Dash baseball game at BB&T Ballpark - Thirsty Thursday 1830 @ ticket booth
June 12-14, 2015	**D27 & D26 Rendevous, Little River**
June 17, 2015	Monthly Membership Meeting @ Ham's Restaurant (formerly Fox and Hound) in the lower level of Thruway Shopping Center at 1800 hours
June 19-21, 2015	Coastal Rendezvous Morehead City, NC
July 15, 2015	Monthly Membership Meeting and cookout
July 17-19, 2015	Coastal Rendezvous Morehead City, NC
August 3, 2015	**Bridge Meeting - "Breault's Boston Bar & Grill" - 1200 Arboretum Dr., Lewisville (336 712 0661)**
August 7-8, 2015	Beaufort Pirate Invasion, Beaufort, NC
August 19, 2015	Winston Salem Dash baseball game at BB&T Ballpark
August 25-30, 2015	**2015 Fall Governing Board - San Diego CA - 25 - 30 August 2015 – Manchester Grand Hyatt**
Sept 9-11, 2015	27th Annual Oriental Cup Regatta, Oriental NC
Sept 14, 2015 TBA	**Bridge Meeting - Tom/Cathy Loveless**
October 5, 2015	**Bridge Meeting - George Ellis**
October 16-18, 2015	**D/27 2015 Fall Council, Conference Charlotte, NC. Make early plans to attend.**
October 21, 2015	**Membership meeting TBA**
November 2, 2015	**Bridge Meeting - "Breault's Boston Bar & Grill" - 1200 Arboretum Dr., Lewisville (336 712 0661)**
November 18, 2015	**Membership meeting TBA**
Dec 2015 TBA	**Bridge Meeting - Rocky Johnson tentatively**

Ship's Store

WSSPS logo polo shirts (white)
Men's: Medium-X/Large
Ladies: Medium-Large
$15 each

WSSPS license Plate
$5 each

WSSPS coffee cups & can "huggies"
$3 each or 2 for $5

WSSPS 50th Anniversary burgees
$25 each

WSSPS Sweatshirt Medium
$10 each

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