



WILMINGTON POWER SQUADRON

DISTRICT 5

A Unit of United States Power Squadrons®

SAIL AND POWER BOATING

THE LUBBER'S LINE

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September-October 2007

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Extended Cruising in the Caribbean *Lt W. Randy Williamson*

Most sailors dream about doing an extended cruise in the islands of the Caribbean or the South Pacific or maybe even a circumnavigation. This year the dream will become a reality for me as I take Windward Passage to the Caribbean for a seven month cruise. I discussed my trip with Pam Orris, Lubber's Line Newsletter Editor. We decided that a chronicle of this adventure would be of interest to readers of the Lubber's Line. I plan to write a series of seven articles that will cover the trip following this outline:

<u>Lubber's Line</u>	<u>Edition - Subject</u>
Sept. 2007	Introduction and Planning the Cruise
Nov. 2007	Preparation for Departure
Dec. 2007	The Ocean Passage to Tortola
Jan. 2008	Cruising in the British Virgin Islands
Mar. 2008	Sailing Down Island to St. Vincent and the Grenadines
May 2008	Cruising in the Grenadines and back to the BVI
July 2008	The Ocean Passage to the Chesapeake Bay

I have been sailing for over thirty years and have owned Windward Passage, our Beneteau 445, since 1995. We had her in a charter fleet in St. Lucia for five years and sailed the islands of the southern Caribbean extensively during this period. Following my retirement, I sailed her in 2000 from St. Lucia to Bermuda then to the Chesapeake Bay where we have kept her for the last seven years. For the last four years we have sailed her to Maine for the month of August, always electing to sail offshore as much as possible on these trips. I have a captain's license with a Near Coastal upgrade and have sailed from the east coast to the Caribbean more than eight times.

Offshore sailing requires equipment not usually found on boats that are doing bay or near coastal passages. In addition to the equipment required by the Coast Guard, we have a six person life raft, a 406 EPIRB emergency beacon, a single sideband radio, man overboard retrieval equipment, a storm jib and a storm trysail.

**2007 Photo
Contest
Winners
Page 12**

**Reservation
Form
November
Social
Page 13**

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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



The summer may be drawing to a close but there are plenty of activities ahead for us. Fall classes start in September. Check the course schedule because there are classes of particular interest to new members and APs. Mark your calendars for Lt/C James Robinson, AP and Zelma Robinson's very popular picnic at the end of September. They always have great food and everyone enjoys their hospitality at their Kennett Square home. Our last Raft-up rendezvous is scheduled for mid-October this year with Executive Officer Lt/C Donna Zimmerman, AP and her husband William T. Zimmerman, AP as KIAs. This year we meet up the Chester River. The autumn air is crisp and the leaves are just turning but the water is still warm. For many, it is the most delightful time of year to be on the water. Our first assembly is in November and I have heard the speaker is going to be great!

The USPS annual meeting is being held in our own district this year, in Norfolk Virginia, during the first week of September. I have too many conflicts but Administrative Officer Lt/C Harry S. Anderson, II, AP is attending as our voting alternate. Lt Cathy L. Knowles, AP and Lt Dennis D. Knowles, AP will attend arriving on Escapade. Jim and Zelma Robinson and the boys are attending also. There is one large change to the National structure that will be discussed for a future vote. There is a resolution to change the by-laws to split the duties of the large Governing Board by creating an additional and much smaller Board of Directors. The purpose of the change is to allow USPS to operate more like the local squadrons. P/C Martin G. Wagner, AP led a discussion about this at our last Executive Committee meeting. Lt/C Harry S. Anderson, II, AP will bring our concerns about this and their inflated national budget to the annual meeting.

In the July/August edition of the Ensign Magazine, which you receive as members of USPS, Vice-Commander Robert Baldrige, SN summed up the essential nature of the Power Squadron. Safe Boating, Education, Fellowship and Environmental Stewardship

(Continued on page 7)

Executive Department

Recreational boating needs your help! For 34 years the EPA has exempted discharges from recreational boats from the Clean Water Act permit system. A U.S. District Court decision in 2006 struck down the exemption. EPA is now required to develop and implement by September 2008 a national permit system for ALL vessels in the U.S. for a variety of normal operational discharges. If the permit system becomes a reality, you will be required to pay for a state permit for your boat and EPA will be monitoring your deck runoff, grey water, bilge water, engine cooling water and the use of copper bottom paints.

The original lawsuit sought to address ballast water discharges from large ocean-going vessels which can introduce damaging invasive aquatic species into U.S. waters. Certainly we all support this objective. But extension of a complex permitting system designed for industrial dischargers and applying it to recreational boats will not yield environmental benefit and is clearly misguided legislation.

We need your support for the Recreational Boating Act of 2007 (H.R. 2550) which will reinstate the exemption for recreational boaters. Please write your Congressman and Senators today and ask that they support H.R. 2550. This is common-sense legislation that does not in any way weaken current environmental standards. For more information and sample letters, go to www.boatus.com and select the "News/Gov't Affairs" dropdown menu on the website banner, then choose Government Affairs and follow the links from there.

*Lt/C Donna Zimmerman, AP
Executive Officer*

Administrative Department

Sut's Skuttlebutt

I recently had the opportunity to watch the great Chesapeake Bay tradition of log canoe racing during the Oxford Regatta days in early August.



Whether you have seen them yourself or not, imagine creating, by hand, a fast hull from just a few simple logs. Secondly, imagine building that hull so it lasts 100's of years. Then imagine the teamwork needed to balance that narrow hull in winds of all strengths while trimming up to seven sails and shifting your bodies on three hiking boards. Finally, consider the skill, teamwork, and dedication needed to start races, much less win races!

It is truly amazing to think about the skill, dedication, and effort involved. But, look around you. That same level of skill, dedication, and effort is what has traditionally been the focus of our squadron's assemblies committee.....and this year is no different. Co-chairs Lt/C Judith C. Stadler, P and Lt/C Rita A. Shade, P together with their committee of Lt/C Mary E. Stacey & F/Lt Carl L. Stacy, AP, Lt J. Kenneth

(Continued on page 7)

storm, the faster and greater the downward barometric trend will be. So, if you start seeing a sudden drop in pressure, there should be all the more concern.

But, regardless of the forecasts, if the wind is right, we all like to get in a good sail. So...

Third, while boating, continually observe the weather conditions. Be on the lookout for dark cloud formations, primarily from the west or northwest. Lightning and thunder will only be present in dark thunderstorm clouds. Massive clouds will form very quickly when there is heavy moisture in the air, and there are temperature differences between upper and lower levels of the stratosphere. The air temperature differences create the vertical turbulence which in turn create positive and negative charges that can result in lightning. So, when the day is very humid and you see clouds building higher in the sky, it is time for concern. If the cloud formations become anvil-shaped, then a heavy thunderstorm is inevitable somewhere in the area. These clouds are called cumulonimbus clouds, and they always result in a heavy thunderstorm.

Note: The wind within a low pressure area flows counter-clockwise in the Northern Hemisphere. Face the direction of the wind. Put your right arm straight out from your side. Your right arm is pointing in the direction of the center of the low pressure area (usually).

Trying to determine whether the dark clouds are heading your way can be a little tricky. Just because the wind might not be blowing from the direction of the dark clouds, doesn't mean the storm isn't coming your way. A low pressure system can actually cause the wind to move in multiple directions at various altitudes. So the wind could feel like it is coming in one direction (lower stratus), and the clouds (middle and upper stratus) could be heading in other directions. Add the counter-clockwise motion of the system, and you have a storm heading in almost any direction. Bottom line – keep a close eye on dark clouds.

Another Note: Most thunderstorms occur between 1200 and 1600 on the Chesapeake. This is the time when the temperature differences between land/water and the air can be the greatest. The resulting vertical air movement pulls moisture into the sky and increases the density of clouds rather quickly.

Fourth, if you are caught in a thunderstorm, the captain and the crew should stay as low and center to the boat as possible. Don't touch any metal. Turn off all electronics, including your VHF, but not the engine. Steer the boat slowly into the oncoming storm and in a 45 % angle of large waves (if possible). Don't try to outrun the storm unless you have a very fast boat.

Generally speaking, the more violent the storm, the shorter the period for the storm. However, lightning can strike a few miles before and after the storm actually hits you. Give yourself ten minutes lead time for preparation and ten minutes wait time for the "all-clear".

Fifth on the list is to "lightning-protect" your boat. There is no way you can lightning-proof your boat, but there are some very positive things you can do to protect the engine, the electronics, and most of all, the people on your boat when struck by lightning. Here are some suggestions.

The lightning rod – "simplistically" speaking, take the highest point on your boat and run a solid copper 2AWG (or thicker) line from that point to a copper ground plate, or to the keel of the sailboat. Make sure the line is as straight as possible. Some people actually have a portable ground

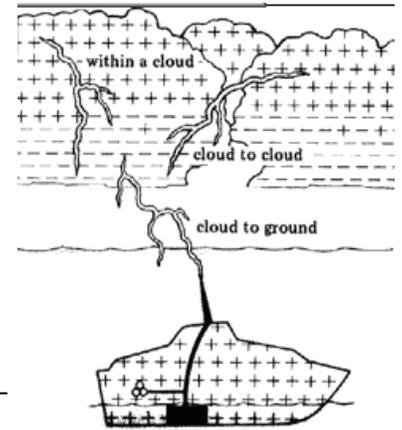
(Boating Safety, Continued from page 5)

plate. The plate is placed overboard when being caught in a storm seems imminent.

For the sailors, install a dissipater on the top of your mast. It looks like a dandelion flower that has gone to seed and is about to blow away with the wind. This item is supposed to diffuse the positive charges the boat emits, thus reducing the attraction of a negative lightning charge to the boat. Does it work? I don't know. I have one, so I hope it does.

Create a bonded ground system within your boat. Anything and everything that is metallic would be grounded – engine, electronics, shrouds, stanchions, the mast. The grounding would be centralized. If lightning strikes, there is a good chance that anything grounded will not be affected.

There are other ways to help protect your boat and make it less likely to be hit by lightning. Our squadron is blessed with members who can provide sound advice on the subject. I'm sure they would be more than happy to talk to you about it.



Time for a QUIZ:

True or false – when a person gets hit by lightning, the body can retain an electric charge for up to a minute. (False, the body will carry no charge after being hit. You must quickly apply CPR to the victim without fear of electrocution. This can save a life!)

True or false – thick rubber shoes can help reduce the possibility of being hit by a bolt. (False, the lightning can get you no matter how thick the rubber on your shoes, or even your entire body (like a scuba suit).

True or false - the air around a lightning strike is heated to about 50,000 degrees. (True, it's hotter than the surface of the sun. The rapid heating and cooling of air around the bolt causes a shock wave that result in thunder).

True or false – it must be raining for lightning to strike the ground. (False, lightning can occur a few miles ahead of the actual storm before it starts raining, and after the storm passes by when it stops raining. Lightning can also occur [a rare occurrence] during or just before and after a snow storm - any place where warmer wet air can meet a colder atmosphere resulting in massive and high cloud formations)

True or false - the Wilmington Power Squadron has a weather course that can provide you with in-depth information about lightning/thunder storms, and electronics courses to help you properly ground your boat and protect your boat from lightning strikes (True, need I say more???)

End of QUIZ. The subject of lightning far exceeds the information in this article. It would be a good and safe practice to research the subject. Play it safe. Check the weather forecasts and weather instruments before you take the boat out. When you are out on the water, keep a constant eye on large cloud formations and their movement. They can turn into monsters rather quickly.

See you on the water.

*Lt/Robert K. Wenholt, P
Safety Officer*

(Commander's Message, Continued from page 2)

make up his short list. Recognizing that boaters have a vested interest in clean water, USPS has partnered with Ocean Conservancy to help teach best environmental practices for boaters. Ocean Conservancy is best known for arranging ocean clean-up activities globally. New starting this year at each USPS national meeting are clean-up debris prizes in different categories! An article will follow in the Nov-Dec Lubber's Line on how you can contribute to this most important cause.

Enjoy the rest of your summer. I look forward to seeing you on the water and at our other functions. Remember to pick up your playing cards at each one. The more you attend the more cards you can collect, so the better your chances of having a winning poker hand at the Change of Watch in March!
Cdr Jay Greene, AP

(Administrative Department, Continued from page 3)

Lehman, JN & Dorothy Lehman P, Lt John Diffley, SN & Martha Diffley, Gerry Walker, Robert & Anne E. Pounds, AP, 1st Lt Teresa Falk and Wende Greene are pulling together another outstanding year of programs. Don't miss the first event Friday night, 2 November 07 at 1830 in the Brandywine Community Center.

I also urge you to join us at the Robinson's (Zelma, Jim, Jimmy & Charles) picnic at their home Sunday, 30 September 07. For a great Fall raft-up, join Lt/C Donna Zimmerman, AP & William T. Zimmerman, AP on Nina B at Cacaway Island on Langford Creek off of Chester River on 13 October 07. Sailors of all skills or those loving a party, should consider attending the D5 sail rendezvous 6-8 October 07. Some of you should have good starts on Squadron Poker hands for the 2008 Change of Watch. Don't miss

Robinson's Fall Picnic

30 Sept 1500

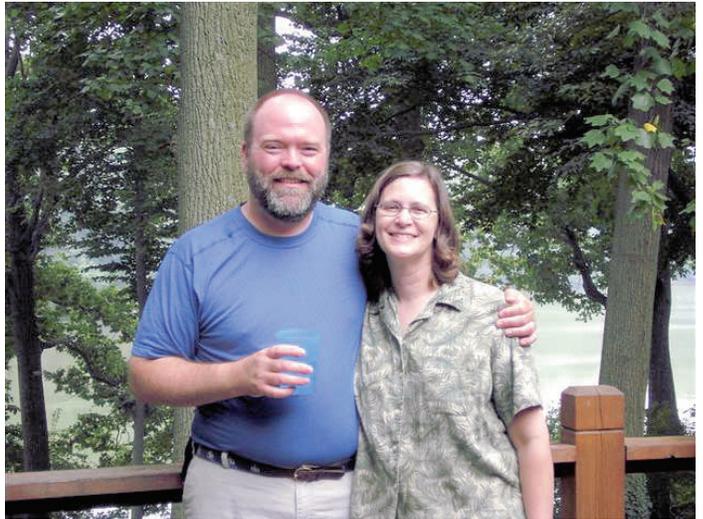
122 Fairthorn Street, Kennett Square, PA

Phone 610-444-5155

DIRECTIONS: From Newark North on Paper Mill to Rt 7 North on 7 to Kaolin Road to North Union Street to Fairthorn Street, 2nd house on left. From 202 South to Rt 82 left to Fairthorn Street right to 2nd house on left.

Lt/C James Robinson, AP

WPS Raftup/Picnic & Rendezvous 29 July 07



Our picnic hosts P/C D. Jeffery Russell, AP and Lt/Gail Russell, P



Enjoying lunch on the deck - P/C W. Michael King, AP, Lt/Robert K. Wenhold, P and Mary Jane Wenhold.

ABOARD AT CHRISTMAS

Have you ever been aboard your boat, someone else's boat, a chartered boat, or perhaps on a cruise ship at Christmas? Do you have a picture or two or a story to share? We'd love to have you tell your story at our "Aboard at Christmas" Program during our Holiday Social on 9 Dec 07. Please give me a call at (302) 738-0817 or send an e-mail to m-c-stacey@comcast.net and I'll give you all the details. It will be fun, I promise!

*Lt Mary Stacey
Assemblies Committee Member*

CHRISTMAS AT SEA

Last year, the Seamen's Center of Wilmington delivered 1,210 "ditty boxes" to the crews of 53 ships that stopped in Delaware during the month of December. The members of WPS contributed generously to that program. At our assembly on 02 Nov 07, shoe boxes will be distributed for you to fill chock-full of goodies, gaily wrapped (no bows or ribbons, please) and returned at our Christmas Social on 9 December 07. (A greeting card or note may be enclosed.) Those ditty boxes help ease the loneliness and isolation of the seamen during the holiday season. These men work for generally low wages, come from poor backgrounds and serve for long periods on the ships in an effort to better the lives of their families. Most seamen will not see their families during the holidays and will, most likely, have only a ditty box as a Christmas gift.

For those of you unable to attend our November social, here is a sample ditty box shopping list: Into an ordinary shoe box place: knit hat and/or scarf, toothbrush and toothpaste, razors and shaving cream, skin care lotion, soap, comb, candy, gum, playing cards, chap-stick, shampoo, sewing kit, pens, stationery, cough drops.

If you can't make it to the December social, please give me a call so that I can be sure your ditty box gets there. Call me if you have any questions at (302) 738-0817.

*Lt Mary Stacey
Community Services*

NOVEMBER SOCIAL John Wik – A Delmarva Odyssey

John will be our featured speaker for our first Fall Assembly of the 2007-08 season. John is from New Castle, Delaware, and has been rowing his way around the peninsula in a small rowboat. His trip is co-sponsored with the Delaware Museum of Natural History, and you will hear about the ecology, geology, and history of the region.

The evening begins on 2 November 07 at 1830 (6:30 PM) with appetizers and soft drinks and continues with dinner at 1900. Dinner will include meatball subs, salad and those famous fall pies! The cost again this year is \$8.50 for adults and \$4.25 for children under 12.

All of our fall and winter meetings will be held 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, and is by the fountain in front of the shopping center.

Reservation form is on Page 13 due by Tuesday, 30 October 07.

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



John Wik

WANTED PREFERRABLY ALIVE & CAPABLE!

A team of stickers, folders, sealers, sorters & postal drop-offers!

P/C Dave Sharpless AP, Lt/C Barbara Sharpless, P and I have been doing this for more years than we can recall and it's our view that some new blood is in order.

What's Required

Pam Orris, our award winning Editor, delivers the Lubber's Line to du Pont Printing; they in turn print the publication and deliver it to YOU.

You in turn then apply the mailing labels that I will supply. Next you will need to fold & seal and segment the Lubber's Line to meet postal requirements and then fill out the other USPS (United States Postal Service) form and transport the material to the central Post Office in New Castle DE.

What's in it for you?

A guaranteed Merit Mark!

*P/C Robert F. Mahaney, AP
(302)-994-9360
rfm_i@msn.com*

FOR SALE: 2005 Mainship 400 Trawler, loaded. Single 385Hp diesel with bow thrusters; 2 A/C-heat pumps; Kohler generator; washer/dryer; central vac; molded shower and tub; complete galley plus upper deck summer kitchen with Jenn-Air electric grill, ice maker and wet bar. Spacious upper helm station is fully enclosed with customized canvas. Other features include cherry and holly flooring in main salon; leatherette pull-out sleep sofa; remote windlass, double wide anchor locker; Kato Marine Islander davits; 9' AquaPro hypalon dinghy with aluminum bottom, equipped with 9.9 hp Nissan engine with electric start. Price \$309,000. Contact larrylogan@atlanticbb.net

Welcome New WPS Members

Please welcome the following new WPS members:

The Robert B. Hall family. Robert and his new bride, Mickey, live in the West Chester, PA area. Between the two of them they have four children, one is away at school in Oregon, two go to school in Malvern, PA, and the oldest has graduated from college and is working in West Chester. They keep their 30' sailboat "MR~MILK" (the initials of everyone in the family) at Green Point Marina in MD. Robert was referred to WPS by P/C Dennis Wallace.

Richard L. Burkhard, Dale Maahs, and grandson David Robinson. Richard, Dale and David live in the Wilmington area and keep their 32' Carver, "Our Time", at Northeast River Yacht Club. They took the WPS Spring certification course offered at McKean High School.

John Ross and Patricia Maher live in the Newark area and have a 21' powerboat, "Just One Look" and are also graduates of the WPS Spring certification course offered at McKean High School.

The Anthony L. Eros Family. Tony and Terri live in the Wilmington area with their three children, Casey who is away at college, Callie and Jay. Tony, Terri, Callie and Jay took the WPS Spring certification course offered at McKean High School and are looking forward to taking more classes. Currently they do not own a boat, but have done some sailing and also have an interest in power boating. They credit WPS member and boating instructor P/C Reade Y. Tompson, SN as having influenced them to join our organization.

John and Susan Leshner took the Fall WPS certification course offered at A. I. DuPont High School. They live in the Newark area and have two married sons and five grandsons. They keep their 25' Bryant power boat at Anchor Marina.

WELCOME ABOARD!

*Lt/C Barbara Sharpless, P
Secretary*

(Extended Cruising in the Caribbean, Continued from page 1)

The crew for an offshore passage should be competent sailors and at least two should have offshore experience. One of my joys in sailing is providing offshore opportunities to friends who may not otherwise have such an opportunity. I maintain a list of people who have asked to be considered for an offshore passage. This year I will be joined by John and Mary Polk, Joe Irr, Donna Zimmerman, and John Ingram. All except Donna have done offshore passages with me and Donna has done one passage to the Caribbean on another sailboat. My wife, Susan, does not enjoy the ocean sailing so she will fly to Tortola and join me for the island cruising.

Initially, I had planned on visiting each of the islands between the BVI and Grenada. However, Susan and I enjoy having friends join us for the island sailing and it quickly became apparent that we would need a rigid schedule established in August or people would not be able to buy airline tickets in advance and would end up paying a high premium price and, perhaps, not be able to get a seat during the peak season. This led to the decision to spend December and January in the BVI then sail down island to St. Vincent and the Grenadines for February and March then sail back to the BVI in April and May. Though we will miss stopping at some of our favorite islands this plan simplifies the logistics and we enjoy both locations enough to spend two months in each.

It is said "the devil is in the details" and, I must admit that the details of planning an excursion of this nature can be intimidating. The internet has solved many issues for cruising sailors. Almost every island now has internet cafes from which one can communicate via email and can do financial transactions. I have converted all of our service providers to electronic billing and payment so that I can pay them via the internet. Still, there needs to be someone who checks the snail mail occasionally to ensure that issues that were not anticipated are tended to. Also, there is the matter of filing tax returns that must be addressed. One must provide for maintenance of the house including having someone check in once in a while to make sure that there have been no system failures.

Clearing the boat and passengers in and out of the U.S. has always been easy for a documented yacht and a phone call to customs usually would suffice. However 9/11 changed that. Now one has to appear in person with all crew at the customs office at your first port of call. In addition, Homeland Security may elect to inspect the vessel so it must be at a location that is convenient to them. I have registered the boat with the Department of Homeland Security for clearance purposes and this should facilitate the customs process.

The custom requirements and the amount of time one can remain in one of the Caribbean islands changes frequently. It is imperative that you obtain the latest information and that you have the documents that are required for each island. Once again, the internet will facilitate this as one can log on to the government web site for the islands that you intend to visit and read the latest requirements.

In the next segment I will discuss the equipment that we have added to Windward Passage to make the time in the Caribbean more comfortable and the provisioning process. If you are interested in more information on the boat and our trip please visit our web site:

<http://mywebpages.comcast.net/windwardpassage/windward/index.htm>.

I intend to post pictures of the trip on this site as we progress.

Lt W/ Randy Williamson, JN

**2007 Photo Contest Winners
Congratulations!**



**Best Photo 2007 - Sut Anderson
John and Kathy Reager, Chuck Stadler aboard
Wind Venture**



**Angel aboard Big Joy
I am not stuck!**



**Matthew Sherry, age 3
What do I do now?**



**Happy People Boating on In Sync
Sue Engler, Harwin Smith and Geri Walker.**

WPS Birthday List September-October

<i>Name</i>	<i>Date</i>	<i>Name</i>	<i>Date</i>
Carl L. Stacey	9/2	Gary O'Reilly	9/25
Thomas S. Webster, III	9/5	Paul J. Domanski	9/26
Edward H. Ten Eyck, Jr.	9/6	Dwain J. Watkins	10/7
John P. Hughes	9/9	Marguerite R. Travis	10/8
Jeffrey J. Bottari	9/11	Pamela M. Orris	10/10
William L. Theis	9/12	Margaret Broyles Hall	10/10
Robert R. Keller	9/14	Dennis M. Wallace	10/11
Carol JoHeald	9/15	Herman Hopman	10/17
Joseph D. Irr	9/19	Frank J. Clendening	10/23
Rita A. Shade	9/20	John J. Mc Evoy	10/24
Anthony L. Eros	9/20	Victoria J. Benson	10/27
Gail Russell	9/20	Robert B. Minshall	10/27
Joseph Donia	9/22	W. Randy Williamson	10/28
Richard L. Burkhard	9/24	John C. Leshner	10/29



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A DELMARVA ODYSSEY – NOVEMBER 2, 2007

Attending (for name tags) _____

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

MAKE CHECKS PAYABLE TO JUDY STADLER and mail with this form to:
 Judy Stadler, 2123 Anson Road, Wilmington, DE 19810

Calendar of Events



- | | | | |
|-------|-------------|------|---|
| 4-09 | Sep. | | USPS Governing Board Meeting
Marriott Waterside, Norfolk VA |
| 11 | Sep. | 1900 | WPS Fall Educational Courses begin Piloting
A. I du Pont High School
50 Hillside Rd., Wilmington, DE |
| 18 | Sep. | 1900 | Safe Boating Certification Courses begins
A. I du Pont High School
50 Hillside Rd., Wilmington, DE |
| 19 | Sep. | 1930 | WPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark DE |
| 30 | Sep. | 1300 | WPS Fall Picnic for Members & Friends
James & Zelma Robinson's
122 Fairthorne Street
Kennett Square, PA |
| 06-08 | Oct. | | D/5 Sail Rendezvous & Regatta
Hosted by Cambridge PS |
| 7 | Oct. | | Deadline for November Lubber's Line material |
| 11 | Oct. | 1900 | Safe Boating Certification Courses begins: Mc Kean High School
301 Mc Kennan's Church Road, Wilmington, DE |
| 13 | Oct. | | WPS Fall Raftup, Cacaway Island on Langford Creek off of Chester River
(See footnote on Page 33 of the yearbook) |
| 17 | Oct. | 1930 | WPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark DE |
| 2 | Nov. | 1830 | October Social
Brandywine Community Center |