



# WILMINGTON POWER SQUADRON

DISTRICT 5

A Unit of United States Power Squadrons®

SAIL AND POWER BOATING

## THE LUBBER'S LINE

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## Cruise Committee Already Hard At Work

Mark your calendars now to participate in the 2008 WPS Summer Cruise. The itinerary and events are designed to allow all size boats, power and sail, the opportunity to participate. The social activities will offer many opportunities to meet new members and renew old friendships. For those who choose to join by land, some marinas have hotels nearby.

Dennis and Cathy Knowles on *Escapade* have agreed to co-chair the 2008 Cruise Committee, and work is already underway planning the WPS 2008 Summer Cruise. We are dividing the work of the Cruise into 2 Committees: (1) *Cruise Planning* - responsible for details on locations and route and (2) *Activities Planning* - focused on planning the social events during the cruise.

The planning for the locations of the 2008 WPS Summer Cruise is in progress, but not finalized. Since the closing night is a significant challenge for a group our size, for both adequate marina and catering facilities, we have teams investigating possible ending locations. Because some marinas will not confirm reservations until 2 Jan 2008, we will communicate the 2008 Cruise Plan via email in early January 2008 along with follow-up registration information at the January social, and in the next issue of *The Lubber's Line*.

Thank you to everyone who participated in the WPS Cruise survey - 17 boats responded to the survey questions. Al-

though we can't meet everyone's desired outcome, we certainly have listened to your input.

*(Cruise-continued on page 4)*

## Coop Charting Manual Revised

A revised and much updated Cooperative Charting Manual is now available on the USPS website.

All references to NOAA Form 77-4 and Loran-C have been deleted. Aeronautical charts and Geodetic Marker Recovery programs are no longer supported by National Ocean Service (NOS) and are not covered in this manual. New material on the use of CCWeb has been added. CCWeb is the acronym for the Cooperative Charting Website. Instructions and Guides for the use of CCWeb may be found on the CCWeb site and on the USPS Web site.

The objective of the manual is to present comprehensive information for all USPS members participating in Cooperative Charting, novice and experienced alike. All the skills required for Cooperative Charting are taught in the USPS educational programs. There is no requirement to complete any advanced grade or elective course to participate in Cooperative Charting, but once you get caught up in our enthusiasm you will find a new reason to turn to your Educational Officer to improve your skills.

*(Continued on page 9)*

## Wilmington Power Squadron

### Commander

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The Lubber's Line is a publication of the Wilmington Power Squadron published the first week of January, March, May, July, September and November.

## COMMANDER'S MESSAGE

By Cdr Jay Greene, AP

One of our most important missions is to teach the information that boaters need to be safe on the water. It is especially poignant this year, as we have learned of fatalities of local New Jersey and Pennsylvania residents in two boating accidents in two days.

While I do not have access to the police reports, the News Journal reports give me enough information to surmise that the boat that capsized in the Delaware River was probably anchored from the stern, which allowed the wind-whipped water to splash over the low freeboard at the outboard motor mount and fill the boat quickly. A search for survivors of the other accident off Atlantic City was started because they had filed a float plan and were reported missing. Life jackets were found on board the overturned boat but the bodies were found without PFDs or protection from hypothermia in the 50-degree water. Our hearts go out to fellow boaters and their families. I hope you see that the educational services we provide to members and the community are important to survival on the water. Active membership in the Wilmington Power Squadron is important!

It is the New Year and we are gearing up for a great educational season. Look for the times and dates of upcoming classes in this issue, or any time on our website:

[www.wilmingtonpowersquadron.org](http://www.wilmingtonpowersquadron.org).



For members, we will be offering Advanced Piloting, Seamanship, and Weather. Don't delay! The course you want could start soon! For new members, the Seamanship course is free with your membership, so be sure to take advantage of this new and improved course.

WPS has members who like boating. A lot! Randy Williamson sailed from Rock Hall with Executive Officer Donna Zimmerman and new members Joe Irr and John Ingram all the way to the British Virgin Islands. Right now he is around Gorda Sound single-handing his 44 Beneteau, *Windward Passage*. He is poking around various anchorages looking for a home away from home. Look for his report from the tropics in this issue and his website.

Power boaters Joanne and Bob Updegrave are enjoying a trip down the ICW and are now in Charleston, SC. They keep us informed with their blog at <http://www.radiowavesatsea.blogspot.com/>.

Happy New Year to all! Make sure you mark your calendar for the events that we offer. I'll see you there!

## *Administrative Department*

### **You Can Make Things Start Happening Now**

One of my favorite comedies is Steve Martin's, "The Jerk". Nevin (Steve) was found as a baby on the doorstep of a black family and raised as their own. On his 21<sup>st</sup> birthday he realizes he is different from the rest of his family when he can't sing blues, and his mom tells him he is not their natural-born son. Later that night, he hears a new, different and progressive tune on the radio and wakes up his family to let them know that he needs to leave and go out into the world because "*if this is out there, just think how much more could be out there! This is the kind of music that tells me to go out and be somebody!*"

I hope you feel the same way after joining Wilmington Power Squadron and taking your first class, or joining your first cruise or social. It's invigorating to think of what else is out there for you to learn and practice in *Advanced Piloting, Weather, Seamanship, or Sail*. Likewise, what new ports you will discover, and new friends you will make at the upcoming January 18<sup>th</sup> & February 15<sup>th</sup> socials, the Change of Watch on March 30<sup>th</sup>, and the cruise this June 14-20<sup>th</sup>. If you can't sing the blues, at least explore the world of WPS.

Later Nevin (Steve) gets very excited when he sees the phone truck and runs to it exclaiming, "The new phone book is here...the new phone book is here!" He opens it to the page listing Johnson, Nevin R. and exclaims, "*I'm somebody now. Millions of people read this. This is the kind of spontaneous publicity, your name in print, that makes people famous. Things are going to start happening to me now!*" And they do (you must rent this movie if you need a laugh).

Our phone book...I mean Yearbook, will be updated early this spring. Please send Bob Mahaney any changes or updates to your listing. You may use the *Correction Form* found on page 89 of the 2007-2008 Yearbook for this purpose. And while

you are at it, there will be a new group of volunteer officers elected in February, which means we need your help with running this squadron, organizing and promoting events and teaching others. Figure out how you can make things "start happening now" and let us know how you would like to help. I promise you will get spontaneous publicity; your name in the Yearbook, and things will start happening now!

### **WPS 2008 CRUISE T-SHIRT CONTEST**

It's that time of year again to participate in one of our interesting and fun traditions, *The WPS Annual Cruise T-shirt Contest*. Cruisers keep their shirts as prized possessions, and you will see shirts from earlier cruises worn by many. This year the selected design could be yours.

#### Design Guidelines:

1. Size: Do not exceed 12" x 12". The design will be scanned by the printing company so it must be "camera ready".
2. Colors: Do not exceed FOUR colors. They should be bright and contrast well with each other.
3. The design must include the words: "Wilmington Power Squadron" or (WPS) and "2008 Cruise" or "Cruise 2008".
4. Put the name of the artist on the BACK of each submission. You may submit as many designs as you wish. The artist of the winning design can sign or initial his or her design before printing if they wish.
5. All entries must be submitted no later than 13 February 2008 to Bob & Anne Pounds at 15 Longview Road, Glen Mills, PA 19342-8120 or [bob.pounds@comcast.net](mailto:bob.pounds@comcast.net).
6. The contest is open to all WPS members and their families. You do not have to be a cruiser to participate and win.

All entries will be displayed and voted on at the *Founder's Day Social* on 15 February 2008. The design receiving the most votes will become the official WPS 2008 Cruise T-shirt.

*By Lt/C Harry S. Anderson, II, P*

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## **Birthday List for January-February**

Happy Birthday to the following WPS members who are celebrating birthdays during the months of January and February. If your birthday is incorrect or missing, please contact P/C Robert F. Mahaney, AP at 302-994-9360, or at [rjm\\_i@msn.com](mailto:rjm_i@msn.com).

Robert V. A. Harra, Jr.	1/2
Deborah A. Rodenhouser	1/3
James Robinson	1/4
Irene du Pont, Jr.	1/8
Pamela P. Brandt	1/10
Kathy Scott - Reager	1/15
Alfred Cocciolone, Jr.	1/16
Frank V. Bailor	1/17
Michael P. Bernardo	1/17
James K. Hardy	1/19
David I. Netting	1/21
Patricia S. Maher	1/28
Pierce W. Johnston, Jr.	1/29
George C. Bentley	1/30
Dorothy Clendening	2/6
Erich D. Smith	2/9
Francis H. Richardson, Jr.	2/12
D. Jeffrey Russell	2/12
Paul D. Ehrlichman	2/13
John J. Polk	2/18
Mary V. Polk	2/18
William D. Selden, V	2/19
Charles S. Booz, Jr.	2/21
Nancy N. Goettel	2/22
Harry S. Anderson	2/23
Donald C. Brandt	2/24
Lois H. Slack	2/27

*(Cruise-continued from page 1)*

Some highlights of your input:

The majority of WPS cruisers confirmed flexibility in their cruise plans including a willingness to end the cruise farther south on the Bay, with most confirming that they would prefer to go south on the Bay vs. north on the Bay. A list of top marina locations included (in order): Herrington Harbor South, Baltimore and Annapolis. Knapp's Narrows, Oxford, St. Michaels, and Solomon's tied for 4<sup>th</sup> place. For anchorages, you told us you wanted to go to the Little Choptank, Wye and Choptank Rivers as top choices. The Cruise Planning Committee has considered all this input and you will see many of your requests incorporated in the 2008 Cruise Plan.

The comments were most interesting to read and process into the cruise plan. For example, one comment would be "go farther/ longer days (i.e. Solomon's)" and the next survey would say "shorter days/ more time to enjoy locations we visit (including the pools)/ more time for social activities". Generally, everyone agrees that the mix of raft ups, anchor outs and marinas is a plan we should continue. And everyone provided a good mix of 'what we liked most' and 'what we liked least' for the Committee to consider along with some solid suggestions, especially for new activities. I encourage everyone to read what your fellow cruisers had to say as input to the 2008 Cruise planning process (summary of survey results received by 11/27/07 will be posted on the WPS site).

Members of the Cruise Planning portion of the Committee include: Harry and Lyn Anderson, Don and Sue Engler, Ken and Dodie Lehman, Mike and Anne Minard, Dave and Barbara Sharpless, Marty Wagner, Bob and Mary Jane Wenhold, Bill and Donna Zimmerman, with Dennis and Cathy Knowles serving as co-chairs.

NOTE: The dates for the 2008 Cruise listed in 2007-08 WPS Yearbook are incorrect. Correct dates for the cruise continue to be the 3rd. week of June (week of Father's Day) - beginning with the Commander's reception on Saturday evening 14 June. Please mark your calendars:

**Cruise Skippers Meeting: 7 June 2008**  
**WPS Cruise: 14-20 June 2008**

*By Lt Cathy Knowles, AP; Lt Dennis Knowles, AP*  
*Cruise Committee Co-chairs*

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# *Boating Safety News*

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## SAFETY ON THE ROAD

By now, you have all had a simply wonderful Holiday, and are ready to slip into those dreaded “dark ages” – the time between January 1<sup>st</sup> and April 1<sup>st</sup> when, with the exception of a few Power Squadron gatherings, there seems to be nothing to do while cooped up in your house. You could always practice man overboard drills in your living room, or try on your life vests to make sure they still fit. Or you could call a friend and run through a Mayday alert. Or how about taking a trip in your car – somewhere, anywhere, just to get out of the house!!

Well, before your trip begins, there are a few things you should take care of before heading out for parts unknown.

If you haven't had an oil change for a while, get one. You might want to replace the spark plugs if you haven't done so recently. And don't forget to check the antifreeze and the wiper fluid levels. The cold weather places additional burdens on the car's engine. Making sure the essentials are taken care of could help your engine run better in the cold.

Do you keep a blanket in your trunk? How about jumper cables and a flashlight? A first aid kit is always a must. Put some candy bars (chocolate preferred) in your glove compartment or with the first aid kit. The AAA recommends having a portable shovel in the trunk so you can “dig” your way out of whatever mess you get yourself into. I'm sure you could add a few more items that could come in handy, should a problem on the road arise.

Starting out with a full tank of gas, clean windshields, headlights and brake lights is advisable. You now have everything packed, filled up and cleaned, and are ready to roll. You turn the key to start the engine, and the battery is so weak it won't start the engine. Cold weather can really be harm-

ful to a battery. So you might want to get it checked in advance. ( P.S. a 60 month battery will NOT last 60 months. So if you are getting close to the battery's stated life, you might want to get another one).

Driving the nation's highways is getting to be more and more of a challenge. There are more congestion, potholes and detours to contend with. Throw in some snow/sleet/ice into the driving mix, and your frustration levels start to climb. For me, it sometimes takes a Herculean effort to control my emotions while behind the wheel. Herein lies a very important factor with regards to safe driving. Keeping a level head while driving can help prevent becoming a fender bender, and worse yet, a statistic!

There is a website that itemizes practically every safety tip you can think of. It is:

[www.tell-my-mom.com](http://www.tell-my-mom.com)

Another website that provides in depth information, plus quizzes:

[http://www.sos.state.il.us/publications/rules\\_of\\_the\\_road/rr\\_chap10.html](http://www.sos.state.il.us/publications/rules_of_the_road/rr_chap10.html)

Enough said. Stay busy, dream of those wonderful days past on the water, and what will be those wonderful days to come.

One more thing – please don't drink and drive, and buckle up. The life you save may be mine!!

See you on the water (or the road).

*By Lt Robert Wenhold, P*

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## Education News

### Spring Courses Coming Soon

Spring courses begin 15 Jan 2008 at 1900. Classes are held at A.I. Dupont High School, 50 Hillside Road, Wilmington, DE. Students may register the night of the first class; please arrive early. This Winter/Spring we are offering *Advanced Piloting (AP)* and *Weather*. Anyone planning to enroll in *Weather* and is able to register in advance will help us determine the number of copies of course material that we must order. Contact Squadron Educational Officer Lt/C James Robinson, AP (610-444-5155).



Weather course  
starts Jan 15 2008

Please register!!!

We need 30 days to order materials

See Jim Robinson

*Advanced Piloting* continues to build coastal and inland navigation skills, allowing the student to take on more challenging conditions, unfamiliar waters, limited visibility, and extended cruises. GPS is embraced as a primary navigation tool while adding radar, chart plotters, and other electronic navigation tools. This class has many in-class exercises, advancing the student's skills. Topics covered include:

- Review of skills learned in *Piloting*
- Advanced positioning techniques
- Hazard avoidance techniques
- Collision avoidance using radar and GPS
- Working with tides
- Piloting with wind and currents
- The Seaman's Eye

The *Weather* course will provide basic weather knowledge for safer and more enjoyable boating.

The student will learn to make weather predictions based upon observations of the sky, barometer and wind information, as well as weather data provided by maps, satellite images, and radio and TV broadcasts.

*Seamanship* will be taught about 15 April 2008, this is to allow students from *AP* and new members from the boating certification classes to take this course.

Safe Boating certification begins in the Kennett Square area 5 Feb 2008. Safe Boating certification begins at A.I Dupont High School 11 March 2008. Safe Boating certification begins 20 March 2008 at McKean High School.

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# Executive Department

## 2008 On-Water Activities Interest Survey

The 2008 Bridge wants to improve our On-Water Activities Program and needs your help NOW. We have four types of activities under consideration in addition to our annual weeklong summer cruise. They are:

**1) Fall Regatta and Fishing Contest.** We're thinking about a long weekend, perhaps with one night on the hook and one in a marina. We would have "semi-organized" dinners together, and were planning a day of sailboat racing and a fishing contest.

**2) Marina "MeetUps".** There are a number of marinas and yacht clubs we'd like to include on our annual cruise – unfortunately they can't accommodate us due to the number of boats we have. As an alternative, we are considering a weekend rendezvous, staying over Saturday night and having dinner together. A possible candidate for our first Marina Meet-up is the Baltimore Yacht Club at Sue Island.

**3) More "Formal" Raftups.** We've been very casual about raftups recently, and perhaps as a result, participation has been limited. We'd like to make these better organized and similar to the first night raft-up on the cruise with dinner and appetizers planned in advance.

**4) Depth Surveys.** Coop charting is a worthwhile and fun activity and can lead to useful updated charts for areas we boat in. Typically we need shallow (or shallower at least) draft vessels.

Advance sign-up would be required for all four activities. And we would need some additional people to help with organization. But these are minor points if we have enough interest!

**Please fill in the survey below and return to Donna Zimmerman, 1 Evans Dr., Landenberg, PA 19350. Please return surveys by January 7 so we can incorporate the results in the 2008 calendar.**

Name: \_\_\_\_\_

1) Please circle your level of interest in each activity. This is not a commitment to participate in any way.

<b>Fall Regatta and Fishing Contest</b>	High	Medium	Low	No Interest
<b>Marina Meetup</b>	High	Medium	Low	No Interest
<b>More Formal Raftups</b>	High	Medium	Low	No Interest
<b>On-Water Depth Surveys</b>	High	Medium	Low	No Interest

2) Please circle your preference with regard to location for these additional activities. I'm defining Upper Bay as north of, and including the Sassafras River; Mid-Bay runs from just below the Sassafras to the Bay Bridge, and Lower Bay is below the Bay Bridge.

*(Continued on page 8)*

(Continued from page 7)

<b>Fall Regatta &amp; Fishing Contest</b>	Upper-Bay	Mid-Bay	Lower Bay
<b>Marina Meetup</b>	Upper-Bay	Mid-Bay	Lower Bay
<b>More Formal Raftups</b>	Upper-Bay	Mid-Bay	Lower Bay
<b>On-Water Depth Surveys</b>	Upper-Bay	Mid-Bay	Lower Bay

3) Timing is everything! Please indicate your timing preference for the activities below. The Annual Cruise is planned for June 14-21.

<b>Fall Regatta &amp; Fishing Contest</b>	Labor Day Weekend					
	September Weekend other than Labor Day					
	Early October Weekend					

<b>Marina Meetup</b>	May	June	July	Aug	Sept	Oct
<b>More Formal Raftups</b>	May	June	July	Aug	Sept	Oct
<b>On-Water Depth Surveys</b>	May	June	July	Aug	Sept	Oct

4) Would you like us to include another Squadron in any of the above activities or should we limit participation to WPS members?

Include Other Squadrons                      WPS Only

5) Do you have any recommendations for marinas or yacht clubs that we should consider for the Fall Regatta or Marina Meetup? If yes, please provide the name of the marina or club.

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6) Please provide any suggestions, ideas, criticisms, feedback you have regarding past on-water activities.

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## *Nominations for 2008-2009*

In accordance with our bylaws, the following members of Wilmington Power Squadron have been nominated to WPS leadership positions for the 2008-2009 Bridge Year. These names will be read at the *January Assembly* and the election will be conducted at the *Founders Day Assembly* in February. All have agreed to serve if elected. We are grateful to them for their willingness to devote their talent and energy to the Wilmington Power Squadron.

### **Bridge Officers**

Commander - Lt/C Donna F. Zimmerman, AP  
Executive Officer - Lt/C Harry S. Anderson, II, P  
Administrative Officer - John G. Ingram, AP  
SEO - Lt/C James Robinson, AP  
Assistant SEO - Stephen W. DeVeber, AP  
Secretary - Lt/C Barbara L. Sharpless, P  
Treasurer - P/C Robert F. Mahaney, AP  
Assistant Treasurer - 1st/Lt Theresa Falk

### **Executive Committee**

P/C Martin G. Wagner, AP  
P/C W. Michael King, AP  
Cdr Jay Greene, AP  
P/C C. David Sharpless, AP  
Lt Kenneth Lehman, JN  
Lt Rita A. Shade, P  
Glenn T. Halsey, P

### **Auditing Committee** (2-year term)

Lt Thomas S. Webster, Jr., SN

### **Nominating Committee** (3-year term)

Cdr Jay Greene, AP

### **Rules Committee** (3-year term)

Lt Conrad L. Hoover, JN

### ***Respectfully submitted by the Nominating Committee***

*P/C Lynda Hastings, AP, Chair*

*P/C Michael King, AP*

*P/C Martin Wagner, AP*

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*(Continued from page 1)*

The Cooperative Charting year begins on 1 April and ends on 31 March; all reports must be at NOS by this date, or they will be credited to the following year.

The manual is divided into five chapters plus an extensive glossary. Chapter 1 covers general information to conducting Cooperative Charting. It includes a list of abbreviations and definitions. Chapter 2 addresses the Adopt-a-Chart Program. It provides instructions on how to get started in this, and the requirements for maintaining ownership to a part or a whole chart. Chapter 3 describes in detail the programs that make up the Cooperative Charting effort. These include Range Line Surveys, Nautical Chart Update Surveys, Coast Pilot Updates, Small Craft Facility Reports, Depth Wiz (depth surveys), and

Inspection Reports. Each chapter ends with a checklist and a worksheet to be completed in the field. Chapter 5 is the CCWeb Guide. Chapter 6 discusses the USPS Cooperative Charting Organization.

To find this manual, go to the USPS website. At the top of the screen select Site Index. Scroll down just a little and select Cooperative Charting. Once at The USPS – NOS/NOAA Cooperative Charting Program, scroll down to *What's New* and find *The Cooperative Charting Manual*.

*P/R/C Steve Leishman, SN*

## Assemblies Committee

***Are You A Social Butterfly? Take flight to join us at the January and February socials.***

**Kick off** the New Year with our 18 January social. Our featured speaker will be Joe Ferry, who sailed solo across the Atlantic to reach Ireland, his father's homeland. After several tries, he completed the trip last year with one stop in the Azores. Come out and relive Joe Ferry's adventures on his 32-foot sailing sloop, *Falcarragh*.

The evening begins at 1830 (6:30 PM) with appetizers and soft drinks, and continues with dinner at 1900. Dinner will be pizza with ice cream sundaes for dessert. The cost will be \$7.50 for adults, and \$4.00 for children under 12.

The meeting will be held at the Brandywine Community Center on Naamans Road, just east of Concord Pike (Route 202). The Community Center is the freestanding building with a dome, and is located by the fountain in front of the shopping center.

Please use the reservation form on *page 13*. Reservations are due by 15 January.

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**Our annual *Founders Day Social*** and election of officers are scheduled for Friday, 15 February at 1830. At this meeting we will celebrate our past, as well as elect our new officer for the upcoming Bridge Year. This year we are also celebrating the **70th Birthday of Wilmington Power Squadron.**

A highlight of the evening will be a presentation by P/C Mike King, AP, and Wendy Shipman. These two intrepid sailors will recount their 6-month adventures wintering in Florida (Well, somebody had to do it!) in 2006-2007 aboard *Sea Lion*, their Island Packet 38. The evening will include food and beverages. The cost will be \$8.50 for adults, and \$4.25 for children under 12. The meeting will be held at the Brandywine Community Center. Please use the reservation form on *page 13*. Reservations are due by Monday, 11 February.

***It Was A Very Good Year...for Wilmington Power Squadron socials.***

**November's kick-off** for the winter assembly season featured John Wik as our speaker. John just completed a trip rowing his way around the Delmarva Peninsula, and he brought along his boat for us all to inspect. John is a resident of New Castle and has a background in geology. He has an environmental consulting business but became interested in this trip as a member of the board of directors of the Delaware Museum of Natural History. He is especially interested in working with school children and bringing new educational tools to them through new technology. Thanks to his sponsors, he was equipped to talk directly to kids in their classroom from aboard his boat.

John relayed to us a sense of the geology and formation of the Delmarva Peninsula, as well as the later history that brought about the land formations we see today. He told us about some of the changes that have come about today, and how human interactions with the rivers and bays have changed the ecology of the region.

If you are interested in reading or hearing more about his "Delmarva Odyssey", check out his website at [delmarvaodyssey.com](http://delmarvaodyssey.com), or if you would like John to present his lecture for another group, please contact him at [jdwik@AOL.com](mailto:jdwik@AOL.com).

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**More than 60** Squadron members attended the December Christmas social and listened to Captain Thomas Cluff talk about the life and trends of being a riverboat captain on the Delaware River and Bay.

Captain Cluff started his apprenticeship 43 years ago, and has been a licensed captain for the past 39 years with the Pilots Association for the River and Bay. When he started, apprentices lived aboard a small cutter for four years and did everything from chipping paint to swabbing decks in between learning how to navigate ships up the river. Today's recruits must be either college or maritime school graduates, and they spend four very intense years on the water and in the classroom, including a stint in South Hampton, England, where a school offers a large lake with spring-

*(Good Year-continued on page 12)*

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# Extended Cruising in the Caribbean

## Installment 3 – Outbound Passage

We were scheduled to leave North Point Marina in Rock Hall, MD on Nov. 1 to begin the sail to the Caribbean aboard my Beneteau 445 but hurricane Noel that came up the Atlantic at that time forced us to delay 2 days. We finally left at 10:00 on Saturday, 3 Nov. and sailed directly to Norfolk. We exited the mouth of the bay through the bridge tunnel complex at 10:00 on Sunday, 4 Nov., just beating the 70+ boats in the Caribbean 1500 Rally out of the bay as they started at noon. We sailed down the coast to do our Gulf Stream crossing at the entry point (35 35.0 N, 074 50.0 W) recommended by Commander Weather who we were using for weather and routing service. The first night we saw the Carib1500 fleet lights stretched out like a parade behind us. Most of them went more easterly so by the second night we had lost contact with them.

The crossing of the Gulf Stream was reasonably smooth with light air following the passage of the hurricane. However, there was a huge eddy in the Stream that was against us for almost 3 days. It appeared to be between 1 and 3 knots. Once across the stream we had the wind off our stern quarter and it built to 25 – 30 knots and stayed off the quarter making for a modestly uncomfortable sail with the swell coming more off our beam. The weather deteriorated with a series of squalls overtaking us with winds topping 35 knots. I have been sailing over 35 years and have never sighted a waterspout but on one day we sighted 5. These are the water equivalent of tornados so they certainly attracted our attention!

One particularly nasty squall had winds that I saw register 53 knots on the wind instrument and it went higher, but I had to concentrate on the wind direction indicator at the top of the mast to avoid an accidental gybe as the wind direction was quickly changing as much as 40 degrees. I estimate that the wind exceeded 65 knots for what felt like three days but was actually only about half hour. After the excitement was down to a dull roar we sighted a large cruise ship and called her on the VHF to ensure that they had a visual and radar sighting on us in the driving rain. The cruise ship responded “This is the QM2 and we have you on our radar. It appears that your mast is still up as we are receiving your radio signal quite clearly”. We thanked them for the confirmation as it was still raining so hard it was difficult to see the top of the mast! One of the crew who was off watch at the time

slept through the entire episode and now refers to it as “the alleged 55 knot squall and encounter with the Queen Mary 2”. I have often said that the thing that I value most highly with off shore crew is their ability to sleep when they are off watch as this keeps them fresh for their watch standing. However, this seemed to me to be a rather extreme case of sleep capability!

The next morning our damage assessment revealed that the cotter pin that holds the pin in the gooseneck fitting (holds the boom on to the mast) had sheared allowing the pin to drop a few inches before the stresses bent it preventing it from dropping completely out. This was quite fortunate since the boom would have been unattached if the pin had dropped completely out and we would likely have lost at least the mainsail if not the entire rigging. Fortunately, I carry a spare pin and we were able to use a hacksaw to remove the old bent pin and replace it with the spare. We also discovered a 10-inch tear in the mainsail with one of the slugs that attach the sail to the mast torn out. We had to drop the main and repair the tear by hand stitching. This took about two hours and we had to remove the slug from the sail track to relieve stress at the repair point.

Since our first landfall objective was the island of Saint Eustatius, we plotted a course to Sombrero Rock, then through Anegada Passage. We arrived at the entrance to the passage at 2200 on 14 Nov. and were greeted by 25 to 30 knots of wind directly on the nose. It is about 90 miles from the passage to Saint Eustatius and we spent the next 23 hours beating into this wind. It was truly exhausting. We arrived at the harbor on Saint Eustatius and were safely anchored at 2100. The captain then opened the bottle of wine that he had carefully kept hidden and the crew celebrated a difficult, exciting and educational passage.

The next day we met with the governor of the island, and Joe Irr presented to him a document called a “Declaration of Interdependence”. This was to commemorate the delivery of a copy of the Declaration of Independence to the governor of Saint Eustatius on Nov. 16, 1776 by the captain of the American warship Andrew Doria. When he entered the harbor he fired a 13-gun salute while flying the new flag of the Continental

*(Cruising-continued on page 12)*

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*(Cruising-continued from page 11)*

Congress. The governor of the island, realizing the political implications instructed the commander at the fort to fire a return salute and this has been accepted as the first time that the United States was recognized as an independent country. The document we delivered lays out the mutual expectations between the governor of the island and an organization called The First Salute as they develop a plan to build a replica of the Andrew Doria to participate in future celebrations of this day. Joe and the governor both signed multiple copies of the document and they will be used in publicity for the First Salute Organization.

The governor then asked us if we would use our signal cannon (belonging to the Wilmington Power Squadron) to fire a salute to the fort at 8:00 pm to start a function that they were holding in the fort as part of their celebration of this national holiday for them. We were delighted to comply with his request and we got lots of attention from the diners at the restaurants along the waterfront as we fired a full 13 shot salute.

Unfortunately, the anchorage at Saint Eustatius has quite a bit of swell and sleeping with the boat rocking 20 degrees from side to side was more difficult than sleeping off watch during the squalls. We were glad to pull anchor on Saturday morning and head back north to Tortola in the BVI.

As we entered the area of Road Town harbor the engine refused to start. I diagnosed the problem as a stuck solenoid and applied a small amount of force with a hammer and the engine started right away. We arrived safely just before noon and took up residence at the Village Cay Marina so that we would have access to services for repairs.

On Monday the crew did a great job of cleaning Windward Passage and packed their belongings for their return trip home. All got safely away on Tuesday and I then set about the task of repairing *Windward Passage* so she will be ready to receive family and friends over the next 7 months. Many of the boats that had participated in the Carib1500 were still in Village Cay Marina (their ending point) awaiting repairs. Several had been heavily damaged with torn sails, broken electronics and non-functioning alternators being the most common problem. In talking with the participants I came to really appreciate the value of the courses in engine maintenance, marine electronics, weather and navigation that are offered by the Wilmington Power Squadron of the

United States Power Squadrons. I felt that the information that I had acquired through these courses helped me to repair or accommodate to the damage that we encountered.

Repairs are almost complete and I have been spending a couple of weeks single-handing around the BVI while I await the arrival of family and friends for the next phase of this adventure. We will spend January and February cruising in the BVI then sail down island to St. Vincent and the Grenadines, where we will cruise for the months of February and March. In April we will begin sailing up the island chain back to the BVI from where we will leave in mid-May to sail back to the Chesapeake. These adventures will be chronicled in future articles.

*By Lt W. Randy Williamson, JN*

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*(Good Year-continued from page 10)*

loaded docks and various models of ships with rubber bows so the students can test-run maneuvers. The Pilot's Association, which is a private organization, invests more than \$1 million to train an apprentice.

The largest single change in the industry, according to Captain Cluff, is the technological advances. He said the Pilots Association for the Delaware River and Bay was the first in the country to use hand-held VHF radios and, later, AIS. The hand-held VHF was a significant change, as it reduced accidents from several each month to several every couple year, he said, and a ship's AIS is within one meter of accuracy.

He urged boaters to learn the importance of the entire river or bay we are on, not just our backyard playground. Hailing a boat that "just passed the lighthouse" is confusing to those in the distance who are listening to that message. He also said to remember the rule of tonnage. "Whoever has the biggest boat has the right of way."

Captain Cluff said riverboat pilots are our first line of defense in protecting the environment. Millions of barrels of oil are transported daily up the Delaware River. An accident creating even a small oil leak from a ship costs hundreds of millions of dollars to clean up. Riverboat pilots take their jobs exceedingly seriously, he said. "We have to be perfect in an imperfect world."

*By Lt Rita Shade, P & Lt Judith Stadler, P  
Co-Chairpersons  
Assemblies Committee*

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# Mark Your Calendar!

(Perfect for posting on your refrigerator)

## “Solo Sailing To Ireland”

Friday, 18 January 2008

Socializing begins at 1830, to be followed at 1900 with pizza, and dessert will be ice cream sundaes. After dinner we will enjoy a presentation by our guest speaker, Mr. Joe Ferry. Last year Mr. Ferry sailed solo to Ireland, his father's homeland, in his 32-foot sloop, *Falcarragh*. Please make your reservation by 15 January.

## “Founders Day Social”

Friday, 15 February 2008

At our annual Founders Day Social we are celebrating the **70th Anniversary of WPS**, and elect new officers to lead us in the coming year. A highlight of the evening will be a presentation by P/C Mike King and Wendy Shipman. These two intrepid sailors will recount their adventures (and perhaps some misadventures, too) wintering in Florida in 2006-07 aboard *Sea Lion*. The evening will include food and beverages (Details are being finalized). Reservations are due by 11 February.



The location for both socials is the Brandywine Community Center on Naamans Road; both events start at 1830. Please fill out the coupons below and mail them to Judy Stadler, 2123 Anson Road, Wilmington, DE 19810.



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### Founder's Day/Wintering In Florida — 15 February

(Reservation due 11 February)

Names of those Attending: \_\_\_\_\_

\_\_\_\_\_ @ \$8.50 = \_\_\_\_\_ @ \$4.25= \_\_\_\_\_ Total Amount \_\_\_\_\_  
Make Check payable to JUDITH STADLER and mail with this slip to **Judy Stadler, 2123 Anson Road, Wilmington, DE 19810**



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### Solo Sailing To Ireland — 18 January

(Reservation due 15 January)

Names of those Attending: \_\_\_\_\_

\_\_\_\_\_ @ \$7.50 = \_\_\_\_\_ @ \$4.00= \_\_\_\_\_ Total Amount \_\_\_\_\_  
Make Check payable to JUDITH STADLER and mail with this slip to **Judy Stadler, 2123 Anson Road, Wilmington, DE 19810**

## Calendar of Events

15 Jan.	1900	WPS Spring Educational Courses begin. Advanced Piloting and Weather Offered. A.I. du Pont High School, 50 Hillside Rd., Wilmington, DE
16 Jan.	1930	WPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark, DE
18 Jan.	1830	WPS January Social Brandywine Community Center
05 Feb.	1900	Safe Boating Certification begins; Kennett High School South Union Street, Kennett Square, PA
<b>07 Feb.</b>		<b>Deadline for March/April Lubber's Line material</b>
15 Feb.	1830	WPS Annual Meeting & Founders Day Social Brandywine Community Center
19-24 Feb.		USPS Annual Meeting Dallas Hyatt, Dallas, TX
20 Feb.	1930	WPS Executive Committee Meeting, Conectiv Energy & Technology Center, Newark, DE
<b>30 Mar.</b>	<b>TBD</b>	<b>WPS Change of Watch, Deerfield Golf/Tennis Club</b>