

WILMINGTON POWER SQUADRON

DISTRICT 5

A Unit of United States Power Squadrons®
SAIL AND POWER BOATING

THE LUBBER'S LINE

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Have a Dream? *Make a Plan and Just Do it, says John Gage*

John Gage's first thought in 1977 was to sail a canoe down the Yukon River. He abandoned that idea when a two-hour test drive in a rented sailboat turned into a humbling experience of groundings, accidental jibes, and near collisions. Gage remembered what his wife had said – a dreamer with a plan is better than a genius without one, but get a plan. So he refined his thinking and announced he would instead circumnavigate the world.



John Gage on deck of Dream Catcher

Some 25 years later, on December 18, 2003 during a snow flurry in Cape May, John Gage launched his dream on a 42-foot Passport christened Dream Catcher. On May 12, 2007, he sailed back into Sandy Hook, N.J. – at the tender age of 76. Nearly half of his 33,000 mile voyage was solo-sailing.

John Gage's message to nearly 80 members of the Wilmington Power Squadron where he spoke at the October social: "Never give up on your dreams. Time is a thief." He shared his simple yet deceptively hard advice: Write your dream on 3 x 5 cards and place them by the bathroom mirror, kitchen sink, anywhere you will see them several times a day. Write down your plan, make a list of readings and people to interview, develop a financial plan, and then, he says, "Just do it."

"When someone tells me I can't do something because it's too crazy, too expensive, too dangerous, or I'm too old, they are really talking about their limitations, not mine," Gage told the Wilmington Power Squadron members. Asked whether he could have launched his dream sooner, he said absolutely, from a skills standpoint. It was getting into a financial position to do it that took more than two decades.

(Continued on page 7)

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. Donna Zimmerman, JN



Once again this fall I agreed to help some friends move their boat south for the winter. Our plan was to leave Rock Hall on 27 October 08, make a short stop at Morehead City, N.C. then head offshore for March Harbor in the Bahamas, arriving along about 5 November 08. Weather permitting of course. Well, of course, the weather didn't permit. We waited a couple of days in Rock Hall for the first storm to blow by. Sustained winds in the mid-30's and gusts in the mid-40's. And rain. We were happy to miss that but ready to get moving. We had a quick but very cold trip down the Chesapeake Bay and an uneventful passage through the Virginia and northern North Carolina portions of the ICW. But when we arrived in Morehead City, another storm with 45 knot gusts was brewing offshore – so we waited, again. Boats from the Caribbean 1500 were sidelined also so we were in good company. Once that low passed off to the north many boats left. But we didn't like the forecast that called for Tropical Depression Paloma to strengthen into Hurricane Paloma and head for the exact same place we wanted to go. Even though all the forecasts called for it to have weakened substantially by the time we met, it just didn't seem a prudent risk for three senior sailors. So we rented a car, drove home and waited a few more days.

Our weather router gave us the go so we drove back to Morehead City only to find that the promised window had closed and we had to wait a bit longer – yes, 45 knots just offshore. We finally headed south again in the strong north-westerlies that followed that low pressure system. But strong northeasterly swells made a Gulf Stream crossing questionable and another brewing storm caused us to hug the coast and head for St. Augustine, Florida rather than the Bahamas. Probably for the best since we lost the autopilot the first day out and had to hand steer the entire way. We timed the arrival in St. Augustine perfectly and came into the inlet with the tide. Even so, the following seas and relatively strong winds made this, my first ocean inlet entrance, an exciting experience.

(Continued on page 6)

Executive Department

I hope that Santa was generous to each of you this year! VHF channel 68 has been abuzz with rumors that some of our members were very “worthy” this holiday season, receiving new “toys” with 30% longer LOA, high-tech composite sails, new canvas, HD TV’s, heaters that turn January into July, sexy solar cells ...sexy is subjective....new AC and even larger holding tanks. OK, so the larger holding tank was for FREEDOM. You got to know “when to fold them” and know “when to hold them”.

I need you to HOLD the weekend of Friday 13 March to Sunday 15 March 09 open to help with our 2nd Wilmington Boat Show. We need many passionate WPS members to help with the boat show to recruit new members, to lend your alluring SEAVESTOR voices to excite young and old, to mentor others on critical safe boating skills, and to help with orchestration to make sure everything follows plan. This single event encompasses the key mission of our squadron to:

- 1) Build Boating Friendship
- 2) Have Fun
- 3) Promote Safety and Better Boating.

In short: join us for FRIENDS, FUN, and BETTER BOATING. Please help P/C Mike King out with his appeal in this LL issue for help at the show in March 2009.

Meanwhile, start dreaming about our 2009 Cruise. The wonderful slide show provided by our web master, Bill Orris at our web site will get you started. Thanks to everyone who submitted photos from the 2008 cruise. Cathy and Dennis Knowles, in their WPS cruise reprise, are building you a week of fun that you can’t miss. Commit now and bring your friends. I want participation to be so BIG, we have to buck tides to make it happen!

*Lt/C Harry S. Anderson, II, AP
Executive Officer*

Administrative Department

Most of the boats are put away and ‘tis the season for winter projects at home. There is a list of items that were to have been done during the boating season that still need to be done, and Betty has another list for me.

The October Social was very well attended and we all enjoyed the presentation by Captain John Gage. He shared with us, the story of his 3½ year voyage around the world on his 42’ cutter *Dream Catcher*.

The December Holiday Social included a story telling by Ed Okonowitz from the Delaware Humanities Forum and we collected the *Christmas at Sea* boxes for the Seamen’s Center at the Port of Wilmington. I am a volunteer at the Center and can tell you that our donations are greatly appreciated by the seamen far from home.

The 2009 Cruise Committee has begun work on next summer’s program.

The Assemblies Committee has put together a good program for this winter season. Please make plans to attend all the Socials in January, February, and March:

- 23 Jan 1830 **WPS Social** at the Brandywine Community Center. The Nettings will share their experiences sailing on Lake Huron.
- 13 Feb 1830 **WPS Annual Meeting and Founders Day Social** at the Brandywine Community Center. Captain Gregg Shinn of the skipjack *Martha Lewis* will tell us her story and the role of the skipjack in the history of the Chesapeake Bay.
- 22 Mar 1300 **WPS Change of Watch** at the Deerfield Country Club. The Installation of our new Bridge Officers and a great lunch with your WPS friends.

A big thank you to all the Committee leaders and members who have contributed their time and effort to make these WPS events happen.

*Lt/C John Ingram, AP
Administrative Officer*

Boating Safety News

Avoiding Collisions

*We continue our slow passage and sightseeing travel down the Atlantic Intracoastal Waterway. Every day that we are on the water we become more aware how important the Rules of the Road are in a narrow channel like the ICW. On the Chesapeake Bay we can be lulled by the wide open spaces, and close encounters do not occur all that often. We thought it might be good to review avoiding collisions. The Coast Guard reminds us that collisions between vessels are by far the greatest cause of accidents. So here we have quoted a section of the U.S. Coast Guard **Boating Safety Circular 72** first published in September 1991 and reprinted in May 1993. You will see not much has changed since then.*

1. Always keep a proper lookout. Remember that “improper lookout” and “operator inattention or carelessness” are the most frequent causes for collisions reported to the Coast Guard. If passengers are seated where they block your view from the helm, have them sit someplace else.
2. Become knowledgeable on the Rules of the Road and once you know them, navigate your vessel defensively. Many people report they figured “it was the other guy who would alter course or reduce speed to avoid the collision.”....
3. Use the Danger Zone Concept. In **Boating Safety Circular 68** we reported on the significance of the “Danger Zone”. Most control stations are located on the starboard side of the vessel. Although the danger zone concept is not specifically mentioned in the Rules of the Road, it is a very helpful way to remember who has the right-of-way in a crossing situation. Your boat’s danger zone extends from a point dead ahead to a point 22.5 degrees aft of your starboard beam (the same horizontal arc as you boat’s green sidelight). If you are underway and you see another vessel within the danger zone, the other vessel has the right of way and you must alter course (usually to starboard) or speed to avoid a collision. With most helm stations on the starboard (right hand) side, the operator has an unobstructed view of the danger zone.
4. Keep to the starboard side of a channel giving larger vessels restricted by their draft, the benefit of deeper water in the center of the channel.
5. Operators of powerboats should slow down in congested waterways. The presence or absence of a posted speed limit isn’t the only factor you should use in selecting an appropriate speed. Be considerate of slower vessels, and vessels at anchor or under sail whose passengers should be given the minor courtesy of reducing your vessel’s wake to a tolerable minimum.
6. Use a setting which minimizes your time in the “bow up” attitude, if your boat has an adjustable motor bracket, trim tabs or an adjustable lower unit.
7. Skippers of sailboats should try to avoid sailing through channels where larger vessels which may be restricted in their ability to maneuver by virtue of their size, windage, draft, susceptibility to current, etc., are least prepared for technicalities involving who has the right-of-way. Sailboarders should remember that they too are subject to the Rules of the Road, just like any other vessel. The skipper of a sailboat underway under sail should have at least one member of the crew maintaining a proper lookout, particularly in relation to the actions of other boats astern and to leeward. The statistics show that improper lookout is five times more likely to cause a collision involving auxiliary sailboats than weather or water conditions, the second most frequent cause.
8. Operators of personal watercraft are reminded that according to Rule 14 – Head-on Situation, “When tow power-driven vessels are meeting on reciprocal courses so as to involve risk of collision, each shall alter her course to starboard so that each shall pass on the port side of the other.” Many operators of personal watercraft who have filed accident reports following collisions reported that they didn’t know which way to turn in the moments prior to the accident. Personal watercraft livery operators would be wise to ask customers who are about to rent their boats whether they are aware of this basic requirement under the Rules of the Road.

(Continued on Page 6)

Education Department

ADVANCED PILOTING will be offered this spring starting 27 Jan 2009 at 1900.

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 navigational tools. As with Piloting, the course includes many in-class exercises, advancing the student's skills through hands-on practice and learning.

NOTICE: Due to school closing WPS Spring Educational Courses, Advanced Piloting and Sail, will not begin on 20 January 09 at A. I. DuPont High School. Spring classes will begin one week later on 27 January. Inspecting Your Standing Rigging will now begin on 3 March 09 and Tuning Your Rig on 10 March.

Sail Course – 27 January A.I. DuPont High School

Starting this January, we will be presenting the Power Squadron's "Sail" course of instruction which consists of two modules, Basic and Advanced. The basic module covers types of rigs and hull shapes, points of sail, docking and anchoring, wind, seamanship, and basic navigation rules. The advanced module covers a wide range of topics in depth including understanding forces acting on a sailboat, balance and stability issues, sail shape and handling, including spinnaker handling, safety considerations, heavy weather and storm tactics, racing and navigation rules. The advanced portion will include two special sessions on "rig inspection" and "rig tuning" presented by Randy Williamson which will be open to all WPS members (described below). The first module will start on Tuesday, 27 January and will run through the end of March. There will be review and exam sessions at the end of each module.

Inspecting Your Standing Rigging – 03 March

We will use a DVD by professional rigger Brion Toss to learn how to inspect standing rigging on sailboats. Topics covered include the impact of age, climate, tune and fatigue on a boat's rig. He points out rigging issues that he sees as he walks around a marina and inspects different boats. He discusses good and bad rigging and aspects you should be aware of for roller furling, deck layouts and wire terminals. Following the DVD we will have a discussion of different aspects of inspecting your boat's rigging. Participants will learn the important things to look for in their rigging, how to discover and correct problems and how to maintain rigging.

Tuning Your Rig – 10 March

We will use a second video by Brian Toss to learn how to tune sailboat rigging for the best performance. He discusses the importance of proper rig tuning to increase longevity, performance and comfort. He discusses dockside tuning as well as dynamic tuning under sail. Following the DVD presentation we will discuss the aspects of rig tuning that have been presented. Participants will learn the tools and techniques for tuning. Even if you are more comfortable having a professional rigger tune your boat you will be more knowledgeable in discussing needs with them and evaluating their work.

Lt/C James Robinson, AP
Educational Officer
William T. Zimmerman, JN

(Commander's Message, Continued from page 2)

So what's the point of all this? Two points, really. First – Power Squadron courses really are helpful when you “go out there”. You can never know too much about the upcoming weather. And I remembered very distinctly the Power Squadron video on heavy weather boat handling as I steered into the inlet with breaking waves on either side! Second point – patience and flexibility are every bit as important as knowledge when your objective is a safe and enjoyable trip. We missed a lot of unpleasantness by waiting for the right time to go. Probably true in life as well as boating.

Cdr. Donna Zimmerman, JN

(Boating Safety, continued from Page 4)

Judy has a neat way of remembering the “danger zone”. If you can see the red nav light on the other boat crossing, you do not have the right of way. Another saying for right of way rights is from Randy Williamson who says that you do not have the right of way unless the other boat gives it to you. Hope this little review helps to refresh your knowledge of the Rules of the Road.

*Lt Judith C. Stadler, P
Lt Charles R. Stadler, AP
Safety Officers*

CRUISING THE NORTH CHANNEL Friday 23 January 2009

Forget the cold weather and think about boating at an evening with the WPS. As usual, we'll begin with hors d'oeuvres and soft drinks at 1830 (6:30 PM), salad, pizza and ice cream will be served at 1900 (7 PM). Following dinner, Sandy & Dave Netting will tell us about Cruising the North Channel, often called the most beautiful cruising grounds in the world. Please see the registration form on **Page 13** in this issue. Also, please register early!

*Lt/C John Ingram, AP
Lt/C Rita A. Shade, P
Co-chairs, Assemblies Committee*

Cooperative Charting

Squadron activities are fun and can be contagious. Cooperative Charting is one of those squadron activities where all members can take part in without having taken any classes.

The cooperative charting website is <http://www.usps.org/national/coch/>. You may ask what can be done during the winter months when the boat is winterized on up on blocks. Well, there are three parts of cooperative charting that can be done with just a few people. These include small chart facility updates and their corresponding small chart nautical corrections, Coast Pilot 3 book updates, and nautical chart corrections.

Look on the Internet at <http://www.nauticalcharts.noaa.gov/nsd/coastpilot3.htm> to download all or a portion of the Coast Pilot 3 for our area. The 41st Edition, 2008, version is now shown. In a month or two the 2009 edition will be available.

For nautical chart updates, use the latest Print-on-Demand Charts. These paper charts are updated on a weekly basis and include all of the latest critical chart corrections. Although NOAA produces POD charts, NOAA does not sell POD charts directly to the public. Instead, POD charts are made available through NOAA's commercial partner OceanGrafix, who has retail agents located throughout the U.S. and overseas. You can find the nearest retail agent by clicking on ‘Find an Agent to Purchase a POD Chart. The Print-on-Demand website is <http://www.nauticalcharts.noaa.gov/pod/POD.htm>

On another subject, NOAA and District 5 will be hosting the 31st annual Cooperative Charting Workshop at the Atlantic Marine Center in Norfolk the first weekend in May. Mark your calendars for this fun filled learning experience. More information will be coming out in the next Lubbers Line or you can look on the D/5 website, <http://www.uspsd5.org/>, under for more detailed information and a registration form.

P/R/C Stephen A. Leishman, SN

(Have a Dream, continued from page 1)

In mapping out his own plan to circumnavigate the world, John Gage enrolled in the various educational courses sponsored by the United States Power Squadron – engine maintenance, electrical systems, seamanship, piloting, navigation – logged 10,000 miles of blue water sailing, and earned his captain's license. Then, he bought his beauty, the one owner, 1985 dark blue Passport equipped with a water maker, two navigation stations, short-wave radio, wind vane steering unit, auto pilot, and a hand crank windlass. A 16 ton displacement hull, she's a cutter rig designed for ocean sailing with a cruising speed of 6 knots and a maximum hull speed of 7.5 knots. (In heavy winds and high seas, her speed surfing down the swells reached 9 knots.)

Gage's voyage took him from Cape May southeasterly to Bermuda, then south to the BVI and the Caribbean Islands, and then right at St. Lucia for a westerly course to the Panama Canal, Galapagos Islands, Marquesas Islands, Society Islands, Fiji, Hawaii, New Zealand, Australia, South Africa, back to the Caribbean and St. Lucia, and then north to home. Gage tucked Dream Catcher into New Zealand during the hurricane season, made several trips back to the states, and arranged for several chunks of time on land to explore Australia, Thailand, and South Africa.

On board Dream Catcher, Gage started each day with hot tea and a PB&J sandwich, and he ended it under the night's awesome canopy of twinkling stars. "That will make someone spiritual very quickly," he said.

Gage experienced the equipment and gear failures normal for such a long journey, but he took them in stride. He changed a blown out sail by himself during a storm, relied on his celestial navigation skills during a GPS failure, and incurred steering damage when a wave gave out and left Dream Catcher airborne for several seconds over a trough of air before her bone-shattering landing.

Along his journey, Gage experienced 40 knot winds and 35 foot seas, as well as endless days of the ocean's glassy surface in the windless Doldrums. He had difficulty arriving off night sails at optimum times to enter coral laden harbors with good visibility. He suffered weeks of heat in Panama that shrunk the workday on boats to noon. He recorded a record high of 1040 mm on the barometer, managed the 6 knots of the Aquilias Current, and acquired 4135 feet of line for the handlers to center his boat through the three locks of the Panama Canal passage. The ordinary was heightened by the unusual: On February 27, while night sailing, flying fish attacked the boat, hitting him and his first mate in the head. In the morning, he found 43 dead flying fish on deck.

The testing of Gage's sailing skills was offset by the camaraderie of yachties, the friendliness of strangers, and the relationships forged with missionaries, chiefs, and doctors in the various small towns and islands. He sipped sundowners on verandas, traded stories about broken engines and downed masts, and flipped pancakes at yacht club breakfasts. He gifted fan belts to a stranded boat in the middle of the ocean, caught tuna from the line dragging behind the boat, and was mesmerized by the Pacific swells that gently lifted Dream Catcher up and down.

Although Gage said he had no near-disasters while solo sailing, it is too dangerous and too exhausting. He slept in two or four hour shifts with several short daytime naps. On the Coconut Milk Run from Marquesas – 3,000 miles in 22 days, 30 minutes without seeing another boat – Gage said he got just enough sleep to avoid mind numbing fatigue, but at times he woke to hear his own voice having conversations with another voice.

Early in his journey, Gage pushed his pace. By the time he reached St. Lucia, he realized he needed to slow down. With single handed sailing, the days are long and the nights short, he said. Anchoring, pulling up 150

(Continued on page 8)

Nominees for 2009-10 Bridge Year

The report of the nominating committee:

Bridge Nominees:

Commander: Lt/C Harry S. Anderson II, JN
Executive Officer: Lt/C John G. Ingram, AP
Educational Officer: Lt/C James Robinson, AP
Assist. Educational Officer: P/C W. Michael King, AP
Administrative Officer: Lt/C Rita A. Shade, P
Secretary: Lt/C Barbara L. Sharpless, P
Treasurer: P/C Robert F. Mahaney, AP
Assist. Treasurer: P/C Martin G. Wagner, AP

Executive Committee General Members:

Cdr. Donna Zimmerman, JN
P/C C. David Sharpless, AP
P/C Jay R. Minshall, AP
P/C Martin G. Wagner, AP
P/C W. Michael King, AP
Lt Glenn T. Halsey, P
Lt J. Kenneth Lehman, JN

Audit Committee:

P/Lt/C John A. Bryson, AP
Lt Thomas S. Webster, SN

Nominating Committee:

P/C Martin G. Wagner, AP
P/C C. David Sharpless, AP
Cdr. Donna Zimmerman, JN

Rules Committee:

Lt Conrad L. Hoover, JN
P/C Roger L. Cason, SN
P/C Martin G. Wagner, AP

The vote on these nominations will be held at the Founder's Day Assembly on 15 February. The Founder's Day get together begins at 1830 at the Brandywine Community Center off Naamans Road.

Respectfully submitted by the Nominating Committee
P/C W. Michael King, AP Chairman
P/C Martin G. Wagner, AP
P/C Jay Greene, AP

WILMINGTON POWER SQUADRON

Change of Watch

Sunday, 22 March 2009

The D at Deerfield - 507 Thompson Station Road - Newark, Delaware

Arrive at 1230 to socialize with your friends. You may purchase drinks from the bar.

DELUXE LUNCH BUFFET

Seasonal Sliced Fresh Fruits and Berries

The "D" Mixed Greens Salad - field greens, shredded carrots, sliced cucumbers, tomatoes, red onions and house-made herbed croutons with balsamic vinaigrette

Grilled Vegetable Pasta Primavera - roasted red peppers, yellow squash, zucchini, carrots, basil, garlic and olive oil

Deerfield pan-seared Crab Cakes, Old Bay remoulade

Beef Burgundy - seared tenderloin tips, shallots, gourmet mushrooms, Burgundy wine and demi-glace

Long Grain Rice Pilaf

Zucchini and Squash Medley

Chef's Selection of Assorted Desserts

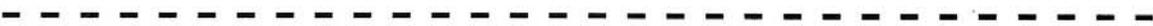
Coffee, Decaffeinated Coffee, Assorted Hot Teas or Iced Tea.

CHANGE OF WATCH CEREMONY - 1400

Please send in your reservation slip and check **payable to WPS** to:

Mary Stacey, 600 Benham Court, Newark, DE 19711-6015 by **Friday, 13 March 2009.**

(Please don't be late. Thanks)



WPS Change of Watch

Sunday, 22 March 2009

Names of Attendees _____

_____ @ \$35.00 per Person = \$ _____

**JANUARY ASSEMBLY
Cruising the North Channel
23 January 2009**

When the winter is in full swing and you can't go boating, the next best thing is to talk about boating or listen to someone else talk about their boating adventures. At our January social, our own Sandy & Dave Netting will talk about cruising the North Channel, often called the most beautiful cruising grounds in the world.

The evening begins at 1830 (6:30 PM) with hors d'oeuvres and soft drinks. Dinner at 1900 (7 PM) will consist of tossed salad, pizza and ice cream for dessert. The cost is still \$8.50 for adults and \$4.25 for little people 12 and under.

Once again we will be meeting at the Brandywine Community Center on Naamans Road just off Concord Pike (Route 202). The Community Center is a free-standing building with a dome by the fountain in front of the shopping center.

Reservations by Monday, 19 January 2009, PLEASE!

*John Ingram
Rita Shade
Co-chairs, Assemblies Committee*



CRUISING THE NORTH CHANNEL

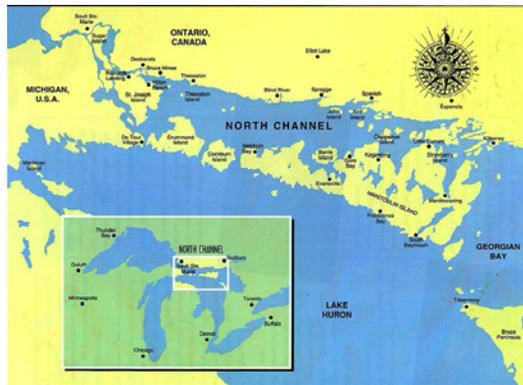
23 JAN 09

(Reservations due by 19 Jan 09)

Names of those attending (for name tags) _____

_____ @ \$8.50 = \$ _____ @ \$4.25 = \$ _____ Total = \$ _____

MAKE CHECKS PAYABLE TO RITA SHADE and mail (with this slip) to:
Rita Shade, 31 Oechsle Road, Woodstown, NJ 08098-5441



Calendar of Events



- | | | | |
|-----------|-------------|------|--|
| 21 | Jan. | 1930 | WPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark, DE |
| 23 | Jan. | 1830 | WPS Social
Brandywine Community Center |
| 27 | Jan. | 1900 | WPS Spring Educational Classes begin
A. I. du Pont High School, 50 Hillside Road, Wilm., DE |
| 03 | Feb. | 1900 | Safe Boating Certification
VFW Post #5467, 704 W. Baltimore Pike, Kennett Square, PA |
| 07 | Feb. | | Deadline for January-February Lubber's Line Material |
| 13 | Feb. | 1830 | WPS Annual Meeting & Founder's Day Social
Brandywine Community Center |
| 17-22 | Feb. | | USPS Annual Meeting
Hyatt Regency, Anaheim CA |
| 18 | Feb. | 1930 | WPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark DE |
| 03 | Mar. | 1900 | Inspecting Your Standing Rigging
A. I. du Pont High School, 50 Hillside Road, Wilm., DE |
| 10 | Mar. | 1900 | Safe Boating Certification
A. I. du Pont High School, 50 Hillside Road, Wilm., DE |
| 10 | Mar. | 1900 | Tuning Your Rigging
A. I. du Pont High School, 50 Hillside Road, Wilm., DE |
| 19 | Mar. | 1900 | Safe Boating Certification
Mc Kean High School, 301 Mc Kennan's Church Rd., Wilmington, DE |