

America's Boating Club of Winston-Salem



CROSSED ANCHORS

May/June 2020



Come for the Boating Education...Stay for the FriendsSM

Special Edition—North Carolina Lighthouses

Old Baldy

Bald Head Island, NC



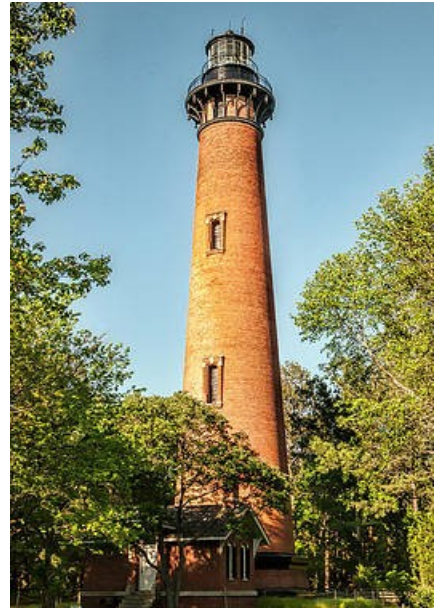
Roanoke River Lighthouse

Edenton, NC



Currituck Beach Lighthouse

Corolla, NC



Commander

Lt/C Bill Davis, SN

“Old Baldy”



If you ever have the chance to visit Bald Head Island, (once the governor allows all to be open), be sure to take the walk up to visit “Old Baldy”. You can climb the 108 steps to the top, then by ladder through a rather narrow opening at the top to view the spectacular views of the island and surrounding area.

This is North Carolinas oldest lighthouse still standing, and once inside, it looks it. A ten acre site on the west side of Bald Head Island was chosen for North Carolinas first lighthouse. The property was purchased in 1792, and Congress appropriated \$4,000 to complete the lighthouse. Due to severe erosion along the river, the demolition of the original lighthouse was ordered in 1813, and by 1817, the replacement lighthouse was finished. Restoration of Bald Head Lighthouse included placing a new copper roof on the off-center lantern room and patching up the layer of stucco that covers the brick tower. Over the years, patchwork repairs have led to the unique mottled look of the lighthouse. “Old Baldy,” was built farther inland and lit, for just under \$16,000. Since the 19th century it has helped guide ships past the dangerous shoals at the mouth of the Cape Fear River.

Unfortunately, the position and illumination of Old Baldy was not successful in guiding ships safely past Frying Pan Shoals. The lighthouse is nearly four miles from the pitch of the cape, and twenty nautical miles from ten fathoms of water in direct line of Frying Pan Shoals. The light is considered by the pilots as very little and often mistaken as a star. A lightship was placed on the shoals in 1854. Nine different vessels served this station till 1964, when a four legged tower replaced the last lightship.

So, if you are in the area by boat, there is a great marina. If by land, you can take the ferry.

Baldy is in walking distance of the marina and ferry landing. There is a nice restaurant at the ferry landing to have lunch. You can also rent a golf cart to take a ride around the island. There is a lovely church to visit and a museum. A great summer day trip, and I promise this will be a day to remember.

Email from Amber DeWitt to Share with All...

Hi Bill! I left boot camp and got in to Charleston 2 days ago! It’s been a whirlwind! So glad to be finished and start nuclear training. I was an honor graduate (top 6%) and received the officers association award! Yours and the squadrons support meant the world to me and kept me encouraged during training.



Administrative Officer

David Jackson



Currituck Beach Lighthouse

The Currituck Beach Lighthouse is located in the heart of Corolla, North Carolina, on the northern Outer Banks. The lighthouse is 162' feet tall and the lighthouse's First Order Fresnel Light, (the largest size available for American lighthouses), can be seen for 18 nautical miles as the light rotates in 20 second increments.

The beacon was to illuminate one of the darkest stretches of coast, between Cape Henry, VA and Bodie Island Lighthouse on the Outer Banks. This lighthouse stands out for its distinctive red brick exterior. This design was intentional, to set the Currituck Lighthouse apart from its Outer Banks neighbors. After completion, the lighthouse was left unpainted, allowing visitors to marvel at the sheer number of bricks (one million) involved in its construction.

For centuries, hundreds of ships were lost in the treacherous waters off of the Outer Banks. In the Northern Outer Banks, ships travelling close to shore to avoid the swift and tumultuous gulf stream could easily get shipwrecked against the shoreline, as the miles of Currituck's barrier island was relatively uninhabited. Nothing but dark coastline to confuse and disorient the passing sailors.

Construction began on the Currituck Beach Lighthouse in 1872, and three years later on December 1, 1875, the lighthouse first glowed as a beacon to passing ships. Adjacent to the lighthouse, a victorian style lighthouse keepers' home was built in 1876, providing housing for the principal keeper's family and two assistants' families. The lighthouse was electrified in 1933, and the keepers positions were discontinued in 1937.

The Currituck Beach Lighthouse grounds are open for exploration all year long (with occasional short interruptions). Visitors can stop by at any time of the year to explore and get an up-close view of the famous brick lighthouse and outlying buildings. The lighthouse itself is open to visitors, who can climb the 220 steps to the top for unparalleled views of the Whalehead Club in historic Corolla, the Currituck Sound, and the Atlantic Ocean. If you make the climb, be sure and pause at both the base of the lighthouse and the first two landings for museum quality exhibits showcasing the history of the lighthouse, the lighthouse keepers, and the giant Fresnel Lens, still in operation.

If you like lighthouses you will find Currituck one of the best examples in North Carolina. Well worth the trip. Plan a day trip and visit the lighthouse and the Whalehead Club.

Also located in Corolla are the wild horses, Best way to see them is to take the 13-passenger, open-air Hummer tour. The horses are a group of Feral Spanish Mustangs that live in the 4WD beach area north of Corolla. They are believed to be descendants of shipwrecked horses from hundreds of years ago.

Education Officer

Lt Kin Cartrette



One of the primary missions of Americas' Boating Club, United States Power Squadrons, is education. Because of the COVID-19 pandemic and closures, the Americas Boating Club/United States Power Squadrons has suspended face to face classes. With the COVID-19 closures and the phases of re-opening, masks, frequent hand washing, and social distancing, how are we going to be able to continue to offer boating education? We already have many of those tools and techniques in hand!

In working with elementary students and high-school age Sea Scouts, it has been a challenge to find materials that can be used online. Many of the resources were used quickly and new ones had to be created or found to avoid running the risk of boredom. Using Microsoft Teams with my students and Zoom with the Sea Scouts, classes and meetings were able to continue. There are still technical issues as people are learning to use these platforms, but they are working! Therapy was able to continue with the students and reliable data was collected. The Sea Scouts were able to re-register for another year and are using Zoom to work on advancement and plan a June day trip to Oak Hollow Lake. So, life goes on and we strive to thrive and not just survive!

With the Sea Scouts, we have been able to electronically share hard copies of information as well as web sites for them to study at home. We have been able to address topics such as U.S. flag history, 24-hour bells and watches, menu planning, launch preparation checklists for motorboats and sail boats, fire prevention and fire extinguisher types, BSA Safety Afloat, emergency drills and procedures, and duties of a lookout. Some of the resources that we have used have been the online sites created by Americas Boating Club. Others have been created by the United States Coast Guard, Boating Magazine, Yamaha, and state Wildlife offices. Here are a few of the videos that we have used for basic boating safety:

- Americas Boating Channel, <https://www.youtube.com/c/AmericasBoatingChannel>. This site has several You Tube videos about using life jackets, mooring, safety cut-offs, steering power boats, and emergency procedures.
- Americas Boating Club Online Boating Education, <https://americasboatingclub.org/learn/online-boating-education>. This link takes you to the Americas Boating Club/United States Power Squadron's site for e-learning. In this site are the Americas Boating Course -3 as well as seminars for weather for boaters, VHF marine radio, boating in rivers and locks, AIS electronics for boats, crew at the helm, how to use GPS, planning your cruise, hurricane preparation, and propane systems on your boat. There are also webinars with virtual classrooms. These are opportunities to continue your boating learning and also encourage friends to take the classes online!
- Boating Magazine, "Five Great Boating Safety Tips", <https://www.youtube.com/watch?v=TVjYpkxsBSs>, is a short 5-minute video covering life jackets, skipper responsibilities, communications, marine weather, and alcohol on board.

- “Boating Safety With the U.S. Coast Guard”, https://www.youtube.com/watch?time_continue=17&v=85eSYhQt3Ts&feature=emb_title, is a nine minute video with members of the U.S. Coast Guard covering the basics of communication, float plans, emergency procedures, life jackets, EPIRBS, and rules of the road.
- “Boating Safety Violations – What Officers Look For”, https://www.youtube.com/watch?time_continue=2&v=R-WFkvg2KN0&feature=emb_title, is a short interview with two wildlife officers discussing some basic boating safety violations that draw their attention.
- “Coast Guard Boating Safety”, https://www.youtube.com/watch?time_continue=7&v=0SKVsJKvn_w&feature=emb_title, talks about basic boating safety as well as things the USCG is looking for when they patrol and reasons that could cause them to board a boat.

We may be in this COVID closure and re-opening process for a while, so we’ll adapt and overcome. Boating education is available online for those wanting to learn new skills or just brush up before taking to the water this summer! Just Google search “engine maintenance”, “stepping a mast”, or “marine weather”, and you’ll find an encyclopedia of videos to watch.

As soon as we get the “all clear” we’ll resume the classroom training in addition to promoting the USPS online trainings.

For now, we can get back on the water, wearing “piratey” masks, social distancing, enjoying the fresh air, and using bigger fenders when we raft up!

See you on the water at a distance!

Kin



Past Commander

P/C Debbie Mayfield

Roanoke River Lighthouse in Edenton NC

In 2019 the D27 rendezvous was held in Edenton, NC. One of Edenton's attractions is a re-stored 1986 Roanoke River Lighthouse which stands on the waterfront in Edenton. It is the only remaining screw-pile Light Station of 15 Light Stations which once stood on North Carolina sounds and rivers. It originally stood in the Albemarle Sound at the mouth of the Roanoke River.

The lighthouse was first lit in 1887 and was fitted with a 4th Order Fresnel Lens. It was the 3rd lighthouse at its location, and was commissioned by the Coast Guard from 1887 to 1941. It was sold by the Coast Guard in 1955 and was purchased by Elijah Tate for \$10 who had purchased 2 other lighthouses at the same time and he lost the first 2 in the Currituck Sound so sold the lighthouse to Emmett Wiggins for \$10. Wiggins moved the lighthouse across the Albemarle Sound to his land at Edenton. He lived in the lighthouse until his death.

In 2007, the lighthouse was purchased by the Edenton Historical Commission for \$225,000 and they paid \$75,000 to have it moved to Colonial Park on the waterfront in downtown Edenton. In 2009, The State of North Carolina provided \$1.2 million to restore the lighthouse. The lighthouse was permanently positioned over the water in the harbor at Edenton. The fully restored lighthouse was opened to the public in August of 2014.

I have visited this lighthouse several times beginning when it was first purchased by the town of Edenton and was sitting on a trailer at the water front until it was finally completed and opened to the public on the water front in Edenton this past summer. It is a great lighthouse to visit as well as the town of Edenton.



Fish House Chronicles

By P/C Don Breault, AP

“Phase Two, Marinas Are Open”

With the Covid 19 pandemic still a big treat, and with most infections and casualties trending down, North Carolina has gone to Phase Two in opening the state to more freedoms for us Americans. With that said Felix decides to take a cruise on his little fishing boat so he & Mandy drive to the coast and start to provision the boat for a week long in-shore cruise. Where are we off to Mandy asked Felix? Felix responds, we are taking the Pamlico & Albemarle Loop cruise. Oh boy yells Mandy. That sounds so cool so I need to get to the Pigly Wiggly and stock up on provisions for at least a week. You see Mandy knows that most restaurants are not open yet so they may have to bring all of their own food & beverages. So while Mandy heads off to shopping, Felix and Reid take the little boat to the fuel docks to top off the tank.

After returning with a full fuel tank, Felix runs through his check list of essentials. Beer, wine, rum, limes, cd's for the stereo, extra oil for the engine, and at least 1 gallon of water for making coffee. Mandy returns from shopping for food and she starts to load the boat. They had 3 coolers filled with fresh and frozen food, 2 coolers filled with beer and other libations, and one cooler filled with bottles of fun libations for the evening entertainment. (Felix was thinking that after a few of those drinks, Mandy may do a pole dance on deck one evening). So after the load was transferred to the open decks of the little boat, Felix cranks up the engine and they cast off into the middle of Peltier Creek. Reid & Denny wave goodbye as they sipped on their home made libations from the fish house porch. I think they called it fish house punch. Casting off at low tide no longer was an issue because someone dredged the entrance to Peltier Creek from the ICW. Off they went into the morning sun with coolers stacked so high on the open cockpit of the boat they had a look of a mini container ship heading north along the ICW.

Day one: Destination Belhaven. It was around 4 pm in the afternoon and Felix starts the docking process at River Forest Marina. After about 2 hours of backing and going forward and bouncing off of 2 poles and 3 other docked boats, Felix was able to get a line around one pole and one dock cleat. Ugly landing but they were somewhat tacked. After hooking up power, Felix realizes he has no power at all. No AC, no microwave, no hot water, no coffee maker. The problem was not the Marina, but in his boat. Somehow Felix forgot to test his power cord he brought along with him and come to find out it was defective. So that night they had to settle for cold hot dogs and cold water. The restaurant was closed so no alternative but to use their own provisions.

Day two: Depart Belhaven and off to Alligator River Marina. No issues along the canal as they arrived at 2 pm and after fighting wind & current, Felix was able to get his boat docked without another insurance claim this time. Felix explained to the dock master bout his bad electrical cord and the dock master was kind enough to loan Felix a single 30 amp cord that actually worked so they had power. Hot shower, microwave and most important working AC. Mandy indicated the restaurant had take out available so they opted to do that and then kicked back on the deck with a bottle of libations Felix found in one of the coolers. I think he was hoping for a pole dance but Mandy fell asleep instead. The Next morning met the cruising couple with a bright sunshiny day break without a cloud in the sky.

Day Three: So they cast off and continued north into the Albemarle Sound. After 10 or more miles, Felix takes a left and follows a course pre-plotted for Edenton. Everyone would have been proud of Felix as he even avoided the danger areas marked on his charts. Thank goodness for Joe Murphy's advice and training sessions on how to use auto-pilot along with a new chart plotter Felix recently got for his birthday. As they docked into Edenton with no issues as Mandy was at the helm this time, Felix got everything tied and tacked. But alas, they still had no working power cord as Felix failed to remember he needed to replace it. So off to the ships store and behold they found one slightly used but in good condition and it was the last one. How much asked Felix as Denny handed it over for inspection. Denny replied the cost for the cord was \$50 but if Felix bought it, he had to make A \$100 donation to the NRA, and a \$100 donation to the Trump 2020 campaign and get a free Trump flag. Felix negotiated the donations to \$50 for the NRA and \$20 for the Trump 2020 campaign. So off he ran back to the boat telling Mandy they will have AC and hot water. The evening went well but still no pole dancing as they fell asleep after feasting on a shellfish dinner from the local eatery that just opened up. Little did Felix know, was that someone in the middle of the night, painted a political sign on the back of his boat reading: Bernie in 2020!!!!

Day Four: Destination Elizabeth City. With another grand slam breakfast of grits, biscuits, & gravy, they plotted another course for Elizabeth City. But during the trip many boats that passed Felix were flipping him off for no apparent reason. Was Felix supporting Bernie in Trump territory? I think the painted Bernie in 2020 on the back of his boat was a tell-tale sign that Felix may meet up with some trouble very soon. With the weather beginning to change along with cloudy skies in the west, the race was on to reach Elizabeth City before the sky decided to fall!! As they approached the Pasquotank River, the rain began to pour in buckets. They buttoned up the boat tight as they could to avoid getting soaked but visibility was an issue. At clutch speed they soon began to see the lights of Pelican Marina. After hailing the dock master, they identified the name of their boat requesting a slip for the evening, and the dock master replied, "so it's the famous Bernie boat". "We have a great slip just for you and your liberal friends". The dock master gave them instructions to dock F – 7.

Dock F – 7 was reserved for special dignitaries who came from extreme northern states who traveled with a carpet bag. It was in a swamp and low tide put you on the bottom, the mosquitoes were as big as seagulls, there was no power or water, the walk to town was over 2 miles, and the only access to the bathrooms was a dirt path to an outhouse that had so many spiders and spider webs, you had to go into it with a blowtorch to burn them out. And you guessed it, no toilet paper. Mandy was so disgusted with this slip that she gave Felix a lesson he would remember for a long time. She told him he should have given Denny that \$100 for the Trump 2020 flag. At least we would be with other humans and not spending the night with snakes, spiders, and alligators. You guessed it, no pole dancing that night either. Not much of a dinner and the beer was getting warm because all of the ice melted and the marina told Felix that they had no more ice for Bernie supporters. Felix felt bad and was told to sleep on the deck.

Day Five: Felix woke up scratching about 100 mosquito bites and he had to make sure the tide was high enough to cast off because they were sitting on the bottom for a long time. Mandy wanted to take a shower so bad and they almost were out of fresh water so they had to conserve. No showers and no coffee for the ride to Manteo. As the couple cruised down the Pasquotank River, everything seemed to be working fine on the little boat except that Felix detected a slight vibration in the running gear as they came about in the middle of the Albemarle Sound. In addition, Felix failed to check his fuel supply before leaving Elizabeth City. Oh, Oh, Felix screamed. We are nearing the bottom of the tank of fuel and we hope we have enough because we are committed. With maybe 40 more miles to go and less than 25 gallons of fuel, Felix was a bit nervous as he already had this experience once before.

Just as Felix approached the entrance to Shallowbag Bay, he had a bead on the marina's fuel dock. He came in pretty hot and just as he was about to line up to dock, the engine spit-and sputtered-and finally gave out a little pop and quit. Felix had the finesse that only Captain Ron could do in the docking maneuver. Thank goodness there was no wind. The little boat took on another 150 gallons of fuel and off to the assigned slip. Before Felix got halfway to this new destination, he had Mandy cover up the "Bernie in 20" campaign sticker with black duct tape. This could have saved Felix from repeating another bad night like he experienced in Elizabeth City. They kicked back and enjoyed several libations, while Mandy got ready for that pole dance she promised Felix. 2100 and lights went out but that boat kept "rockin" and no one was knockin !!!

See you on the water

P/C Don Breault

"Island Girl"

Maintenance Mike



“Maintenance Mike”

Flushing Toilets 101

Most power boats have some plumbing systems installed from a simple porta potty on a small trailerable center console, to a live aboard trawler with 2 heads complete with showers and water heaters. Very often owners may ignore the maintenance required to keep the head flushing properly along with the periodic replacement of those waste and fresh water pumps needed to keep your fresh water and waste flowing freely.

This month we are going to focus on marine sanitation devices. (type 3) Small trailerable boats will have a porta potty that can be easy to deal with by the end of the day by just removing, emptying into an approved facility such as a toilet in your bathroom, and a simple cleaning. Most blue water and inshore boats will have a porcelain toilet with a holding tank. That sounds simple but the way you flush the toilet and how you manage the eventual discharge of that waste is dependent on the waters you are cruising in. Inland freshwater lakes and rivers will prohibit any discharge of untreated sewage in those bodies of water so you have to have the holding tank pumped out at a designated pump out station. These are few and far between. Almost like trying to find diesel fuel on Lake Norman.

So if you are a coastal cruiser, the same issues prevail on trying to find a pump out station that actually works. So this leads to the overall design of your toilet and how you get rid of what you put in it. It all starts with what you plan to **not** put into the holding tank such as toilet paper, grease, oil, and larger items that may or may not fit into the toilet. And yes Maintenance Mike indicated that toilet paper regardless of its biodegradable feature should never be put into the toilet and flushed. Remember that the toilet has a 3inch sanitation line that may have to run several feet into a fiberglass or polyethylene tank. If toilet paper is allowed to go into these lines, some smaller remnants will stick to the inside of the sanitation line eventually blocking or restricting the flow. So the boat owner should set up a procedure of how to alternately dispose of toilet paper in the head. Using Walmart plastic bags or dog poop bags tied and disposed of into the trash will work as long as the trash is disposed of daily.

Flushing a marine head usually comes with a raw water flow for filling the toilet. However, seawater has so many minerals in it; the stagnant sea water in your holding tank will make the boat smell like low tide all the time no matter how many gallons of perfumed smelling chemicals you put into the holding tank. Maintenance Mike recommends that you flush your marine head using fresh water. So many boaters will be concerned about the number of gallons needed. Flushing a marine toilet should not take more than a quart or less. The average FW tank is 35 to 50 gallons and the average holding tank may be 20 to 30 gallons. For the most part, using fresh water to flush will aid in eliminating most of the holding tank odors many boaters are concerned with. Fresh water replenishment is easy at the dock upon returning from the day's activity.

Now what do you do with your waste being on the coast with limited pump out facilities. The tank should have a deck plug that allows you to pump out when needed. But the savvy boater will also have an overboard discharge option. This involves a macerator pump either connected to the holding tank direct with a sanitation line to a thru hull seacock pointed to the bottom of the boat. Or you can rig a line from the bottom of the holding tank to the macerator pump plumbed the same way to the OB sea cock. Where can you legally discharge your holding tank? 3 miles off shore, so the next time you take a trip to Cape Lookout for the weekend or the day, go a couple more miles offshore and take care of business. The world's oceans are the most efficient septic system on the earth. The discharge will be dissipated and cleaned up in matter of a few minutes. Make sure that you have the ability to close the OB seacock valve and a way of temporarily disabling the macerator pump while operating in no discharge areas of the coast such as the Pamlico or Albemarle Sounds. This is an important feature in case of an onboard inspection by the Coast Guard. Trust Maintenance Mike on this one as he was inspected by the USCG on his little boat and he was prepared and they found no violations regarding the MSD part of the inspection report.

Some boat MSD's have the infamous "Y" valve directing the toilet flow to a direct OB seacock or the holding tank. If your boat was equipped this way, make sure the Y valve is working properly and has a wire tie security device locking it into the holding tank route while operating in no discharge zones. Now let is discuss how the flushing system works. You have a choice of a manual pump flush, an electric flush, and a vacuum flush. All three have a maintenance requirement and the manual pump system is the least costly to install but may have to have the pump portion rebuilt every other year. The electric model uses a small macerator behind the toilet bowl and will direct the flow to the holding tank or OB seacock. The vacuum model uses compressed air to flush the toilet to the holding tank. "Vacu" flush models are the most popular in newer cruisers because they use less water and have more power to carry the waste.

There are type 1 & 2 MSD's available as well. These higher tech devices such as the Raritan Electro Scan that will treat salt water & waste that is approved by the EPA as a type 1 MSD. Other models will treat the sewage or compost it onboard so OB discharge is minimal and will return the affluent to the ocean as clean and acceptable according to the EPA. These devices are usually found on larger type of cruisers and some blue water sail boats that cruise into foreign ports with very strict MSD laws and regulations.

Flushing a marine toilet should not be such an issue or the maintenance of one as well. If you are conscience of what goes into it and you instruct your guests accordingly, a quality MSD should last years of trouble free operation. So happy cruising and no worries mate!!

Next month we will explore how to install and adjust a marine compass. This way you won't get lost. Remember what Captain Ron said: "Let's go out into the blue water and take a left and then a right. If we get lost, we can stop at the next island just ask for directions".



Messages from D-27



Why Attend a National Meeting?

The USPS/ABC national meetings are designed to conduct the business of the organization. People who support the organization gather to share ideas and have fun accomplishing our goals. Committee members of all levels (squadron, district and national) are encouraged to attend and participate in their associated national committee. Communication is the key, the fun is the result! Not a member of a committee? Come interact with those who are or join others on tours around the area. We are lucky to be in Raleigh NC this time, September 8-13, 2020, and can offer tours of our headquarters building and a staff meet and greet. Tours of the NC History and Science Museums, downtown Raleigh, a kayaking trip, and afternoon tea at the beautiful Carolina Inn are some of the offsite trips. If you can break away from the meetings, join us for these events and various other activities. Check out the meeting website for more details. https://www.usps.org/php/reservations_new/meetings.php?mtg_id=39 Everyone is invited to attend the meetings, meals and tours!

Join Us in Raleigh, NC!

We are bringing it home! The National Meetings Committee has put together a fun and exciting meeting for our members in our hometown, Raleigh North Carolina. The Fall Governing Board meeting will be held September 8-13, 2020 at the Raleigh Hilton North Hills hotel. Having this meeting in Raleigh enables us to cut expenses, offer tours of headquarters and a meet and greet with the staff. The meetings are designed to accomplish the work of the committees and to enhance the organization to keep ahead of the boating community needs. Everyone is welcome to join and those not interested in attending meetings or can break away from meetings, are welcome to join us on various tours and activities in the area. Other activities include kayaking, touring our headquarters building, visiting the NC History and Science Museums, sampling the wonderful IPA beers in the area and afternoon tea in the beautiful wooded property of the Carolina Inn. More details about the event can be found at https://www.usps.org/php/reservations_new/meetings.php?mtg_id=39. This meeting has been designed with Fun as the theme and learning and communication as the goal. We look forward to seeing you there! (Special gifts for First Time national meeting attendees will be given.)

Calendar of Events for 2020

America's Boating Club of Winston Salem

Date	Events for 2020
June 6-12	Albemarle Loop Cruise
Wed, June 17	Membership Meeting, Bleu Restaurant 1800
Mon, July 6	Executive Meeting, North Point Grill 1800
Mon, Aug 3	Executive Meeting, Mayberry's Restaurant 1800
Wed, Aug 19	Membership Meeting, Bleu Restaurant 1800
Mon, Sept 7	Executive Meeting, Mayberry's Restaurant 1800
Wed, Sept 16	Membership Meeting, Bleu Restaurant 1800
Mon, Oct 4	Executive Meeting, North Point Grill 1800
Wed, Oct 21	Membership Meeting, Bleu Restaurant 1800
Mon, Nov 2	Executive Meeting - Mayberry's
Wed, Nov 18	Membership Meeting, Bleu Restaurant 1800
Mon, Dec 7	Executive Meeting - North Point Grill
Wed, Dec 16	Christmas Party

* Address for Bleu Restaurant is: 3424 Frontis Street, WS. 336-760-2026, contact is Sam Strong

** Address for Mayberry's is: 50 Miller Street, WS. 336-724-3682

*** Address for North Point Grill is - 7843 North Point Blvd, WS. Phone is 336-896-0500

**** Polo Park Community Center, 1850 Polo Rd, Winston-Salem, NC 27106





2020 Bridge Officers

Commander Lt/C Bill Davis, SN – mail to: wld122@aol.com (336) 817-0347

Executive Officer Lt/C Bill Davis, SN – mail to: wld122@aol.com (336) 817-0347

Administrative Officer David Jackson, S—cjackson12.dj@gmail.com (336-399-9238

Secretary George Ellis—GELNPS@aol.com 336941-9050)

Treasurer P/C Eddie Shinlever, P – mail to: eshinlever@triad.rr.com (336) 368-5046

Educational Officer Lt/C Kin Cartrette, P – mail to: scoutingplus@aol.com (336) 413-6490

Newsletter Editor Lt Sheila Breault – mail to: WSSPSnewsletter@gmail.com (336) 712-0661

Past Commander P/C Eddie Shinlever, P – mail to: eshinlever@triad.rr.com (336) 368-5046

Vessel Check Bill Davis, SN—Mail to wld122@aol.com (336-817-0347)

David Jackson, S - cjackson12.dj@gmail.com (336-341-2552)

Members at Large: Lt. Jim Frazier S, Faye London, Tisha London,

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.