

WILMINGTON POWER SQUADRON

DISTRICT 5

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

THE LUBBER'S LINE

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United States Power Squadron Governing Board 2007

I attended my first National USPS Governing Board meeting sponsored by D/5 in Norfolk, VA from 04-09 September 07. The governing board is undertaking complex issues such as declining membership, changes in boating technology, and more responsive management systems.

The meeting included great seminars. Here is a list of the classes I attended:

- How to Listen
- Sailing around the world
- Top Gun Cruising
- Panama Canal

The number of attendees was modest, only 600 out of about 40,000 nationally, but those in attendance were focused on making things work.

The Education Department is working hard on redesigned courses. There are about a dozen 1-2 hour seminars in a series of "degrees" based on coursework and on-water proficiency tests in boating areas from near shore to ocean. Like most new initiatives, this one may need some refinement but education has always been USPS strength. I am one of four WPS members trying out the new JN course, taught by the tenacious Harold C. Marden, Jr., SN! The others are Lt/C Donna Zimmerman, AP, John G. Ingram, P, and Mike Alpaugh. This is one of many redesigned courses generated by our national organization. Others include Seamanship, Marine Electronics, Weather, and Engine Maintenance.

A change to the by-laws was approved at this meeting to provide for a board to handle day-to-day operating decisions rather than using the more complex Governing Board. Again some refinement may be necessary, but this is a step toward more responsiveness. Financially, the organization is doing better and under budget.

The next national meeting is 19-24 February 08 in Dallas, TX.

*Lt/C Harry S. Anderson II, P
Administrative Officer*

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Wilmington Power Squadron

Commander

Cdr. Jay Greene, AP
1545 Old Coach Road
Newark, DE 19711-5803
302-738-5256
jaygreenephoto comcast.net

Executive Officer

Lt/C. Donna Zimmerman, AP
1 Evans Drive
Landenberg, PA 19350-9353
Zimmdf comcast.net

Education Officer

Lt/C James Robinson, AP
122 Fairthorne Street
Kennett Square, PA 19348-2847
610-444-5155
Jrobinson southmill.com

Administrative Officer

Lt/C Harry S. Anderson II, P
9 High Pond Drive
Newark, DE 19711-2597
Sailhappy comcast.net

Secretary

Lt/C Barbara L. Sharpless, P
2 Hailey's Trail
Newark, DE 19711-3006
302-239-7995
Bdsharpless verizon.net

Treasurer

P/C Robert F. Mahaney, AP
4532 Shady Drive
Wilmington, DE 19808-5608
302-994-9360
rfm_i msn.com

Lubber's Line Editor

Lt/Pamela M. Orris
1919 Pleasantview Avenue
Boothwyn, PA 19061
302-351-8395
Pamorris comcast.net

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COMMANDER'S MESSAGE

By Cdr Jay Greene, AP



Fall is here and the boating season is drawing to a close for us, but there is still time to enjoy what many consider the most beautiful time of the year on the water. Then we must turn our attention to preparing our vessels for winter storage. Finally, we have our land-based activities to look forward to such as fall courses and our very popular assemblies. If you made it to the fall raft-up, I am sure you had a great time. If you plan to do your own winterizing I am sure you will do the job well and save some money too. What is great about your WPS membership? In a few short weeks, we have applied our piloting, seamanship and mechanical education, enjoyed advanced education opportunities and the camaraderie of the raft-ups and assemblies!

At the National meeting in September, your national organization passed a resolution to re-organize itself into a more business-like structure. It is a step that we hope will streamline its bureaucracy and help them to provide the services and support we need. For instance, the USPS University continues to gain traction. With it, USPS lays the groundwork for a nationally recognized series of boating credentials. It is modeled on the Coast Guard Captain's license. With certification ranging from Inland to Coastal to Advanced Coastal and Offshore levels, there is a range of courses for the novice boater to the seasoned pro. It is a great benefit of membership to pick the courses you need and practice them and also gain increasing certification with your increasing competence.

The benefits of membership are innumerable, but you get the most out of it when you participate. I want to invite all our new (and not-so-new) members to come to the assemblies, take a course or get started on a committee. This is the way to find out more about this love we call boating! Where are the best spots for overnight anchor outs? What is the best way to get there? Where are the shallows that we want to avoid? Who can help me fix my XXX? Where else can you develop friendships that will last a lifetime based on common interests and experiences? Meet with us often and you will find that we easily divulge our secrets!

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

Executive Department

With the end of another boating season fast approaching, it's time to pause and reflect on the good fortune that permits so many of us to follow in the footsteps of seafarers of old. This year marked the 400th anniversary of the founding of Jamestown, VA – 400 years of sail on the Chesapeake Bay.

Certainly I enjoy the modern version of Chesapeake sailing. But this year I also had an opportunity to sample a much earlier way of life on the water as a crew member of the Kalmar Nyckel, a faithful reproduction of the three-masted Dutch pinnace which brought the first Swedish settlers to Wilmington, DE in 1638. Many of you will remember the presentation on the Kalmar Nyckel by Capt. David Hiott at the January 2006 social. This year marks the ship's 10th anniversary on the water, but sadly, her first sailing season without "Cap" who passed away last fall.

I had the privilege of being with the crew when they carried Cap's ashes out to Hudson Canyon and honored him in the traditional way with a cannon salute. Though I had never met Cap, the ceremony was moving and the connection to mariners of old profound.

That connection was again strongly present each night on that voyage. We enjoyed the Perseid meteor shower in crystal clear skies with no moon as the backdrop for billowing square sails. The sounds of a wooden ship surging through the ocean, the wind on your face, the smell of the salt spray – none of it has changed in four hundred years and I won't soon forget the trip. I hope your time on the water this season was just as memorable and that you, too, have those special moments – at anchor, underway, or even just hanging around the dock – when you feel that connection to our shared maritime heritage.

*Lt/C Donna Zimmerman, AP
Executive Officer*

Administrative Department

LUCKY BOY

Sitting at anchor in the cockpit of FREEDOM, it's impossible not to have a broad smile on my face. Actually the joy isn't just a facial expression; you'll see hints of it in every aspect of my posture and my language including the occasional Wahoo! ... when we heel and accelerate, or Arriba! when we hit hull speed. There is just something about being on the water that nourishes my soul. I'm lucky in that I'm invigorated and content even when I'm sailing solo, but it's even better sharing the experience with other boaters like my fellow WPS members. If you haven't been on a WPS raft-up or cruise, make a commitment to get your boat ready, charter a boat, or find a berth on your friends boat. It's an experience you won't forget.

It's a long time until boating resumes this spring, so be sure to join us this winter for our socials at the Brandywine Community Center on November 2nd (18:30), December 9th (14:00), January 18th (18:30), and February 15th (18:30). And don't forget the Change of Watch on March 30th. While we won't be on our boats for these events, I can assure you there will be a smile on your face. As John Denver says; "Thank God I'm a Lucky Boy".

*Lt/C Harry S. Anderson II, P
Administrative Officer*



Education Department

USPS University is now up to speed and gaining momentum. There are three important aspects of the University: choices, current information, and real skills development. Choices offer material tailored to your interests rather than "one size fits all". Current information is essential to use today's equipment. Real skills development means more hands-on training.

The implementation of USPS University satisfies the three key aspects by: Updated and expanded courses, USPS Seminar Series, and Boat Operator Certification. Seamanship, Junior Navigation, and Engine Maintenance are updated and updates are underway for Weather, Sail, Navigation, and Cruise Planning, Marine Electronics is being rewritten into three entirely separate courses.

Seminars are now available in the USPS University Seminar Series; How to Read a Chart, How to use a GPS, Boat handling under power, Sail Trim, Anchoring, and Paddle Smart. Using Radar and more topics coming out this year.

Boat Operators Certification is a new program for USPS. With BOC, there will be certified members as recreational boat operators at one of four levels ranging from certification to operate on rivers and small lakes up to ocean crossing. To manage the program, certified members will observe and document skills demonstrations and help members with other aspects of the program.

The plan is to have certifiers in every squadron. Each certifier will report to one of eight regional chairmen of certifiers, also called regional certifiers. Each district is assigned to one of eight geographic regions; Regional certifiers have one or two assistants, depending on the membership in the region, and report to the NEO.

*Lt/C James Robinson, AP
Educational Officer*

Boating Safety News

ATTITUDE

Charles Swindoll, a famous minister and writer, once said "The longer I live, the more I realize the impact of attitude on life....I am convinced that life is 10 % what happens to me and 90 % how I react to it.... And so it is with you; we are in charge of our attitudes."

I have a copy of his entire address regarding attitude hanging on the wall right beside my computer. I firmly believe in what he said.

This is supposed to be a safety article. What does attitude have to do with safety? The answer is simple. EVERYTHING!! We can read articles about safety, talk to our friends, family, and our crew about safety. But if we don't have the right attitude toward safety, then how can we continually encourage or enforce good safety practice on board our boats? We cannot give lip service to boating safety. While on the water we must maintain a good attitude about safety.

Are the youngsters on board your boat wearing life preservers? Do you have life preservers in a readily available place on your boat? Do you have the proper number of fire extinguishers strategically located on the boat (and in your home) for ready access? Have you established rules (written or verbal) for the crew to follow regarding safe practices such as man overboard, fire on board, stormy weather, a disabled engine or an injured person? If you have, and this is most important, do you review these rules before getting underway to make sure everyone knows what to do? Well, some of us would have to say "no".

So, to help you acquire a firm attitude about safety, I would like you to repeat the following paragraph ten times:

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(Boating Safety, Continued from page 4)

I don't care if little Johnny doesn't want to wear the life preserver; he's going to wear it while on my boat. I don't care if my (fully grown) son argues about wearing a preserver when he leaves the cockpit while underway to tend to a sail, he will wear a life preserver. I don't care if it is "old news" to everyone on board, they will be informed as to where the fire extinguishers are, and know how to use them. I will make sure everyone on board my boat will know exactly what to do for M.O.B. When I see a storm approaching, I will make sure everyone on board my boat will know what to expect, and what to do, during the thunderstorm. And finally, I will make sure everyone on board knows where the "S.O.S. card" is, and how to use it when a call for Mayday is necessary. Safety is my friend. I have a positive attitude about safety.

Now don't you just feel better?

It's not easy having a wholesome attitude about safety (safety and safe practices can be somewhat of a boring topic). One of these days, if we don't have safety foremost in our minds, we or one of our crew could suffer from it. I wouldn't think we'd like that very much...

See you on the water.

Lt/Robert K. Wenhold, P
Safety Officer

Cooperative Charting

The **Boating Guide to America** is up and running. This is a new cooperative charting award based program. There is something for every body and it's easy to submit updates to the Guide.

Boating Guide to America is written *collaboratively* by thousands of USPS members! It uses a special type of website, called a "wiki", which makes collaboration easy. You may already be familiar with "Wikipedia", a hugely popular collaborative encyclopedia. **Boating Guide to America** is like a "*boating destinations*" version of Wikipedia.

The results of our effort are an on-line boating guide available to the public through the USPS web site. It appears as a USPS boating guide titled "**Boating Guide to America**". Preview it by looking at the web site <http://www.boatingguidetoamerica.com/>. As you can see the **Boating Guide to America**, covers virtually every harbor and port-of-call in America and is accessible through USPS websites. The content includes charts, photographs, port facilities, emergency services, things to do while in port, restaurants, anchorages, history and much, much more. All USPS members are eligible to contribute to the content.

Don't be afraid to edit - *any USPS member* - can edit almost any page, and we encourage you to be bold! Find something that can be improved, either in content, grammar or formatting, and fix it. Or add an article about your favorite boating destination - coastal, lake or river. Your changes will be recorded as "recent changes". Inappropriate changes will be removed by a USPS Moderator, and repeat offenders will be blocked from editing.

(Continued on page 6)

You can't break this website. Anything can be fixed or improved later. So go ahead, edit an article and help make **Boating Guide to America** the best information source on boating destinations on the Internet!

USPS is in partnership with Maptech, who provides the computer facilities and the software support. The software has been written, the computers have been purchased, the system has been tested and is up and running. Give it a try.

P/R/C Steve Leishman, SN

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WPS Christmas Social

You won't want to miss our special speaker at the 9 December 07 Christmas Social.

Captain Thomas Cluff, a pilot on the Delaware River for 37 years, is one of those elite licensed professionals known as "river gods" who sail all foreign ships up the 120 mile Delaware River Channel. Captain Cluff says his job is to know all the mysteries and secrets of the Delaware River - not just what's written in the books. With that expert knowledge, he can shepherd millions of dollars in cargo up the river and protect shore communities from potential hazards.

Captain Cluff is a long-standing member of the Pilots Association for the Bay & Delaware River - which has about 70 pilots and 15 apprentices.

The Christmas Social is set to begin at 1430 on 9 December 07 at the Brandywine Community Center located at the Naaman's Road entrance into the shopping center. If you haven't been there before, look for the pond and fountains. No reservation is required but we ask that you bring an appetizer and a dessert.

Also, don't forget to bring your shoe box 'ditty bag' for seaman on foreign ships that are in port for the

holidays. Wrap your shoebox in cheery holiday paper, but with no bow.

Lt/C. Judith C. Stadler, P
Lt/C. Rita Shade, P
Co-Chairpersons
Assemblies Committee

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Bonus Days

For lots of reasons, none of them any good, I have been extra miserable this summer. While I have fretted and snarled it has been the barnacles that have enjoyed the boat. Finally, Wendy and I decided to stop worrying about this thing and that thing and to take the barnacles for a ride.

Where to go? We finally opted for the D/5 sailboat regatta in Cambridge. In years past we have gone to the regatta. Sometimes we participate in the races and sometimes not, but either way it has been a good time. This year we left Rock Hall on Sunday, motored south under the Bay Bridge, and dropped the hook at the Rhode River anchorage. By 1600 there were warm afternoon breezes and we had a nice swim and a scraping time. The next day it was on to the Little Choptank. From there it was on to Solomons, and then back north to Dunn Cove north of Knapps Narrows. At Dunn Cove we crossed tracks with Dave and Ann Benfer aboard *Sandpiper*. They were on their way from St. Michaels to Annapolis by way of Solomons. They too seem to be Destination equals Journey people. Dave and I renewed a pledge to try and make an MMSI contact before season's end if we can figure out how to put the codes into the radios. The next morning in a thin fog they motored south and we headed off for Oxford. A crab cake and little pumpkin pie ice cream for supper substantially reduced my miserableness. From Oxford we backtracked to San Domingo Creek and dinked into St. Michaels where we purchased a few perishable foods, a tee shirt, and Christmas Ornament. The next morning we were finally on our way to Cambridge.

(Bonus Days, continued from page 6)

The Cambridge Sail and Power Squadron had set up shop at the Cambridge Yacht Club which has slips inside the Municipal Yacht Basin. If you ever take a slip there make sure you bring at least four extra long and strong dock lines. We checked in Saturday afternoon and attended the indoor picnic in air conditioning. Sunday was race day and at 10:27 the starting horn sounded. Three hours later the race was called without anyone making it to the finish line. At the banquet trophies were given out anyway. The declared winner of the four boat racing fleet was *Scandia* from Dundalk Sail and Power Squadron.

We motored out Monday morning headed first for Knapps Narrows. Before we knew it we were in Eastern Bay, then through Kent Narrows, and into the Chester River. Afternoon winds picked up and we ended up anchoring under sail in Swan Creek about 1700. The trip which featured warm summer days and comfortable nights had succeeded in driving out the miseries and giving both of us more than a week of bonus days.

P/C W. Michael King, AP

Cacaway Island Raft-up Small - but Perfect

The weekends this fall have been a sailboater's dream. Although the planned 13 October raft-up sounded tempting, previous commitments had kept us from signing up. However, by late afternoon Friday, we realized we could go and gave Lt/C Donna Zimmerman, AP and William T. Zimmerman, AP a call. Not only had the response been light, but they themselves were unable to go because a guest had developed an ear infection. So as the only certain participants, we on *Adelie*, became in charge. We threw together leftovers from dinner and whatever else was in the refrigerator, some clothes for cold and warm weather (Ken packed a warm jacket which turned out to be our daughter, Diane's----nice fit!), and we left for North Point Marina that night.

Saturday morning was crisp and clear with a strong 12 to 18 knot wind out of the west. By afternoon we were up the Chester River outside Langford Creek. Because the sailing was so good, we sailed back and forth on the Chester before ending up east of Cacaway Island where Ken called WPS on channel 78. When he got no response, he tried 16. We were delighted to hear from Lt/Cathy L. Knowles, AP and Lt/Dennis D. Knowles, AP aboard *Escapade*. They were on their way and would meet us in about 20 minutes.

When *Escapade* set her anchor, *Adelie* tied up to her, and we became the raft-up. The wind had died down, it was quiet with almost no boat traffic, and the sunset was lovely. We had appetizers and dinner aboard *Escapade*. Cathy upgraded our meal of leftovers with a delicious salad. The night was cool and the clear sky filled with stars.

The following morning as the light fog lifted, the water was like a mirror reflecting the trees and the marsh grass. As he was drinking his morning coffee on deck, Dennis saw a deer swimming across the creek. Ken noticed many small jelly fish pulsing and swimming in different directions. After leaving *Escapade*, we motored a short distance; then the wind picked up, and we were off sailing. There were more sailboats than we had ever seen north of the Bay Bridge. We counted as many as 20 ahead of us and at least that many behind us in the Chester River and then again that many on the Bay. Some seemed to be racing, but others, like us and the Knowles, were just enjoying the perfect fall weather.

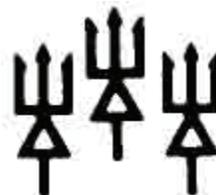
Dorothy Lehman, P



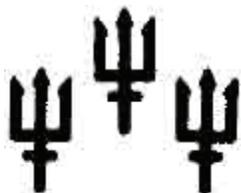
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2007*



*At the podium - Chief Commander
Ernest G. Marshburn, SN*



Special Tribute to Old Glory

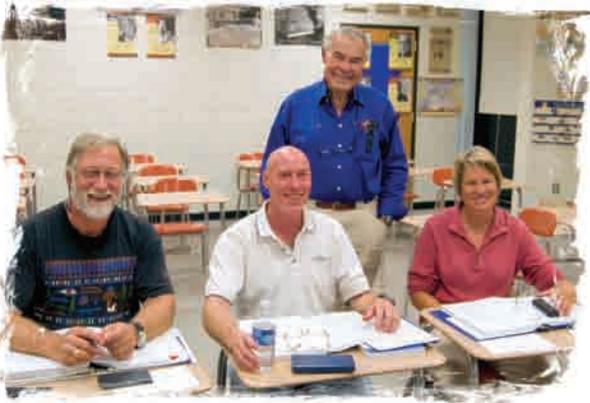


Past Chief Commanders

WPS Fall Classes



*Instructors (standing) Lt Judith C. Stadler, P
and Lt Charles R. Stadler, AP
Students (front) John Foss, (left to right)
Jim Malin, Maurice "Al" Laplace,
Susan Leshar, John Leshar, and
Dick Burkhard*



*Instructor Harold C. Marden, Jr., SN
Students (left to right) John Ingram,
Sut Anderson, and Donna Zimmerman*

Photos: Jay Greene

Fall Picnic - 30 September 07 Jim and Zelma Robinson's



*(left to right) John Koval, Jim Robinson, and
Dave Sharpless*



*The ladies chat about the
2007 boating season*

Photos: Sut Anderson

Extended Cruising in the Caribbean **Preparation for Departure**

This is the second of a planned seven installments chronicling a seven month voyage of Windward Passage from the Chesapeake Bay to the Caribbean, sailing the islands of the Caribbean then returning in the late spring 2008. The first installment appeared in the September/October issue of the Lubber's Line.

Early in the planning phase I determined that I wanted to be able to minimize the use of the engine to charge batteries and provide refrigeration. To accomplish this, I added a battery driven refrigeration system to supplement the engine driven compressor system that has been on the boat since its launch in 1995. I purchased a Frigoboat system that operates using the boat batteries to drive the compressor. To maximize the efficiency we chose the "keel cooler" version which uses a plate on the exterior of the hull to cool the compressed Freon and eliminates the fan or heat exchanger pump used on most systems. Now we will no longer have to use the engine to run the refrigeration system but we still need to charge the batteries...there is no free lunch.

To charge the batteries without running the engine I installed a Fourwinds wind generator. This should provide about 8 to 15 amps input to the batteries when the wind is over 10 knots (which it is most of the time in the islands). To supplement the wind generator I also installed a generator that works off of a propeller that is towed on a line trailing the boat when the boat is under way. This generator can produce 10 amps when the boat speed is 7 knots and the amperage generated goes up with the cube of the boat speed. Since we normally cruise at 7 to 8.5 knots in typical Caribbean trade winds, we anticipate that these two generators will produce all of the electrical power that we need to run the boat systems without having to rely on the engine alternator.

If you would like to see pictures of the upgrades that have been done visit my web page:
<http://mywebpages.comcast.net/windwardpassage/windward/index.htm> and go to the Caribbean 2007 link.

I learned long ago that one never installs new equipment just before heading offshore. The WPS cruise provided a great opportunity to test these three new systems. Some of you may have wondered what kind of fish I expected to catch in the bay with a ½ line over the stern but that was the new tow behind generator. All systems worked extremely well and sailing in 10 knots of wind we generated all of the electricity we needed. Ocean sailors have reported that very large fish have been known to attack the towed propeller so I am carrying a spare propeller and line. Any fish big enough to swallow the 5 inch diameter propeller can have it – I'm not going to argue with them!

The auto pilot has given us intermittent problems on our past offshore ventures. Following recommendations from the manufacturer, I replaced the computer component last year and then the control head this year. Neither of these replacements solved the problem. I was convinced that the source of the problem was a voltage drop issue. I completely rewired the system and changed the way the control head was connected to the computer component with no success. Finally I investigated the circuit breaker panel and discovered that the screw that should connect the power buss bar to the autopilot circuit breaker was missing. The bar was being held against the circuit breaker by the screws on the other breakers but it could make an intermittent connection causing a power spike to the autopilot computer. Correcting this seems to have eliminated the intermittent failures but I will need to do considerable more testing under way before I can be sure. That will "force" me to maximize the sailing time that I squeeze in before the trip!

(Extended Cruising in the Caribbean, Continued from page 10)

To give the offshore crew experience with the new systems and continue equipment testing, the four of us went sailing for two days in late September. The first day was mostly light air but the second day the wind picked up into the high teens and we were able to practice man overboard maneuvers and reefing the main. It also gave us a chance to stress the autopilot and it worked without fail.

My experience doing boat deliveries over the years has taught me that the most frequent problems that vessels venturing offshore encounter are electrical in nature. Consequently, I carry a spare alternator, a spare starter and a complete inventory of electrical wire and terminals in addition to the normal inventory of fuses and bulbs. Several years ago I replaced all of the running lights with LED lights and installed a redundant running light system so that we should always have effective lighting when sailing at night. I will keep the old auto pilot computer and control head as back ups in case the new units fail.

Obtaining insurance for the voyage was a major concern. Many of the Lubber Line's readers will remember my attempt to take Windward Passage to the Caribbean in December 2003 had to be aborted because we encountered a series of winter gales off Cape Hatteras. The late departure was a result of my insurance company not allowing me to leave before the "end of the hurricane season" on 30 November 03. Most boats leaving for the Caribbean do so in the first two weeks of November to avoid the gales that form off of Hatteras in December. This year the United States Power Squadron insurance carrier (St. Paul) agreed to let me leave on 01 November 07 and provided a rider to my policy that was acceptable though the deductible but some of the other terms are a little less attractive than my Chesapeake Bay policy. If you have not investigated this insurance carrier you might be surprised at how competitive they are with other carriers.

Part of the insurance agreement required an in-the-water survey. The surveyor found Windward Passage to be in excellent condition but he did find three items that I had overlooked that could have led to problems offshore. All were corrected and several preventative maintenance issues were done including replacing most of the running rigging and several of the hardware items that showed some signs of wear though the surveyor did not feel that any of this equipment needed replacement at this time.

One of the most important attributes for offshore crew is that they be able to sleep when off watch. When we leave Norfolk we will be under way 24/7 for nine to eleven days. Crew who can not sleep become unreliable after about three days. I normally have four people plus myself on board for offshore passages. We had six people scheduled for the trip but one had surgery on his wrist in the spring and has had problems in the recovery which required that he and his wife drop out of the adventure. With a total of four people on board the watch schedule that we will maintain is: during the day two 6-hour watches and at night three 4-hour watches with two people on each watch. This provides a rotation schedule in which you are on two night watches one day and one the next. The off watch prepares an evening meal and cleans up. Each person will prepare their own breakfast and lunch and clean up after themselves.

John Ingram, Donna Zimmerman and Joe Irr will join me on Thursday, 01 November to leave North Point Marina and sail overnight to Norfolk. We should arrive by Friday evening and will continue directly offshore if the weather forecast is favorable. If there is a weather problem we will put in to the Little Creek marina at the entrance to the bay and wait for appropriate weather.

The classic mistake many cruisers make when heading for the Caribbean from the east coast is to go south too soon and end up beating east against the trade winds and a foul current of up to 1 to 1.5 knots. On

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(Extended Cruising in the Caribbean, Continued from page 11)

departing Norfolk we will head for a way point at 25° N Latitude, 065° W Longitude then turn right to go down "highway 65" to Tortola. This is the classic delivery captain's route to the BVI to take advantage of the prevailing east moving fronts on the first half and the easterly trade winds on the second half of the trip. I have subscribed to Commander Weather routing service and we will alter our course to accommodate their forecast for both weather conditions and Gulf Stream conditions. The course distance is just over 1300 miles. With decent winds Windward Passage makes an average of 7 knots so the passage should take just under 8 days if we can sail without a lot of tacking. However, for planning purposes I use a speed made good of 5.5 knots so our predicted passage is 9 to 10 days.

When provisioning for an offshore voyage one should assume a passage 1.5 times as long as the expected duration. This means 15 days of provisions for four people. Purchasing this quantity of food is a challenge but pales in comparison with finding space to stow it. We end up using every vacant space on the boat including much of the bilge area. A stowage list will be developed and maintained during the voyage so that we can find the items we need for a meal. If past experience is any guide, despite this organized approach, we will find some items from the initial provisioning when we clean the boat after sailing back to the Chesapeake in May!

Windward Passage carries 200 gallons of fresh water in her tanks and I take great care to ensure that this water is drinkable. I clean the tanks once per year with disinfectant and filter all water that is put into the tank with a filter that is fine enough to remove bacteria as well as particulate material. We carry about 20 gallons of bottled water for use in an emergency.

A modern offshore cruising boat has many complex systems. To help the crew understand these systems I maintain a complete operating manual for Windward Passage as a pdf file on my website: (<http://mywebpages.comcast.net/windwardpassage/windward/index.htm>) I ask anyone sailing offshore with me to review the manual before coming on board. This allows them to become familiar with what is in the manual and to become acquainted with how each of the major systems work. The printed manual is kept at the navigation station for reference during the passage. An added benefit is that the crew could operate and trouble shoot the systems if I should become incapacitated during the voyage.

In the next installment we should be well into the voyage. I will share the passage conditions and try to convey the feeling of what it is like to be over 300 miles from land on a 44 ft. sailboat with no other boats in sight for days at a time. Each night of the passage I will send a position report via our SSB radio. If you would like to follow our progress you can do so on the internet by logging on to: <http://shiptrak.org/>. In the "Call Sign" box enter kb3efy (my HAM call sign), select "Last Year" in the "Show" box, then click on "View". I have done a couple of position reports over the past few weeks so that there are some on the web site if you would like to see how the system works. You should find at least three reports there. I also send an email to family and friends who have asked to be copied on the daily briefings. Because the system goes through a modem to the SSB radio it is VERY slow (think 1980's dial up modems!). Consequently, we just receive emails from family and those planning on joining us when we are sailing in the Caribbean. Once we are in port we will be up on the web at internet cafes and can communicate with more people. I intend to update my web page with pictures and comments as we go through the trip. I hope you will visit it to follow our progress in this adventure.

Lt. W. Randy Williamson, JN

Calendar of Events



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|-------|------|------|---|
| 02 | Nov. | 1830 | WPS October Social
Brandywine Community Center |
| 02-04 | Nov. | | D/5 Fall Conference
Ocean City MD |
| 21 | Nov. | 1930 | WPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark DE |
| 07 | Dec. | | Deadline for January Lubber's Line material |
| 09 | Dec. | 1400 | WPS Holiday Social |



WPS is on the Web!
www.wilmingtonpowersquadron.org