



THE BREEZE

GREENSBORO POWER SQUADRON

A Unit of United States Power Squadrons®

District 27

America's Boating Club

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The BREEZE is the official publication of the Greensboro Power Squadron, a unit of District 27 of the United States Power Squadrons®, published eleven times a year.

Membership meetings are held on the second Monday of each month beginning at 1930 at the First Lutheran Church, 3600 W. Friendly Avenue. Opinions expressed in the BREEZE do not necessarily represent those of the Greensboro Power Squadron or USPS.



**D-27 COW 12 March
Greenville, NC
Home of the
East Carolina University
Pirates!**

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Calendar of Events

March

8 Public Boating Course Starts

10-12 D-27 COW-Greenville

13 GPS Membership Meeting

20 Ex-com meeting

April

10 GPS Membership Meeting

17 Ex-com meeting

22 Belews Cruise

May

19-22 Myrtle Beach Cruise/CoOp Chart

March Birthdays

2	Claudia	Clarke	12	Ava B.	Mitchell
3	J. Michael	Hackett	17	Kenneth E.	Clarke
4	Philip A.	Hutson	22	Carolyn E.	Hackett
5	R. Keith	Bulla	25	William T.	Hamlin Jr.
8	Fabious James	Chandler	28	Patricia	Freeze
8	R. Michael C.	Stokes			

Patrons of the Breeze

Bob & Bev Armfield.....*September Song*
 Keith & Kendra Bulla.....*Whisper*
 Stewart & Betty Colson
 Charles Freeman
 Mack & Vinnie Gordy.....*Taterbug*
 Mike & Carolyn Hackett.....*Islander*
 Tom & Mary Hamlin
 Richard & Judi Howle.....*La Bella*
 Clint & Jackie Jackson.....*Blueline*
 John Lore.....*Sea Robin*

Betty & Jeff McCain.....*Adventure*
 Woods & Julia McGinn.....*Blue Moon*
 Jerry Newton.....*Petey*
 Al & Alexandra Pike
 Betty Potter.....*Sand Fiddler*
 Steve & Chris Puckett.....*Too-Tents*
 Fred & Donna Schultz.....*Titantic Too*
 Tom & Jo-Anne Statham*Allegra*
 Mike & Geraldine Stokes.....*Dad's Toy III*
 Frances & Jim Ward.....*Sea Star II*

"Thank You" From *The Breeze*

The following individuals made **substantial contributions** in support of our newsletter this year.
 On behalf of Greensboro Power Squadron, we thank the following Sponsors:

Sidney C. Mitchell, JN Delbert E. Foster, AP Eddie D. Yost

Thanks to your support and that of our many Patrons of *The Breeze*, we have had an outstanding publication this year, and we encourage your continued support. If you would like to become a Sponsor or Patron of *The Breeze*, contact Lt/C Dan Chance, P @665-9113 .



**From the Commander
Chuck Kammeyer, P**



**Executive Officer
Lt/C Tom Hamlin, P**



In lieu of my monthly article I thought this information which I received from Ben Reed deserved special attention. **Special Announcement to USPS Boat Insurance Customers:** from Bennett (Ben) Gilbert, Marine Manager of USPS Boat Insurance.

As you are all probably aware, the extreme frequency and severity of windstorms in the past two years have caused enormous losses for all marine insurance carriers. To make matters worse, NOAA and the other leading weather specialists are in agreement these two hurricane seasons are not anomalies but are indicative of what can be expected in the foreseeable future due to changing global weather patterns.

Accordingly, The St. Paul Insurance Company, which has faithfully underwritten the USPS Boat Insurance Program for almost twenty years, is being forced to make changes (as are all marine insurance carriers) in their underwriting criteria in order to operate profitably. After looking carefully at the USPS Boat Insurance Program from every angle, the changes being mandated by St. Paul's upper management are as follows: All boats over 10 years of age in the coastal and adjacent counties of AL, FL, GA, LA, MS and TX will be non-renewed. *The non-renewal process will begin on March 1, 2006 with policy effective dates of approximately May 1, 2006.* If your policy has already been renewed for 2006 or has an effective date before approximately May 1, your policy will remain in force until 2007.

We will be represented by about 16 strong from Greensboro Power Squadron at our District Change of Watch in Greenville March 10-12. This is important to us as Mack Gordy, currently District Administrative Officer, will move up to District Executive Officer and the following year will be our District Commander. We are appreciative to Mack and Vinnie not only for their leadership at the District level but for all the contributions and support and leadership they have given the Greensboro Power Squadron over the years.

The Annual Boat Show was held February 24-26 and was well attended. Our squadron again had an informational booth to help advertise the public boating course which will begin Wednesday, March 8th at Lewis Recreation Center. Thanks to Woody McGinn who chaired this event and to Bill Young, who was vice chair. Thanks also to all of you who worked 2 hour shifts to advertise our squadron. This is how we teach boat safety at the introductory level and how we grow in membership for those wanting advance courses.

If you have neighbors, friends/relatives who are new boat owners or wannabe boaters, please encourage them to attend. No advance registration is needed. They can just show up March 8th at Lewis Recreation Center (near Pisqah Church and Battleground).

No new business will be quoted in coastal and adjacent counties of AL, FL, GA, LA, MS, NC, SC and TX if the boat is over 30 feet in length or if the hull value is greater than \$100,000.

McGriff, Seibels and Williams, the original architect of the USPS Boat Insurance Program and its administrator since inception will do all in its capacity as brokers to alleviate the impact of these restrictions for individual members. We request that any member that has their policy non-renewed or has their coverage restricted to a degree that they find unsatisfactory, **call us toll-free at (800) 763-USPS.** As one of the largest insurance brokerage firms in the United States, MSW has access to virtually every major marine insurance underwriter in the marketplace which puts us in the best position possible to explore the best options available to USPS members. Also, effective immediately we are able to offer all USPS members the following options: **Liability-only policy, Navigation Warranty** – Endorsement to existing policy stating that your boat will not be kept below 35 degrees N Latitude between June 1 and November 15

Named Storm Exclusion – Endorsement to existing policy stating no coverage for any named or numbered storm

Marker Recovery – from another perspective by Woods McGinn

We were aboard the *Sea Robin II* on a beautiful October Sunday morning, cruising the Morehead City waterfront and enjoying a view of the NC Seafood Festival that most festival goers don't have the good fortune to see. Julia McGinn, standing by the helm with Captain P/C John Lore, JN, was the first to spot the debris in the water. "What's that up ahead?" she asked. From the rear of the boat I thought it looked like a waterlogged cardboard box, drifting, slowly sinking in the water.

John's experienced eye was first to identify the "debris". We were looking at the backside of a day marker. The top of the day beacon to which it was attached was barely visible. The entire thing didn't protrude a foot above water. What lay in front of us amounted to a deadhead with its own identify, G "5". Its more permanent position was off the end of Sugarloaf Island on the Morehead City waterfront. We suspect one of the many boats gathered for the previous night's fireworks display had a close encounter with marker G "5" PA and knocked it adrift.



"Should we radio the Coast Guard?" "Is this a 'Pan-Pan' or 'Securite' situation?"* We turned into John's marina, just a few hundred feet ahead. In the time it took up to pick our dock lines and tie off the boat, a Coast Guard 47 footer was on the scene. Someone had already reported the floater.

We watched the Coast Guardsmen gather on deck as their boat approached the marker. One deck hand coiled a line, made an errant toss, retrieved and threw again. He looped that floating sign post like a cowboy would lasso a wandering calf. We watched, wondering what would he do with his catch?

MLB 47211 moved back into the channel, turned and headed toward the end of Sugarloaf. It appeared they were going to return the day beacon and its marker to its duty position, but that didn't happen. The coxswain and his crew of five apparently decided they weren't equipped for such work.

The boat turned and headed straight for us, standing on the outer bulkhead of John's marina. They pushed the marker up within a few feet of the dock and requested P/C Lore's assistance. The USCG Cowboy tossed John his line and asked him to secure it to the dock until their return.

John went fishing the next morning. While he was out, the Coast Guard retrieved day marker #5 and returned it to its charted "approximate position". **G "5" PA** was back in service.

*In the Squadron Boating Class I learned this is a "Securite" situation. I learned that and a lot more!





Educational Officer
Lt/C Tom Statham, P



Administrative Officer
Lt/C Mike Hackett, P



Night Moves by Dean Travis Clarke

If driving your boat during the day is as easy as Little League, consider navigating at night as tough as hitting against Roger Clemens. It isn't easy, but what an exhilarating challenge — if you know what to watch.

Lights: Honestly, do you even know if your nav lights work? When cruising in daylight you rarely, if ever, turn them on. Your bow lights especially take a lot of abuse, and they're likely to be the first ones to malfunction. Carefully check bow, stern and all-around lights before a nighttime cruise.

You need to be able to see the lights of other boats and not allow red/green color blindness to cause confusion about their course. If you see a red light off your starboard bow and it seems to stay in one position rather than pass in front of you, chances are very good that you're headed for a collision. In an anchorage, a vessel is required to display only a single white anchor light. I've seen some with a flashlight tied to an oar. Be very careful around anchorage areas.

Then there are fixed navigation aids in and around the waterway. Travel down Long Island Sound at night or along Lake Michigan near Chicago. You'll see thousands of lights. You'll need to pick one to mark your course or destination. I was navigating in a sailboat race one night from the below decks navigator's station. I kept asking the helmsman if he could see the turn mark — until he hit the buoy, claiming he couldn't pick it out against the background of so many lights on shore. Learn more about navigation aids at navcen.uscg.gov.

Speed: Would you rather run over a log at 35 mph or at 10 mph? Adjust your speed to match the visibility. If you can make out a lobster buoy at 50 yards, make sure you can stop your boat in less than that distance, or far less.

Distractions: A young friend of mine took his girlfriend out on the lake one night. Let's just say he was multi-tasking and failed to notice an anchored boat until he hit it. If you captain a boat at night, concentrate on a safe route for you and your guests. You'll never have a more challenging designated driver job. Also, keep white lighting, which can be distracting, to a minimum. Use red or blue lights at the helm when possible.

Don't Cut Corners: Make sure you use the channels, not the shortcuts. Use your chart or chart plotter, not your memory. In fact, use every helpful tool at your disposal (radar, night-vision glasses, depth sounder or following reliable vessels you know are "going your way") to get from point A to point B safely.

Prudence: Use common sense when running your boat at night. Apply the cause-and-effect rule, "If I do A, then B or C might happen." Also, make sure your guests realize how serious being out on the water at night can really be. Don't let the party animal take over, whether it's you or someone else.

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I hope you were able to attend the January meeting. We had reports on the many cruises we will have this year. A special thanks to all the cruise committees for putting together great plans.

At our March meeting, Sam Zealy and Max Kern have a program to interest everyone. Come out to see the excitement. I know I will.

Our first cruise to [Belews Lake](#) will be on Saturday, April 22. Be sure to put it on your calendars. Carol Kelly, (if we can keep her from cruising in the BVI) and David Schultz are going to have an event you won't want to miss. We will need support from you by asking you to provide your boats, your enthusiasm and your desire to have a great time.

Our [Cruise to Myrtle Beach](#) will happen in May. We may need to adjust some of the particulars, but we will be on the water and you will not want to be left behind. The dates remain May 19, 20, 21. We had 19 folks sign up for this event. What a great start. More details will follow.

Walker Stevens has done much planning for the [Chesapeake Cruise](#) and if you heard his remarks, you don't want to miss this boating adventure. Walker is flexible on travel speed and times so don't skip this because you're afraid your boat is too fast or slow. He will switch from power to sail if needed.

There are many other events, but for now, please put these on your calendars. The planning needs to be in advance and the more folks who sign up in advance, the easier the planning. If you can take a boat for any of these events, please let the cruise leaders know.

Again, a special thanks, to all the cruise planners. If you are looking for a place to volunteer with the squadron, please give me a call.

CRUISER'S NET



<http://www.CruisersNet.net>

WELCOME!

This net is a free service allowing for the exchange of information between all who cruise the waters of the Southeastern USA from North Carolina to New Orleans. There is nothing to buy, nothing to join and even nothing to subscribe to. This service is yours for the asking! All we ask in return is input from YOU!

Simply click on your coastline of interest in the left hand navigation area, and read what your fellow mariners have to say about the waters through which you will soon be traveling. For the Salty Southeast Cruisers Net to be successful, we need INPUT from both local captains and those traveling north, south, east or west on the ICW. This means YOU! So, PLEASE send us your cruising data by clicking on the "Contribute Cruising News" link in the "Contribute News" box, found above and to the right, and located on this and all other Salty SE Cruiser's Net pages.

Many have asked just what sort of cruising news is appropriate for the net. While such critical data as changes in water depths, and alterations of aids to navigation and channels are of paramount importance, info about new or changed marinas (and anchorages), a really good (or bad) restaurant convenient to dockside dining, or even a new shore-side attraction convenient to cruisers, is also fair game. The rule of thumb is that if you think it would be of interest to anyone else in the cruising community, by all means SEND IT TO US!

One final note. As the Salty Southeast Cruiser's Net grows to become the premier Cruising News Portal, it will require time and resources beyond our limited talents. For this reason we are soliciting "sponsors" for the Salty Southeast Cruiser's Net so we can pay the writers and photographers we hope to add in the months to come. If you know of a business in your area who might be a good Salty Southeast Cruiser's Net sponsor candidate, send them our way!

Best of all, it's FREE!

The above is being sponsored by our friend Claiborne S. Young, the author of those excellent Coastal Cruising Guides. As we prepare for the coastal cruises this year, this can be an excellent source for local knowledge and information.

The following is an article that is currently listed on the web at: <http://www.CruisersNet.net>

Dismal Swamp Canal Route is OPEN in 2006

Received 2/3/06

We are pleased to learn that funding has been, however grudgingly, appropriated for the Dismal Swamp Route of the Atlantic ICW in 2006. The official announcement appears below. If you don't already know, the Dismal is one of two alternate routes the ICW uses to usher cruisers from Virginia to North Carolina (or the other way around). The Dismal is by far the more historic and ecologically interesting of the two ICW variations, but it is also a bit slower!

Lt Sam Zealy Jr, P
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FIRST CLASS

Please deliver to:

Boats featured here,
come from our WEB site.



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d
a
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