

America's Boating Club of Winston-Salem



CROSSED ANCHORS



Dec, Jan, Feb, 2023

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

Change of Watch

Welcome to 2023. Saturday, February 4th, we enjoyed a gathering to do our annual Change of Watch at the Maple Chase Golf and Country Club. We had a small turnout, but a good meal and a good time was had by all.

Thank you to Connie Shay and her husband Greg for attending and Connie for swearing Bill back in as Commander. We have honored all of our officers with one more term.



Above: Debbie Mayfield, David Jackson, Kin Cartrette, Eddie & Becky Shinlever, and Don Breault.

Right: Connie Shay and Bill Davis.



Below: Laura Ball, George Ellis, Reid London, Tisha London, & Faye London

Below right: Cathy Clark



Commander

Lt/C Bill Davis, SN



It seems we have met at the Maple Chase County Club for a number of years but the group decided they liked the location and accommodations so that's where we met for our February 4th Change of Watch, Refreshing of the Watch, Same Watch, whatever you care to call it. We had 16 in attendance plus 4 members joined us on Zoom. It turned out well, even though we didn't get around to the show and tell of our vacation pictures I had hoped to include. Nevertheless, we will do some of that at our general meetings.

A little cool now, a little early now, but we will get to doing some Geodetic Surveying this spring, most likely with our Greensboro friends. Let's look forward to that.

Also David and I get to play good cop/bad cop with boat inspections this summer. The Vessel Safety Stickers have already arrived, so it is just a matter of time before we descend upon those delinquent boaters on the lakes.

If you are like me you probably have too many app's on your phone, but I thought I might share some of the ones I find better than average, particularly as it relates to boating.

Next page.

One of the best simple apps is called "Tides". You can move to a coastal location on its map and if there is a red pin located, then that represents a tide measuring station. Hit "View" and it will show the variation of the tide there for the next 20 hours. Kind of handy.

Another is called "Nebo". It will show you/your boat on either a satellite or a terrain view and track you as you move about. It logs or traces your movement, so you see your path as you move about. However, it relies on a cell signal like all these app's so don't go deep sea fishing to the Gulf Stream and think this thing is going to follow you. It's also why I have a Garmin chart plotter with direct satellite linkup, and even have a Garmin unit in my car. I have been in remote parts of Georgia and Alabama where civilization/cell signals do not exist!

For the folks that like to participate in Geodetic marker hunts, check this out. The tried-and-true Solocator is our basic app for documenting a found marker. The app records the lat/lon and time of the photograph. However, an even more sophisticated app to help find markers is called Benchmark. That gives a satellite view of the immediate area showing marker locations. Clicking on a mark will also bring up the data sheet for that marker which used to be a two-step process on other sites to find and print out. Much more convenient.

I have several more I can share but I best not take up all the paper if you are printing these epistles out.

Administrative Officer

David Jackson



Dear members, another year has passed us by. I would like to thank our members for your support last year. Everyone being a part of our club is what keeps us going year after year. We just completed our 62nd Change of Watch, I would say that is pretty impressive for our landlocked club. We were able to complete our mission again! Every year it is the best time to celebrate our membership and share some time together.

Special thanks to all of the Bridge members for their support and for continuing on for another year. This past year we did complete boating classes, thanks to Kin, and boat inspections did get done, and a geodesic survey was held.

Special thanks to all of our helpers and Sheila for the flowers and center pieces. Bill did an excellent job with the presentation, and Don was an expert master of the ceremony. We had fourteen people attend and some joined in on zoom! Hope springs eternal for this next year. Upcoming activities include the summer picnic, maybe a Belews cruise, and some geodetic hunts.

Kin promises to keep us busy with the Sea Scouts and upcoming boating classes.

Our Membership meetings will be held at Little Richards, Little Italy in Rural Hall, and at the North Point Grill. Our Executive meetings will be held on zoom or at members homes.

Updated calendar to follow.

I am looking forward to working with each one of you to have a productive year.

Thanks for your support.

LtC David Jackson, S

Admin Officer, Americas Boating Club of Winston Salem.

Education Officer

Lt Kin Cartrette



The Winston-Salem Sail and Power Squadron/Americas Boating Club of Winston-Salem will kick off education in 2023 by offering two Americas Boating Course 3 classes in March. The public class will be taught on Wednesdays, March 1st, 8th, 15th, 22nd and 29th, 2023 6:30 PM until 8:30 PM Squadron Education Office at Polo Park Community Center at 1850 Polo Road in Winston-Salem. The cost for the course is \$28 for the ABC-3 book and exam. The second Americas Boating Course 3 class is for Scouts and Sea Scouts and will be taught on Saturday, March 18th from 8:30 AM until 5:00 PM at New Hope United Methodist Church at 5125 Shattalon Drive in Winston-Salem. This class meets several of the advancement requirements for Sea Scouts as well as requirements for Motor Boating, Small Boat Sailing, Canoeing, Kayaking, and Watersports merit badges.

Some of the Sea Scouts have expressed interest in taking the Piloting (Marine Navigation) and Advanced Piloting (Advanced Marine Navigation) in the fall. I will try to set up these classes at New Hope United Methodist Church for the late summer and early fall. Watch the Crossed Anchors for more information!

As of January 2023, the Winston-Salem Sail and Power Squadron is the Chartered Organization of Sea Scout Ship 924. The Ship will continue to meet at New Hope United Methodist Church. Some WSSPS members have expressed interest in working with the Sea Scouts from time to time. We have a wealth of knowledge in the squadron that we can share with these young boaters. The Boy Scouts of America always welcome volunteers to help train and work with the youth. To work with the Scouts, the BSA requires that all adults take the BSA's online Youth Protection Training. This training is tremendous tool developed for the

protection of all youth and adults participating in the program and the principals have been adapted by many churches and other organizations working with youth. If any squadron members want to work with the Sea Scouts and take the Youth Protection Training, you can access the training at <https://my.scouting.org/> . Once in the site will need to set up an account with a user name and password. Some of our members have already taken the training and are set up to work with the Sea Scouts.

The United States Power Squadrons education curriculum closely aligns with the Sea Scout training and advancement requirements. A memorandum of agreement was signed between United States Power Squadrons and the Boy Scouts of America for the USPS and local squadrons to charter and work with the Sea Scouts as well as the BSA Scout. This is a tremendous opportunity for youth outreach to train safe and knowledgeable boaters and hopefully build squadron numbers in the future. If you want to know more about Sea Scouting, go to Sea Scouts, BSA.

Stay safe and we'll see you on the water soon!

Kin Cartrette, P



Fish House Chronicles

By P/C Don Breault, AP

Anne of County Mayo Ireland

Adventures on “Calypso

It was 1840, in the village of Louisburgh, Anne, a young lass of 17 years old found herself as a recently orphaned young girl on the rugged west coast of Ireland in the middle of the “great hunger”. This was a time in Irelands middle 19th century that significantly reduced the Irish population. It was also called the great potato famine. The western part of Ireland was especially hit the hardest with thousands of families fleeing Ireland for a dream of prosperity and abundant food in a land called America. Now a young single woman at this time in Ireland had a very high risk that some type of harm may come to her if she was to remain. So, she and three of her brothers decided to leave their homeland for a land far away. They had to traverse a long and arduous journey across the entire Irish island to Count Cork and board a square rigger named Calypso in Queensland destined for America.

As the small Gill family found their places in the hold of this old and leaky ship, tried to settle in and take their places as part time crew. None had much sailing experience, and had to learn on the tedious job of handling lines sail cloth, and rigging. They found that this was the lower cost contract for passage because no one in western Ireland had much money to spend. For passage and rations, you had to help crew the ship unless you had more money for a passenger ticket. As the ship continued to sail west maybe a couple hundred miles from Ireland, some of the officers of the ship took a fancy to Anne. They seemed to want to get very friendly with Anne and she did not appreciate the unwelcomed advances they made. Her brothers were also getting a bit nervous as they sensed a bad feeling on day 5 of the voyage as the smaller full-time crew began to treat the Irish passengers poorly.

The time of year was a bit risky because late fall on the North Atlantic produced storms and rough seas. Many passengers and some crew became violently seasick and this went on for several more days. Living conditions on this voyage was less than sanitary and the stench below decks was a bit ripe. Soon the weather changed and the sailing was a bit smoother. Annes brothers were good students along with Anne on learning how the ship operated and Anne took a keen interest in how the officers navigated the ship. They also took a keener interest in her slender 17-year-old figure and kept inviting her to the bridge deck to join them for tea in the afternoon. These officers were all seasoned former English naval officers and they were not only transporting passengers, but what some may call “contraband” freight in the holds. None of the passengers knew what was in the freight holds of the ship but Anne overheard the captain describing how wealthy he will be when they offloaded this precious cargo. The next day brought sunshine and calm seas but the air was still damp and cold. Anne had little heavy weather clothing as she had to leave Ireland with what she could only carry. The same was for all of the working passengers. This particular day will be one Anne will never forget.

The captain and his senior officers retired to their quarters and the watch was placed with a very young officer who may have only made one other voyage in his life. His name was William. He was a young man in his early twenties and was keen on doing a good job and paid no attention to the desire the other officers had for Anne. Anne saw this as an opportunity to learn more of how to observe the use of the sextant and chronometer they used for location on the north Atlantic. The watch for this young officer continued into the night as the skies above turned dark with the slight glimmer of the moon shining above.

Suddenly the sounds below decks became somewhat unruly as the officers and members of the crew were partaking in a celebratory drink of rum. There was singing and loud talking as the effects of alcohol took over. William paid no attention to the ruckus below as he was determined to do his job above decks. The sounds became louder and there was some arguing going on as there appears to be the beginnings of a fight. It appears that some of the crew got very drunk and began to physically abuse some of the Irish passengers. Then some of the officers who were also drunk and disorderly came looking for Anne. They searched the passengers' berths and found no Anne so they started to make their way topsides. As they came to the bridge deck, they spotted Anne and as drunk as they were, they managed to climb their way without falling overboard. One of them reached for Anne but tripped and fell flat on his face knocking himself out cold.

The other two officers saw this and became somewhat enraged as they ran toward Anne. William witnessing this un-becoming behavior stepped into the track of the charging first mate and was pushed aside as the first mate grabbed Anne. To his dismay, that officer was met with a sudden and fatal blow to the head with a belaying pin. Anne was just trying to defend herself but soon realized this was not going to be good for her future plans of life in America.

William tried to subdue the remaining drunken officer and was met with a heavy blow to his face with a gigantic fist reinforced with the butt of a pistol. Now one of Anne's brothers saw this as he stumbled topsides to avoid the fighting below, and he grabbed the sidearm of the dead officer and fired on the other drunk instantly killing him. Now the fighting below decks became louder and appeared to be more violent complimented by the sound of gunfire. The ship was in a point of siege with no one in charge. What started out as a routine 22-day journey to America, was turning into raging survival for life! Anne's other two brothers came topsides and reported that the captain was shot dead and many passengers were either wounded or killed as a result of what may have been the beginning stage of a mutiny. Anne having a very strong constitution instantly took over the wheel and instructed her brothers to secure the cabins below and take any side arms they could muster and either shoot or capture the remaining crew responsible for this hideous action at sea. They did and also tended to the wounded while one brother secured the captured crew into a makeshift brig. In a few hours, Anne of County Mayo Ireland found herself in charge of a British square rigger hopefully heading west to America.

Now Anne and her three brothers were neither pirates nor sailors but somehow, they were thrust into a position they never expected nor bargained for. But they were there at the time and the time was taking them into an adventure no one could even dream of. Not an adventure a person like Anne would ever hope or wish for. The responsibilities of piloting several tons of wood and sail across a vast ocean is as scary as scary can be. As nightfall turned into a new day. They continued on their present course and speed and with William being in a state of fog from his confrontation with the dead officer, he was as confused as the passengers who were below. The chore of tending to the sick and wounded was bestowed on a passenger who worked in a hospital for a short time and the chore of dealing with the dead fell on Anne's Brothers who with the help of a Protestant Padre slid the bodies into the deep.

Next page

William eventually came to his bearings but also found himself in shackles and imprisoned in the captains' quarters below. He was very confused as to why he was not allowed to resume his duties. Anne had a discussion with him and she thought he would turn the ship around and plot a course back to England or at least to any English friendly port. So, this is why he was to remain in shackles and because he took no part in the skirmish the day before, he was allowed to remain alive. Anne shared the new watches with her three brothers as they continued on a slightly varied course west. With the knowledge Anne learned observing the use of a sextant, and her ability to read, she was able to look at the charts of North America and particularly Greenland. She plotted a course for the southern tip of this frozen tundra in search of a port to drop off the less desirable passengers such as those remaining crew. Her plan was to place the crew and William in a life boat with some provisions when they got close enough to Greenland and allow them to fend for themselves once they arrived on the mainland of Greenland. Anne felt there would be several months before they reached any civilized port controlled by the British Empire to report the incident of the mutiny. Anne was not concerned about the ability of the castaway crew for embellishing any story they made up. Anne had another plan that would take them far and away from any North Atlantic seaports.

Anne and her brothers recruited several able-bodied passengers from below decks, mostly women who could help crew this boat. The promise was they would all reach America in due time and they would be allowed to disembark in a civilized way. The new crew and vessel arrived off the coast of Greenland in just over one day's sail and they made anchor in 10 fathoms allowing them to launch the life boat with the crew still shackled and William with no shackles but the key to undue the crew. Provisions were loaded into the life boat and off they began to row toward the Greenland shore. Calypso weighed anchor and unfurled her sails and began sailing southwest toward America.

To be continued in the next edition of "The Fish House Chronicles"

The story of Anne, from County Mayo Ireland.

See you on the water,

PC, Don Breault

2023 Bridge Officers

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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.