



# United States Power Squadrons®

*Come for the Boating Education...Stay for the Friends<sup>SM</sup>*

**CROSSED** ANCHORS

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March/April 2019



## Commander

*Lt/C Bill Davis, SN*



You've probably heard of double timing in the Army.

I'm practicing that at the moment. You've also probably heard me going on about being the chairman of trustees at my church, treasurer of my Methodist Men, four tractors and farm to deal with, four children, 5 grandchildren, and the nuisance of working 40 plus hours at a real life job that pays me to show up 5 days a week. Other than that I have globs of time to do the boating stuff.

It's April and no work has been done on my boat in the storage yard other than checking that it has not been ponding rain and snow. In fact April is shot already. Maybe May to get it out and do some prep work for the summer.

The D27 Rendezvous is coming up fast on the weekend of June 22 and my little 20 foot cuddy needs some exercise before I attempt to cross the wide Albemarle Sound. If it fails there I will need to get out my new high flying flares. I think it is 3 miles wide and notorious for being a bit rough.

I don't need to elaborate too much this month as I passed along three reports to Sheila about the Spring D27 conference I attended a few weeks ago. I think you will find all of them interesting. Look for that elsewhere in our communications.

Be sure to read "My Boating Life" on pages 6-8. Going forward, you will see articles of members and their boating life. We all have interesting and very different stories to tell.

# Administrative Officer

*LtC David Jackson, S*



April showers bring May flowers and the start of a new boating season. Time to start planning all of the upcoming road trips, and where to be and when. Time seems to be the one thing we don't have enough of. So far this year we have already had three executive meetings, two membership meetings and our Change of Watch.

While I am at the Change of Watch, I would like to thank our Commander Mr. Bill for taking up the charge again for another year. It takes a lot of stamina to keep riding that horse and we appreciate him.

April is starting with a jolt; we have our Membership meeting on April 17 at Bleu's restaurant with Don presenting his new and revised Boat Buying seminar. It should be a great program.

Debbie and I are sorry we will miss it. We are in the process of getting ready for our trip to Strasbourg, France for 10 days. The French language with a southern accent will never be the same. Hopeful we will have enough communication skills to get back in one piece.

In May, we will have an executive meeting on May 6 at North Point Grill. I am working on a picnic/cookout at Joanie Moser Park for the Membership Meeting on the 15<sup>th</sup>. Bill will be getting volunteers to fix sides to go with hamburgers, hotdogs, and some chicken. If you will not be attending the April membership meeting and plan to come to the picnic in May, let us know what you would to bring.

Some of our plans and ideas for 2019 are: We would like to do Geodesic survey again, picking a location in a new area this year. There is also some boating with the Greensboro bunch on Belews Lake for the Clean Sweep, and the Belews Cruise. We would love to have volunteer locations for our executive meetings to be held at different locations.

Things to plan for include D/27 Rendezvous in Edenton, Pirate Invasion in Beaufort, and a possible link up with the Greensboro squadron in Norfolk, VA in Sept. A lot of these are ideas are from our membership. Any ideas for programs would be greatly appreciated.

Thanks for your support.

Lt/C David Jackson, S  
AD



# Educational Officer

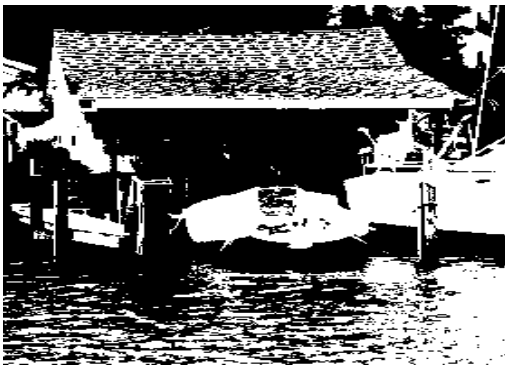
## *Lt. Kin Cartrette*

I hope everyone's boating season got off to a wonderful start. Mine began, where else, with Boy Scout Troop 992 at Salem Lake on March 30<sup>th</sup>. The Scouts used most of the day to do an on-the-water shoreline cleanup. As clean as the shoreline was, we still found enough garbage to fill up several trash bags. The Scouts got some water time, bike time, and service hours. We follow that up the next weekend with a trip to High Rock Lake with the Sea Scouts for work on sailing, rowing, anchoring, and VHF practice. After returning we learned that there had been a three-foot alligator turned loose in the lake! Thank goodness the North Carolina Wildlife officers were able to get to him first; the fish weren't biting and the Sea Scouts were getting desperate to catch something!

Congratulations to Kathryn Smith for passing the Americas Boating Course – 3 that was taught in March at Polo Park Recreation Center! Next spring Kathryn and a friend are planning to do the “Great Loop” starting off with a rendezvous in the Chesapeake Bay and sailing north. They did inquire if the WSSPS was going to offer any seminars on radar, marlinespike, and charts. So, as soon as I can find a location and get a couple of instructors lined up, I'm going to set up a month of seminars on Thursday nights, possibly in June, to offer “Knots, Bends, and Hitches”, “Using VHF and VHF/DSC Marine Radio”, “Mastering the Rules of the Road”, and possibly “Marine Radar”. Watch your email and the WSSPS website and Facebook page for updates.

I would like your input into which courses and seminars that you would like to see us offer. Please go to the link <https://www.surveymonkey.com/r/86PKC9H> and complete this eight-question survey on Survey Monkey. Results of the survey will be used to plan courses and seminars for 2019.

Fair Winds and Watch for Gators!  
Kin



# Fish House Chronicles

## Cruising the Albemarle Loop

When planning a summer cruise or fishing trip in protected waters of North Carolina's coastal waters, there is one journey that can take anywhere from a couple of days to a week or more. The infamous "Albemarle Loop". This is such a desirable cruise that anyone with almost any type of boat can complete.

This loop consists of various privately owned marina's with most having not only transient slips available for any size boat but they also have on site or nearby, hotel accommodations for those who have no sleeping quarters on their boat or those who just want to get on land for one or 2 nights. The Albemarle Sound has so many historic districts in the many small fishing villages that time has forgotten, or those using the ICW for north and south bound travel seem to avoid, or bypass because of tight time schedules. You don't want to miss out on visiting some of these waterfront gems in a fresh water sound. Yes, I mean real fresh water connected to saltwater sound's and tributaries. The Albemarle Sound boasts 450 square miles of water and a maritime journey of nearly 200 miles. So cruisers, get off the beaten track of the ICW and do some exploring. Fisherman, get out of the pounding surf and get some light tackle and enjoy calm water fishing for a change. Even Felix and Hector can catch fish in the Albemarle. Take time to explore all of the little villages that offer a unique flare of history along with a special historic view of the small "Downtown" atmosphere that may take you back to a time where life was a lot slower and watching sunsets is a big deal.

Get to explore destinations such as Columbia, Plymouth, Edenton, Albemarle Plantation, Hertford, Elizabeth City, and the infamous Dismal Swamp Canal. Each destination has events and festivals so log on to [www.albemarleloop.com](http://www.albemarleloop.com) to see what is happening on your weeks vacation in the loop. "Life on the Loop" spring celebration boasts many things to do in some of these small towns and marinas. There are tours, museums, art galleries, wine tastings, historic guided tours of historic buildings, land based walking trails along with endless shopping for those who love locally made or locally grown produce.

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If you have a smaller shallow draft boat, you can easily fit under some of the lower fixed bridge decks and get into some of the rivers that feed the Albemarle. If you are a nature lover, you will never run out of wildlife to view or photograph that you just cannot see from the ocean side of the outer banks. There are even smaller unique light houses along the Albemarle, especially Edenton which has been named “The South’s Prettiest Small Town”. And of course, let us not forget Roanoke Island with the villages of Wanchese and Manteo. This is the point where the Albemarle meets the Pamlico. It has been told that America’s Boating Club of Winston-Salem had several cruisers stranded on Roanoke Island for a few days one year when all that could go wrong went wrong on a planned cruise. But that story has already been told and perhaps forgotten by some.

How to get there? If you have a trailerable boat, there are numerous launch ramps along the western side of the Albemarle in the many towns, marinas, and wildlife resource ramp area’s. Some support overnight and long term parking of the tow vehicle and trailer. Another option for trailer boaters is to drive to the western shores of the Pamlico and launch in Little Washington or even New Bern and take in the Neuse River and Pamlico Sound before entering the ICW in Goose Creek. For boaters who are based in Morehead City and points south; follow the ICW north to Adams Creek and enter the Neuse River heading toward Oriental. Then rendezvous with trailer boaters from that point and go north along the ICW until you get to the Albemarle from the Alligator River.

For the adventurous, this trip can be a great training shakedown cruise for going to and from Norfolk, VA via the Dismal Swamp Canal one day. You don’t have to be a great looper to enjoy the adventurous experiences of doing smaller less demanding trips such as this one. The only way to find out how much your sea legs can take, is to try this small loop trip on for size because you can cut loose at any point in time in case this long distance cruising is not for you, or your crew. The best part is, you do not have to make a huge investment in a large live aboard boat to do this.

See you on the water  
P/C Don Breault  
“The Island Girl Project”



## My life as a boater

started innocuously enough as I spent most of my adolescent years on a tractor all summer cultivating our row crops. However as a young teenager my father thought, as a reward for one summer's work, he would give me a 22 gauge rifle. So to practice my new skill I went into the woods to shoot something. With beginner's luck I happened to shoot a squirrel out of a tree. Baffled, I picked the squirrel up and brought it home. Now what? I had no idea what to do with it. I didn't know how to skin it, cook it, nor eat it. I felt bad for the squirrel I just killed and never hunted anything again.

Another summer he decided to get my uncle, who had a small boat, to take us out on the Roanoke River to go fishing. Very strange, as we had never taken the time during a summer to do anything but cultivate the crops. So, somehow, fishing poles and bait appeared from somewhere and out on the Roanoke we went. Besides trying to catch a fish, (which I don't remember catching anything) we spent more time looking up for water moccasins that might fall out of a tree into the boat. Actually I don't remember having any life jackets in the boat now that I think about it. Oh well, my first boating experience.

Years and decades would pass before I would set foot on a boat again. It just wasn't in the cards. Finally one of my ex-wives, (yes, plural), was involved in the Greensboro Power Squadron. That provided me with a few opportunities to at least be a passenger on a few boats though I was never in charge of anything. I told the story at the last Change of Watch that we were guests on the Long's boat for a weekend and I asked what my duties were. I thought it might be something magnanimous like saluting other boats as they went by, or monitoring the radio for important messages, or inspecting the boat for proper securement to the dock. No, not quite. My job was to be the crab pot watcher. Turns out those lines down to the crab pots from the buoys can be quite an issue for the propellers of a boat as we learned a few years later when we were on the Chesapeake one summer. Seems we snagged two of those suckers in one day. I think it qualified us for the "Fouled Up Compass" award that year in Greensboro.

In the course of my years in the Greensboro Power Squadron I became the SEO (that Squadron Education Officer for the folks in Rio Linda that may be reading this article) at one point. That put me in a position of arranging all the courses in the USPS repertoire which total 12 (I think) counting the public boating course. Anyway, all of them. At that point I could then take the courses that allowed me to become a Senior Navigator, having hardly any real skill at boating! How dangerous is that! Nevertheless we won the Prince Henry award from District 27 one year. I was very proud of that achievement. Somehow as an officer in the United States Power Squadron you begin to feel a little motivation that maybe, just maybe, you might want to try your hand at owning a boat. So at the tender age of 58, I bought my first boat. Actually we found the dealership at the Greensboro Boat Show not knowing any boat dealers or where one buys a boat.

First I had to have a truck to pull a boat on a trailer. That light bulb came on one Sunday coming back from church. I used to load up my car's trunk with tools and equipment that I would need on the farm, transfer my stuff to the truck we left at the farm, do my chores, put the tools and other stuff to be repaired back in the car trunk, and return. One note. The truck I inherited from my Dad was a two

wheel drive 1977 Chevrolet and had no air conditioning. Guess how many times I got stuck on the farm with a two wheel drive? Also guess what the temperature was when I went down to mow the pastures in the summers? Guess what kind of truck I bought? Yes, my plan was brilliant. Now I could load up a ton of equipment in the bed, have my tools behind the seat in a locked compartment, ride around in air conditioned comfort, and never get stuck again! Also had a hitch to pull a boat! Don't know why I hadn't thought of that before.

Back to the boat. It seems us old people want to use the potty when they want to use the potty. Seemed to be rational to me. Actually I don't know what others my age think about this subject and really I don't want to think about it too much. Also I wanted to be able to navigate the waters of the local lakes, river, IntraCoastal Waterway, and the oceans at will. Hence the 20 foot cuddy cabin with 4 cycle outboard on a trailer. I dealt with enough 2 cycle chain saws growing up that I didn't want to deal with the gas/oil mixture thing and the constant changing of the spark plugs that fouled. It was a Key West type and overall it was a good boat. The boat supply store also did well by me as I stuffed my new boy toy up with the needed navigational gear.

That lasted about as long as Greensboro did. So having always worked in Winston Salem here I was back in Winston Salem and here I am. Somehow I innocently advanced again in the local squadron, and guess what. It seemed intuitively sane again that I should have a boat here. Do you know how hard it is to find a 20 foot cuddy cabin that anyone made in the 21<sup>st</sup> century? Close to zero. Therefore I could see I was going to have to find a used cuddy cabin boat so I could have my coveted potty. Also a 4 cycle outboard Yamaha engine on an aluminum trailer was again part of the specifications.

Praise be the internet. Lying in your pajamas in the comfort of your home with a Coca Cola and a cookie by your side searching the United States for the perfect boat is heavenly. Also the wealth of commentaries out there on all the assorted aspects of this boat verses that boat can be helpful. Of course I have always subscribed to the theory that you can only believe half of what you read and less of what you hear. Cynical SOB that I can be.

Finally I found a used 2005 Sea Pro boat like I wanted on a 2014 trailer in Cornelius, NC. Apparently the majority of Lake Norman residents wanted pontoons, cigar boats, center consoles, and "look at me" boats. Then I came along. Cut the deal and drug it home. Actually dragged it to Eddie's as I didn't have a place to store it yet. Finally found a storage yard part way between my house and my work. Perfect. Then, as I began a more thorough inspection of the boat, it confirmed my theory that a certain percentage of the people who buy boats shouldn't be allowed to have a boat, at least until they have taken our boating course and a few others as well. Actually we should have boat police that just come to you house and announce to the owner "You have no idea how to operate and maintain this boat. We are taking it into custody until you get a smarter".

It took a while to retrofit this beast and about \$3000 but it is reasonably functional now. One serious problem was trying to get all the water out of the fuel tank. Either they never put the fuel cap on and it rained in the tank constantly, or the ethanol gas they were using set in there long enough to collect a lot of water. I ended up putting a truck style water separator in the line, a variety of supplemental booster fuel pumps to get the gas through the filter of the separator, and finally just had to pump the tank out to get more water out. Still getting some water out but not as bad as it used to be. Water being heavier than gas, it just lays around in the bottom of the tank until it can sloshes up into the pickup tube.



Anyway, we are now equipped with plenty of life preservers, bedding, lines, tools, chart plotter, toiletries for the potty I crave, and other boating necessities. In addition I have all the comforts of home. Pillows for napping, electric oscillating fan for cooling, electric heater for cool nights, a gas grille for cooking, and running water if you will hold your hands over the gunwale while I pour the bottled water over them.

I also discovered, or actually decided to do something about the poor souls that had to sit on the bench at the back of the boat. The navigator and co-navigator at the front have their own bimini for cover but not so for our guests in the back. As a gesture of accommodation to these people I have, after a few trial and errors, devised a rolling cover extension for the back portion of the seating area. See below.

Life is good again.

Bill Davis

Winston Salem Sail and Power Squadron







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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.

