

MAY-JUNE
2010



MAIN LINE SAIL AND POWER SQUADRON—D5
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The Pilot

COMMANDER'S MESSAGE

First, I want to thank all of the members for having confidence in me to be your commander for the next year. I also thank those of you that have mentored, coached and motivated me over the last several years. I mentioned at the Change of Watch that I do have one personal challenge to overcome. How do I explain to my family, friends and coworkers that I am the Commander of a prestigious boating organization and I do not own a boat? I have solved this problem by being reminded of a story my wife and I read to our children when they were young..... "The Emperor's New Clothes". There is a new story on the Main Line..... "The Commander's New Boat". It is a virtual boat, a 30 foot sailboat, with her home port in Ocean City, New Jersey. It does not have a name, yet, but I am taking suggestions from any of you by e-mail.

We have an energetic team this year, with new people planning our land and water based events. Their new ideas, and repeat of our past successful programs, will give us an exciting year. We also have new ideas and suggestions from our new members from the Pennsway Squadron, who I want to welcome as new members. We also have several other new members who I welcome. Please see the list of new members in our "New Member" section of the Pilot. I want to encourage all of you to participate in our events. There is something for everyone. If you do not have your own boat, many of our water events will combine them with a picnic or other event on land and an opportunity to go out on a member's boat.

We had great success by our members who have taken Junior Navigation and Navigation classes. We are now finishing up the Sail class, and will be finishing the Advanced Piloting class in a few weeks. There will be a full program of classes in the fall. Please consider taking a course. Also, courses that were previously open only to members, are now open to the general public. Consider inviting a boating friend or someone from your Marina to participate in fall courses, such as Piloting, Seamanship, Sail, Marine Electronics and Engine Maintenance, depending which classes are offered. This would also provide a good source of new members who have a serious interest in boating. We have an excellent staff of instructors for our classes.

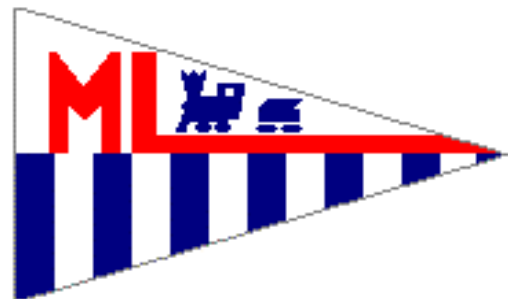
Trenton Falls is coordinating the May 26th Education Cruise on the Delaware River. A flyer will be sent out shortly. I went on this cruise last year and it is a great evening, combining a cruise on the Delaware with good food and education. The boat leaves late afternoon and goes down the Delaware in daylight. It returns after dark. A narrator will point out the navigation markers as they appear in daytime and after dark, as well as other sites on the river.

Membership is a serious priority with USPS. They have issued goals to each squadron for increasing their membership. Our goal was to increase membership by seven new members, which we have almost reached this early in the year. We should have no problem meeting this goal, assuming we don't lose many current members.

I attended the District 5 Spring conference in Ocean City, Maryland the weekend of March 26th. About a dozen squadron members attended. For hospitality night, we presented a skit called "Boating With the Stars". Several hundred D5 members came through our hospitality suite. In addition to the new officer training sessions, my wife and I experienced the purpose of the squadron other than boating education and safety, which is fellowship. It would be worthwhile planning to attend at least one or two days of the 2011 conference.

The Pilot received an award for distinguished journalism for the continuing articles of George and Jan Painter describing their sailing adventures on their catamaran. Thanks to the Painters!

Respectfully submitted,
Nick Montalto JN
Commander



Log Ahead

Please mark your calendars for upcoming activities for February through August! Additional information will be forth coming.

- June 5th** **Summer Kickoff Event-North East, MD**
- June 22nd** **Osprey Point Rendezvous/Picnic**
- June 26th** **Reading Phillies Outing 7:05 PM**
- JULY** **NO EXECUTIVE COMMITTEE MEETING**
- July 9– 17th** **MLSPS Summer Cruise**
- July 10th** **Joint MLSPS–Wilmington Squadron Event**
@ Annapolis
- August 4th** **Executive Committee Meeting – Paoli Presbyterian**
@7:30
- August 21st** **Bodkin Yacht club Rendezvous/Picnic**

Use this new e-catalog link to for ordering MLSPS apparel

<http://www.sportswearcollection.com/webstorz>

IS YOUR ROSTER INFORMATION UP-TO-DATE? New home, boat, phone, husband, marina, anchor, etc.....let Edee know at remedysail@comcast.net.

THE MAIN LINE PILOT

- The title of the newsletter is sometimes abbreviated as *The Pilot* or *Pilot*.
- Published monthly except for the combined issue of Dec/Jan and Jul/Aug.

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See the pilot in color on the web at

<http://www.mainlinesps.org>

New Apparel website — <http://www.sportswearcollection.com/webstorz>

2010-2011 BRIDGE

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Vessel Safety Checks

Late winter and early spring a good time not to start planning to not only participate in the fun summer activities but also to participate in some of our service activities. Have you qualified to be a VSE (Vessel Safety examiner)? The class is online. It is detailed but not difficult. Siegfried Boettier can tell you all you need to get started. You also have a few months to get things ship shape on your own vessel to be ready for your Vessel Safety Check in spring so you can display your 2010 VSC Decal. Be sure to contact Siefried For the latest information on the VSE program.

Siegfried E. Boettjer AP

610.644.8423

sebmgc@verizon.net



Mainstays

The Mainstays held their March meeting on March 31. We went to the Chester County Historical Society to see the Barbaro Exhibit, as well as the other exhibits. One really beautiful one was the Quilt Exhibit. There were quilts from the 1800's up to modern ones. Attending were President Ginny Sommers, Sue Friedrichs, Nancy Sheldrake, Bobbi Doughty, Doris Petty and Betty Corbin.

Following the visit to the Historical Society, we went the the Three Little Pigs, in West Chester, for lunch and a short meeting. Since we are one of only a few auxiliaries still active in the Power Squadron, we resolved to do all we can to keep going.



Awards Presented at Change of Watches 2009 and 2010

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

★ **Riddell Award:** 2009 PC Russ Jones JN ★

★ **Excellence in teaching Award:** 2009 LtC Jim Spaulding AP ★

★ **Spencer Award:** 2009 PC Gary Armstrong JN ★

★ **Flora A. Price Award:** 2009 PC Jim Friedrichs JN ★

★ **Dixiecup Award:** 2009 Sylvia Cheney ★

★ **Hochreiner Award:** 2009 Jim and Sue Friedrichs ★

★ 2010 Lisa Fegan ★

★ **New Member Award:** 2009 Lt Lisa Fegan ★

★ **110% Award:** 2009 Jim Spaulding AP ★

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

★ **Riddell Award:** 2010 PC Joe Pezely JN ★

★ **Excellence in teaching Award:** 2010 Jim Heckman, SN ★

★ **Spencer Award:** 2010 Lt Wayne Barrett JN ★

★ **Flora A. Price Award:** 2010 John Juzbasich, Sr ★

★ **Dixiecup Award:** 2010 Edee Heyser SN ★

★ **Hochreiner Award:** 2010 Lisa Fegan ★

★ **New Member Award:** 2010 Ted Speedy ★

★ **110% Award:** 2010 Bill McManimen SN ★

★ **Past Commanders Award:** 2010 Cmdr Nick Montalto ★

★ **Member Involvement Award:** ★

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

NOMINATING COMMITTEE ELECTION RESULTS

The results of the nominating committee election that was held during our Founders' Day meeting 16 February is shown below.

- Wayne Barrett
- Betty Corbin
- Barb Jones
- Bill McManimen
- Joe Pezely

Should they approach you to fill a position, or you should you wish to approach them and volunteer, please give your support as we are a volunteer organization and our mutual success depends upon the support of all of members.

P/C Jim Friedrichs JN*

Nominating Committee Chairman 2009-2010

HELPING THE BAY GO GREEN - Part One



With an appreciation of the Chesapeake's natural beauty and ecological importance comes an awareness of our responsibility for good stewardship.



Whether we own property or use that of others, we need to remember the actions taken affect the quality of the water, which in turn, impacts every living thing...boaters, birds, butterflies and plants.



At the recent dinner meeting of the MLSPS our speaker, Kascie Herron a riverkeeper of the Sassafras River, presented a talk on the health of the rivers flowing into the Bay.



The following ideas come from a booklet called THE GREEN BOOK FOR THE BAY. This and other material left for reading is eye-opening and thought-provoking.



When planning to build in a critical area many areas of development need to be considered. (First stop is the county or town planning office.) Perhaps you could get by with a smaller footprint for buildings, driveways and decks. When expanding, think about going up rather than out. Include best management practices for stormwater runoff. Always use native plants, and allow natural vegetation to grow in the buffer zone.



Believe it or not, great thought will go into such things tennis courts, pools, sandboxes, a tree house and even a swing set.



There are regulations for installing and maintaining a septic system. And even permission needs to be granted for landscape structures like retaining walls, planters, stairs and paths. A storm water management system prevents runoff, erosion and standing water.



Get advice before altering the plantings on your property. Lawns, trees and shrubs should be of the native varieties. Cutting marsh grass in the Buffer is not permitted, unless it is part of an approved plan.



By using harm-free techniques, unwanted animals can be deterred. These can include ground-hogs, deer, swans and geese.



Repairing storm damage needs approval from town or county government. A permit is required to remove downed trees and debris.



Other areas of consideration are preserving a view of the water, creating piers and paths to the water, and recreational use of the waterfront. Shoreline erosion is a major factor.



Submitted by Edee Heyser SN



Change of Watch

Following are pictures from the Change of Watch Dinner where out going Commander Sue Friedrichs, JN* was honored and LtC Nick Montalto JN was installed as this years Commander of MLSPS.



Change of Watch



Change of Watch



Change of Watch



Change of Watch



2010 MLSPS Summer Cruise

Our Main Line Sail & Power Squadron **2010 Summer Cruise** is shaping up to be a great adventure. The cruise committee has been working with our incoming commander, Nick Montalto, and others, to come up with a new and fun itinerary. We have selected six marinas (all have pools), four of which will provide the opportunity for two-night stays. Also, **four of the marinas will be new to our cruise itinerary**. This will allow for a more interesting and relaxing cruise. We are estimating that between 12 and 15 boats will cruise with us this summer.

We will have **many interesting activities** on the cruise, all of which are optional of course. The cruise activities will be detailed in a subsequent article. We always have fun activities that we are sure will influence your decision to join us this year. These will include **cookouts, a beach party, dinner at two great restaurants, a couple of our celebrated boat crawls, and of course a required stop at the Middleton Tavern in Annapolis**. You will be able to sign up for the activities at our May pre-cruise dinner.

You don't want to miss this annual cruise! Something exciting always provides wonderful memories. We are looking forward to seeing you!

MLSPS 2010 Summer Cruise Itinerary:

Friday, July 9 – Annapolis; Chesapeake Harbor Marina (Friday night is a new feature)

Saturday, July 10 – Annapolis; Chesapeake Harbor Marina

Sunday, July 11 – Tilghman Island; Tilghman on the Chesapeake

Monday, July 12 – Solomons; Solomons Yachting Center

Tuesday, July 13 – Solomons; Solomons Yachting Center

Wednesday, July 14 – Herring Bay; Herrington Harbour South

Thursday, July 15 – Herring Bay; Herrington Harbour South

Friday, July 16 – Bodkin Creek; Bodkin Yacht Club

Saturday, July 17 – Rock Hall (Swan Creek); Osprey Point Marina

The marinas have requested a list of the boats that will require slips.

Please complete the following form indicating the marinas for which you will require a slip. Send this form along with a **deposit check for \$200** made payable to Main Line Sail & Power Squadron to: P/C Russ Jones, 115 Oak Street, Downingtown, PA 19335

Boat Name: _____ Captain: _____

Type: [] Power; [] Sail Length: _____ Beam: _____ Draft: _____

Electric: [] Single 30; [] Dual 30; [] Single 50

- [] Friday, July 9 – Annapolis; Chesapeake Harbor Marina
- [] Saturday, July 10 – Annapolis; Chesapeake Harbor Marina
- [] Sunday, July 11 – Tilghman Island; Tilghman on the Chesapeake
- [] Monday, July 12 – Solomons; Solomons Yachting Center
- [] Tuesday, July 13 – Solomons; Solomons Yachting Center
- [] Wednesday, July 14 – Herring Bay; Herrington Harbour South
- [] Thursday, July 15 – Herring Bay; Herrington Harbour South
- [] Friday, July 16 – Bodkin Creek; Bodkin Yacht Club
- [] Saturday, July 17 – Rock Hall (Swan Creek); Osprey Point Marina

R-Phils

Main Line Sail & Power Squadron

Game Date: Tuesday, June 22, 2010

Game Time: 6:00pm

Gates Opening: 7:05pm (vs Bowie Baysox)

Ticket Price: \$27 each

For Tickets Contact:

Mail check to : Lance Parry

at 16 Salisbury Lane, Malvern, PA 19355

3rd Base Picnic

- ★ 2 1/2 HOUR, ALL-YOU-CAN-EAT BUFFET
- ★ FANTASTIC LOCATION NEXT TO 3RD BASE
- ★ PICNIC SEATING IN BLOCKS OF 10

All-You-Can-Eat Menu

BARBEQUED RIBS, BARBEQUED CHICKEN, HOT DOGS, BAKED ZITI, MAC & CHEESE, BBQ SANDWICHES, PASTA & POTATO SALAD, LEMONADE, ICED TEA & PEPSI PRODUCTS



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FLEET CAPTAIN'S REPORT

An article in the April, 2010 issue of **Soundings** echoes the concern that this writer has expressed in the February, 2010 Fleet Captain's report on the demise of the loran system in the United States. The article, "Why We Will Regret the Demise of Loran" was written by Chuck Husick. He is an electrical engineer who operates a consulting service to the aviation and maritime industries. In his article he reports that tests conducted in the United Kingdom have shown that something as seemingly benign as a 2 watt transmitter can modify the GPS signal over a 40 nautical mile diameter area. The worst thing is that the GPS indicates a position but the position is incorrect which can lead to all kinds of horrific problems for a helmsperson who may not be using additional means of navigation. The complete article can be found at www.soundingsonline.com. Type the word loran into the search box and click search and the article and others on the subject will be available.

As I have stated previously it is a good idea to learn the traditional navigation skills found in AP, JN and N and practice using them. Many commercial vessels rely solely on GPS. I can relate one case where the company I worked for had chartered a 70,000 ton vessel to carry minerals from China to Mobile, AL. It was the maiden voyage for the beautiful new ship. After she arrived I was on the bridge discussing the unloading plan. The crew had laid out all of the almanacs, sextants and other traditional navigation equipment for the coming Coast Guard inspection. I commented on the display. The officer that I was meeting with commented that all of that was useless these days as he proudly pointed to the GPS. You may also recall that the QE II went aground off the north east coast of the United States when the GPS reported an inaccurate position due to corrosion in an electrical fitting at the antenna. If a backup system had been in use, this may not have happened. The Spring 2010 issue of **The Ensign** has an article on the demise of loran invites comments to be sent to en-sign@hq.usps.org or at PO Box 31664, Raleigh, NC 27622.

MAY FLEET CAPTAIN'S REPORT

The 2010 hurricane season is upon us. The El Nino system that protected us last year with its strong West to East winds has changed more to a La Nina system with weaker West to East winds that will allow the storms that form off of the coast of Africa easier access to the Atlantic and Gulf coasts. In addition to easier transit across the Atlantic the waters of the Atlantic are warmer which will supply more energy for the storms to form and to supply them with continuing energy on their trip to the Atlantic and Gulf coasts. Accordingly, the various forecasters have increased their estimates of the number of named storms, storms that attain hurricane levels and the number of storms that become major hurricanes. One forecaster, NOAA, predicts 14 to 23 named storms, 8 to 14 hurricanes and 3 to 7 major hurricanes.

A short check list of equipment that should be on board includes: extra lines, heavier than normal lines, chafe protectors, fenders, anchors, chain anchor lines, swivels, shackles and plugs for all openings at or below the water line.

A similar check list of what should be removed from the boat are: sails, bimini, outboards, portable fuel tanks, outboard motors, dingies, electronics, ships papers and personal effects. In short, anything that can reduce wind resistance or is of no value to securing the boat.

Jerry Uber's extensive article that has been published previously is an excellent reference.

FLEET CAPTAIN'S REPORT CONTINUED

From 2001 to 2007 we kept our boat on the Neuse River just down river from New Bern, NC and had the experience of weathering four hurricanes. We had an excellent experienced dock master who had weathered some fourteen hurricanes, was a past commander of the local power squadron and a full certificate holder. His method of securing the boats in the slips was to take two extra anchor lines from the stern of the boat and secure them to the pilings on the opposite side of the alley. All other bow, stern and spring lines were doubled. During the storm two person teams wearing PFDs, patrolled the docks letting out the bow lines as the waters rose. This allowed the boats to rise up and out of the slips as the waters rose with the tide surge. We would patrol the docks as long as we could reach through the water and adjust the lines on the cleats. This would be until the water was about three feet over the dock. Then we would give the lines a final adjustment and leave the docks for our own safety. One of the storms was Isabel. The eye passed directly over the marina. Of the 268 boats in the marina none were damaged using the technique described. Others in the Chesapeake did not fair so well.

From experience one of the problems is the wind, but many do not account for the tide surge that can cause more damage than the wind. I have seen the problem to manifest itself on moorings also. One case was in Worton Creek. Wind forecast was for 45 knots which caused no damage but the tide surge caused a number of mooring anchors to be pulled out by the tide surge. For this situation it is suggested that a large anchor with all chain be dropped next to the mooring system with sufficient scope to account for the surge.

Another option is to pull the boat and store it on dry land, but that is not fool proof as some learned during Isabel as the surge was sufficient to float some boats from their jack stands.

Another option is to anchor in a hurricane hole. With this technique you need to have sufficient time to get to the hole and a way to get off of the boat as it is not recommended to stay on the boat. Although I do know of a couple of hurricane holes that are so tight and well protected that I would not have a problem staying on the boat, but that is my personal opinion and not that of any group or organization.

Of course, in all cases consult the management of the marina and obtain approval of your plan before you implement it.

P/C Jim Friedrichs, JN*

Fleet Captain



Further adventures of the Painters

Jan 21, 2010

On Board Whimsey

From: Jan

We finally left the Abaco's for the islands of Eleuthera a week ago. The last few weeks that we were in the Abaco's it was cold. How cold was it? Well, people on the cruiser's net (VHF channel 68- at 8:15 a.m. every morning) reported spotting ice flows in the Atlantic off the Abaco's. I don't think anyone actually saw one in the sea of Abaco. And Pete on Double Vision and Keith at Dive Abaco started working on their igloos. (Just before we left the Abaco's Pete reported that he had finished his and was starting on the interior decorating—I'm assuming that his wife was helping.) The dive operations were unable to take out snorkeling and dive groups because of the cold, rough weather, so one enterprising shop was proposing an ice fishing expedition. They promised that they would have an ice hut set up to help keep the fishermen warm. I'm not sure if there were any takers however. And Keith at Dive Abaco seemed to be doing a land office business in hooded sweat shirts. He was recommending layering two sweat shirt for warmth, but not three. (He tried and couldn't get the third one over his head). Of course Keith may be a little mentally challenged, he forgot to unplug his block heater one day before taking off for work (and him being from Canada and all).

In spite of the weather, we had a nice time in the Abaco's. There are many little towns to visit; each with their own character. I can see why some people stay there all winter.

P.S. The morning, after crossing the Gulf Stream to West End in the Bahamas', we discovered to our surprise that the port bilge was completely full of water. In the last few years, we had been getting water in the bilge, if the conditions were rough, but never this much. Not wanting to rush into anything, we thought about it for a month, trying to figure out where the water was coming from and what to do about it. We concluded that water was getting in somewhere in the stern and from somewhere above the water line. After trying to see where

it was coming from both inside and out, we decided the prudent thing to do was have the boat hauled. We went to the Marsh Harbour Boat Yard. They were great. They hauled the boat the next day. We discover some gel coat cracks and chips, but nothing that would account for the water. Finally, George did an inch by inch inspection of the bottom and discovered two small drilled holes in the bridge deck just about under the table between 1/16 and 1/8 inch in diameter. We think these were drilled and filled during construction. We think the filling must have started to come out a few years ago and finally came completely out when we were in the Gulf Stream. Anyway, Shawn at the boat yard fiber glassed all the various cracks and holes. I am happy to report no more leaks—for now. Needless to say we check the bilge more often now—you might even say it has become a bit of a compulsion.



Further adventures of the Painters

January 21, 2010
On Board Whimsey
From: George

We left the area of “the Hub of the Abacos” which is mostly the islands near Marsh Harbour which include Man O’ War Cay, Great Guana Cay and Elbow Cay, offering most of the little towns and “touristy” destinations. The southernmost spot is Little Harbour at the southern end of the Sea of Abaco with a place called “Pete’s Pub” and foundry. He casts bronze sculptures. We seemed to be the only boat in the harbor the night before we set off on the 55 mile crossing to the Eleuthera chain. Because of the preceding couple of days’ weather, Pete gave his staff some time off and closed the Pub the day before. We had the nice little harbor to ourselves. We arose early the next morning to exit the cut through the channel into the Atlantic ocean for the trip south as the sun was rising. As we rounded the mouth of the harbor, we were greeted by about a dozen other sailboats (mostly Canadian) that had made the same weather decision we did, so we all pretty much marched together over the sea to a snug harbor in Royal island near Spanish wells, two of the islands in the Eleuthera group.

We spent several more days listening to the weather reports and got a chance to hike around Royal Island visiting the ruins of an old plantation. We also walked various roads cut through out the island in anticipation of a resort, golf course and marina being planned by Roger Staubach and Jack Nicklaus. (We heard later that the whole project is in litigation over who is going to be the top dog, so it may be a while before they fill up the harbor with a marina and so forth. It was a very nice stop for cruisers just the way it is.)

Spanish Wells sounds more romantic than it is, but it is a rather successful town because it has more industry than just tourism. Mostly fishing, but it also does have a gorgeous beach protected by a coral reef to the north. There was another town nearby but we didn’t go there because the route involved hiring a pilot to show you the way through the reef called the “Devil’s Backbone”. Apparently the harbor does have a reputation along Eleuthera as the prime resort location with several higher end resorts and marinas.

Instead, we kept moving along our planned route toward the Exumas. This meant proceeding across the bight of Eleuthera. This means cutting around an island more than 100 miles long, but which is a very narrow strip of land separating the Bight from the Atlantic. We stayed on the “Bight side”, but there is endless beach and good surfing on the Atlantic side, so we hear (#2 after Hawaii according to some). We found the island to be very sparsely inhabited with just a handful of sheltered places to anchor, but pretty ones at that. However, this is definitely NOT a prime tourist resort area. The towns are mostly poor, with no particular industry, no real tourist attractions and often seem half deserted. We, therefore, cherish each beach bar we have found.

At the moment, we are in the largest of the harbors, Rock Sound, waiting for a good weather window in order jump across the Exuma sound toward Ship Channel which will allow us to pass to the Western side of the northern Exumas. The plan is then to follow the string of small islands as far as Great Exuma at the bottom of the chain and then turn around and head back up although, Cuba is not too far away....

Sorry the notes are so few and far between, but it is getting harder to find internet connections. We’ll keep trying.

Hope all is well with you guys.
Love, Jan & George

Further adventures of the Painters

On Board Whimsey
Waccamaw River, SC. April 21, 2010

From: George and Jan

At our last report, we were anchored in the Grand Lucayan Waterway, making way to West End, Grand Bahama Island. Before we left the Lucayan Waterway, we were paid a visit by the Bahamas Defense Force. Very much like a USCG inspection boarding. They were very nice, but the main thrust of the visit was asking and looking for undeclared weapons. Visitors are allowed to bring firearms into the Bahamas, but the Bahamians are very clear that they want them declared when you enter and you must account for all ammunition. We do not think firearms aboard is a good idea, so that was not a problem. While I looked for weapons with two of the officers in the cabin, Jan got the chance to have a nice chat with a young BDF soldier in the cockpit who was armed with a short automatic rifle. He told her that the previous day there had been a tornado in Freeport (about 10 miles away from where we were anchored) that toppled a crane and killed three people. Tucked into the waterway, we never even felt a breeze.

We spent another day and night anchored near the harbor at Lucaya. Lucaya itself was much more like a Florida town than most in the Bahamas, except with casinos and the typical Bahamian Straw market.

Last stop in the Bahamas was the anchorage just off Old Bay Marina at West End. Gorgeous blue and emerald water off a nice beach, but lots of current and very shallow. We anchored so we could leave before first light to try a daylight crossing. Just as when leaving the Berry chain, we found it disconcerting to get up in the dark and then try to find our way through a break in the reef to get into the ocean. On the one hand, we are thankful for the chart plotter, but it was always important to make sure the real water we could see agreed with the video "water picture". Depending on the satellite array, we have been "off" in our chart plotter by enough that it could matter in a tight inlet! The key is to remember to look at the real world to make final judgments about what the boat is doing, and not rely totally on the electronics.

The night before departure I worked out our set and drift based on my best guess about the speed and location of the gulf stream. Our route was planned to be almost due west from West End to Lake Worth inlet. (Palm Beach, West Palm Beach, Riviera Beach) We heard there was a handy immigration office right near the City Marina. We arrived in good order although the Admiral had some questions enroute about the course planned by the navigator, but it turned out the navigator did a pretty good job. Even though the GPS/chart plotter clearly showed we were heading south of the rhumb line to begin with, as soon as we came into the grasp of the current in the gulf stream, by keeping the boat headed 90° to the stream, our course over ground took us almost perfectly to the inlet.

We arrived at Lake worth at about 3:30p.m. on Friday, April 2, 2010 (Unbeknownst to us, it was Good Friday and, therefore, Easter weekend). Once inside the harbor at Lake Worth, we found ourselves in the midst of bedlam. It was a holiday week end and around Peanut island everything that could float and make a wake was out in the water. There were even lawn chairs set out next to boats that had been driven up over sand bars around the island.

Further adventures of the Painters

On Board Whimsey
Waccamaw River, SC. April 21, 2010

Fortunately, we found a nice spot a little away from the madness and as soon as our anchor was set we called US Customs as per instructed. We had purchased a customs stamp before leaving the US, so we anticipated a smooth entry for customs. We also had to go through immigration (a different office). Little did we know that the Immigration office across the street from the marina closed at 4p.m. on Friday and was also closed on Saturday. Of course, holiday or not, once you call customs you are only given 24 hours to present yourself to the Customs and Border Protection officers (formerly immigration--it all seems to be one thing now, under the Department of Homeland Security). Since the nearest office was not open, we had to find our way to the airport to present ourselves, with passports, to that office. The taxi cost \$40. -- one way! We decided to try taking the bus back, and succeeded, but only after walking from the Border protection office which is on one side of the air field to the passenger terminal -- about an hour's walk. At the terminal, we learned a lot about the local bus system. The bus dropped us off mere steps away from the Tiki Bar at the marina we were anchored in front of. A happy ending. (Also a great salad with Ahi Tuna, bleu cheese dressing and a beer.)

After a short rest in Lake Worth, we exited the Lake Worth inlet into the ocean and headed north to the Ft. Pierce inlet. Very nice ride. Good inlet, but rough with boat wakes coming in.

Weather since getting to Ft Pierce hasn't been favorable to go out side, so we have been motoring with help from the sails when possible up the ICW. We stopped in St Augustine, toured the town. Very touristy, but fun. Next major stop was Charleston. We lucked out in finding Harl and Betsy Porter (Harl and Betsy were very active members of the Main Line Sail and Power Squadron before they moved to South Carolina) down at their boat the day we got to Charleston. They were heading out into Charleston Harbor with friends and family to watch the US Navy Blue Angels show over Charleston Harbor. We took a slip at the City Marina and had a great view of the Show as well. After the show we met the Porters at their slip in the marina. They were kind enough to give a couple of "nawthern" sailors a great tour of Charleston and led us to a pirate museum of sorts for dinner. It was great to see them again.

Well, looks like we'll be home before we gather the strength to write again. We hope our little notes have given you some of the flavor of our trip. We've had a great time, met lots of nice people and seen so many new and different things. We would really like do it again and encourage others to consider doing it as well.

Happy boating.

Hope all is well with you guys.

Love, Jan & George



Safety

Safety Item: VHF Radios: Why You Need One

Today boaters are faced with many choices for communications on the water. VHF's, cell phones, Family Radio Service radios, CB radios, Single Sidebands, and satellite communications are among your choices available. For reliable on-the-water communications, using either a hand-held or fixed-mount VHF radio is recommended. When you're stuck in a jam – whether from engine failure or a fierce storm approaching, a VHF radio can be your lifeline to the world. In Coast Guard jurisdictions, VHF's are monitored 24 hours a day, seven days a week. For extra assurance, the USCG and most TowBoat U.S. towers can locate your boat by tracking your VHF signal. VHF's are handy in an emergency, but they have other uses: telephone calls to shore, obtaining supplies and services such as marina reservations, and boat operations like drawbridge openings and communicating with commercial and other recreational vessels. The Federal Communications Commission (FCC) regulates marine radio traffic and dictates that all other uses are secondary to safety, so chatting is frowned upon by the FCC and forbidden on Channel 16 and 9.

VHF Radios

VHF (Very High Frequency) radios are the two-way radios most commonly used by pleasure boaters and commercial ships in coastal and inland waters. They are essential for emergency situations, and are monitored 24 hours a day by the Coast Guard.

Fixed-Mount VHF Radios

VHF radios are available in both fixed-mount and hand-held models. All fixed-mount VHF's have a maximum output of 25 watts, the maximum allowed by the FCC. VHF is line-of-sight, which means the radio waves won't bend to follow the curvature of the earth. The VHF antenna must "see" the antenna of a distant station. Therefore, antenna height is more important in determining range than radio wattage. The effective useful range of a VHF radio is 20-25 miles.

Hand-Held VHF Radios

VHF handhelds also offer many of the same features found on fixed-mount units. They offer portability in the same way a cordless phone allows more mobility at home. A handheld radio may be just what you need for use in a dinghy, small boat without electrical systems, or as an emergency backup for your boat's radio. Handhelds have a maximum output of six watts. Due to their short antennas, they have a limited range of five miles. A significant increase in range can be achieved by connecting an external antenna or using a telescoping antenna mounted to the hand-held radio. Battery life varies with the size of the battery pack. Many models have optional battery packs with longer operating times, or greater transmitting power, or both. Some have battery saver circuits that turn off the receiver to save power. The battery life of a handheld can be increased by switching from full transmit power to one watt of transmit power. Handhelds are not DSC capable.

Necessary VHF Channels

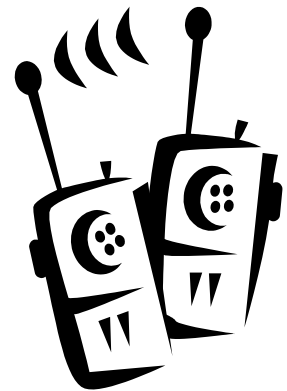
The most important channel on a VHF radio is Channel 16, the international distress and calling frequency. Channel 9 is used for hailing, radio checks, plus some other functions. In Florida, for example, 9 is the bridge tender's channel. Channel 6 is for ship-to-ship safety calls after contact is made on another frequency. Channel 13 is for boat-to-boat navigation. Channel 22 is for emergency transmissions once directed by the Coast Guard to switch from another channel. Channels 24-28 and 84-88 are where you'll find a marine operator available to connect you to a land-based line. WX-1-3 are the NOAA weather channels.

**REMEMBER: SAFE BOATING is not an option;
It's a REQUIREMENT!**

Lt Jerry Uber, AP*

Main Line Power Squadron

Note from the editor: This article by Jerry was originally published in the pilot 3 years ago; but it is still good and timely advise as well as being well written and is be-reprinted.



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Delivering the New Boat



Pc Gary Armstrong, JN with Lower Manhattan in the background.

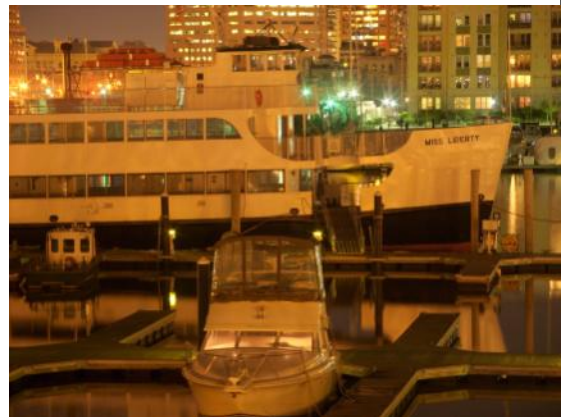
Well, now I am officially the owner of a 1998 Silverton 312 Sedan AND the vessel is safely ensconced in her new home slip at Sassafras Harbor Marina. The trip from the Hudson River near the George Washington Bridge began on April 1st when we set out for Liberty Landing Marina across from lower Manhattan for our first overnight stop. In the shadow of the Statue of Liberty, it was the perfect location to start the 140 NM leg to Cape May the next day, April 2.

But in actuality, the trip began a few weeks earlier when I started planning for the excursion by enlisting the crew and compiling lists of things to bring along. Captain Peter Lacey and Russ Jones were the intrepid crewmembers that volunteered to help in the delivery. In fact, there was a waiting list of other eager Main

Line members who wanted to go along as well.

Safety being a primary concern I started a list of items that we needed to bring along for this trek. The new boat did not have all the required equipment to meet Coast Guard requirements, so we had to bring whatever was missing. Without going into all the details, here is a brief rundown of the important items we had on board:

- 3 Type I offshore PFD's
- Visual distress signals
- Extra fire extinguishers
- 2 handheld VHF radio and 2 fix mount radios
- Spare anchor with rode
- Extra Fuel filters
- 3 GPS Units



New LegaSea, Liberty Landing Marina

We also brought extra dock lines, fenders, a boat hook, oil, transmission fluid, duct tape, tools, manual bilge pump and a bunch of other stuff. Feeling confident that we were prepared, we drove up to Fort Lee, NJ and the marina where the boat was located to get started on the trip. I plotted the course using Cap'n charting software and calculated we would take two days... day one from the Hudson to Cape May and day two from Cape May to the Sassafras River. This meant roughly 140 NM and 90 NM respectively.

Back to the actual trip, we moved the boat to the aforementioned Liberty Landing Marina in Jersey City on Thursday afternoon. This park is the point of debarkation for many Liberty Island tourist ferries and features a nice marine store and a good restaurant. After a nice dinner and a good night's sleep we left Liberty Landing at 0830. My crew had spent the previous evening entering waypoints into their GPS units, so we followed the course, buoy to buoy, through New York Harbor and out past Sandy Point into the ocean.

Delivering the New Boat-Cont



The Atlantic Ocean

The only other vessels we saw were river ferries (a lot of them) and a commercial ship or two. Once in the Atlantic, we had a smooth and enjoyable trip all the way to Cape May, although it was a bit colder than we would have liked.

She burned a lot more gas than I anticipated and we had to stop at Manasquan and Absecon Inlets to refuel before we rolled into Cape May at about 17:00 pm. We stayed at the Canyon Club Resort Marina right by the start of the Cape May Canal. The ocean trip was like a summer day on the Chesapeake; well, except for the temperatures. The seas were relatively flat, 1-2 foot waves and gentle rollers, clear and sunny.

On Saturday, April 3 we left Cape May for the Delaware Bay at 08:30 despite an abundance of fog. The Delaware Bay was well fogged in with visibilities varying from 1/10 of a mile to 1 mile. Its reputation for dicey conditions was reinforced as we encountered 4-6 footers and strong winds. We ran up on a large ship in the fog and had a few indecisive moments as to how to maneuver around her. We ended up running parallel just outside the channel and eventually passed her.

The entrance to the C&D was a welcome sight since it meant we were not too far from home and also that we could get out of the mess in the Delaware. The shot through the canal was uneventful except for another fuel and lunch stop at Harbor North Marina. We made Sassafra Harbor at 15:00 and, with a lot of help from neighbors on the dock, we tied her up after nearly 230 nautical miles and 15 hours of driving time. My Power Squadron friends, Capt. Pete Lacey and Russ Jones were invaluable as crew and helmsmen on the trip.



The Delaware Bay

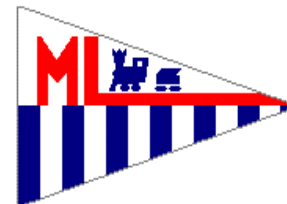


PC Capt Pete Lacey, Ap

Submitted By PC Gary Armstrong, JN

Main Line Power Squadron

<http://www.mainlinesps.org>



June 2010		
2	Wed	Executive Committee Meeting - Paoli Presbyterian @ 1930
2	Wed	July-August Pilot Deadline
5	Sat	Summer Kickoff Event-North East, MD
22	Tue	Reading Phillies Outing 7:05 PM
26	Sat	Osprey Point Rendezvous/Picnic

July 2010		
		No Executive Committee Meeting
7	Wed	August Pilot Deadline
9-17		MLSPS Summer Cruise
10	Sat	Joint MLSPS-Wilmington Squadron Event @ Annapolis
		No Dinner meeting

August 2010		
4	Wed	Executive Committee Meeting - Commander's Picnic
4	Wed	September Pilot Deadline
		No Dinner meeting
21	Sat	Bodkin Yacht Club Rendevous

September 2010		
1	Wed	Executive Committee Meeting - Paoli Presbyterian @ 1930
1	Wed	October Pilot Deadline
11	Sat	Chili Fest
21	Tue	Cocktail Party



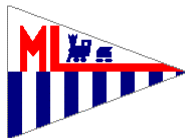
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May-June 2010

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