



THE BREEZE

GREENSBORO POWER SQUADRON

Boating is Fun...We'll Show You How!

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, but they might.



Have You
Heard-
Summer's
Over !

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Calendar of Events

September

13 Membership Meeting-Program
Statham's Florida Cruise

18 ABC One Day Boating Course

24-26 D/27 Fall Council Conference-
New Bern

October

1-3 Predicted Log-Carolina Beach
(CHANGE OF DATE)

9 OPERATION BIG SWEEP
Belews Lake

11 Membership Meeting

November

8 Past Commander's Happening
Kern's farm-Summerfield

September Birthdays

4	Michael A. Gunter	22	Anna Pittman
9	Ken Fonville, N Dawn Long, AP	24	BettyCanter, P
10	Chris Puckett, P	26	Charlene Green, S
11	Walker Stevens, SN	27	Karl Koebberling, SN
17	Marshall Eakes, P	29	Eugene Elzinga, S
21	Rebecca L. Dorrell		Patrick Wright, S

Squadron Patrons

Chuck & Ann Freeman	<i>Bluebird</i>	John & Sally Oberholtzer.....	<i>Sally O</i>
Mack & Vinnie Gordy.....	<i>Optional Necessity</i>	Ron & Anna Pittman.....	<i>Anna Bee</i>
Mike & Carolyn Hackett.....	<i>Hattitude</i>	Betty Potter	
John Lore.....	<i>Sea Robin II</i>	Jim & Frances Ward.....	<i>Sea Star II</i>
Wayne & Zaida Newkirk.....	<i>Invictus</i>	Larry & Madge Williams.....	<i>C'est La Vie</i>
Jerry Newton.....	<i>Petey</i>	Alec & Kathy Wrenn.....	<i>Carolina Wrenn</i>

"Thank You" From *The Breeze*

The above individuals made contributions in support of our newsletter this year.

On behalf of Greensboro Power Squadron,

a special thanks to **Carolina Marina at Belews Lake** for their continued support.

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 Squadron, contact Lt/C Ken Fonville, JN 336-540-0610



Commander's Log Woods McGinn, AP



Executive Officer Report Tom Statham, AP



Going Places

And now it is September. Labor Day signals the end of summer and the boating season to some folks, but for many more it brings the promise of more comfortable temperatures, better fishing and several more months of beautiful weather for cruising in our favorite Carolina and Virginia waters.

While you were enjoying your recent holiday, the national officers were attending the USPS Governing Board meeting in Seattle. We'll hear what went on at the Governing Board when we have our own District 27 meeting, which is just around the corner.

Want to take a trip? New Bern is a great weekend destination, either by boat or by land. The D/27 Fall Council & Conference will be at the Hilton New Bern Riverfront on the last weekend of September. Everyone received an email from Pat Freeze on 15 August with all the details. Mark your calendar if you haven't for the 24-26 September event. Call the Hilton at 252-638-3585 for your room reservation. And be sure to mail your D/27 registration form (and check payable to "D/27 2010 Fall C/C") to Cdr Jeffry Moore, P, 601 Country Club Drive, Suite C, Greenville NC 27834.

Neal & Janet Sheffield have moved to River Landing. If you weren't at the August meeting you missed a opportunity to participate in his nautical paraphernalia purge of charts, cruising guides, etc. I'm reading some vintage issues of a now defunct coastal cruising magazine. The articles are almost timeless, as boating adventures seem to transgress the calendars of time. The articles on Beaufort, Georgetown and Hilton Head have been a real pleasure. Thanks Neal, I'm glad I could help you clean out the garage!

And speaking of going places – let me tell you (again!) that I'll miss the September meetings. The Freezes, the Schultz family five, and I will be cruising the South Oxford Canal in England aboard two 55' narrow boats! The canal is also narrow, averaging 30-40 feet. Charts even mark the "winding holes", usually a notch in the canal bank. A turning boat points the bow into the notch, then swings the stern about, hopefully assisted by the "wind".

I hope your squadron and boating plans are falling nicely into place. Keep a weather eye for any tropical storms and we'll all enjoy a bountiful fall boating season.

Jo-Anne and I spent this past week at the coast with our oldest daughter, Jackie and Pop-Pop, Jo-Anne's dad. With the threat of Earl on the news at Oak Island (Long Beach) every five minutes, we felt it best to make preparation for the impending doom. On Wednesday we drove to Wrightsville to secure our boat, *Incredible*, located at Bradley Creek Marina. While Jo-Anne was busy securing loose items on the aft cockpit and interior, I made busy outside. I put every fender we own on the starboard side against the floating dock. Then I dug out our heaviest lines and then did my best to double tie each cleat. We are fortunate to have a covered slip, so I hoped this would reduce much of the potential water damage.

We then drove back to the beach and started securing items at the house. Thursday at lunch we helped a couple of squadron members by securing a few items on their boats at South Harbor Marina. It started sprinkling as we walked onto the dock. Fifteen minutes later when we finished, the shower stopped. You know, listening to the Time-Warner Channel 14 news forecast too much can make you paranoid! All day they kept giving updates on how strong Earl was, where it was heading and what other communities were doing to prepare for Armageddon. I'm not Irish, but I think I am fortunate to share some of their luck.

Thursday afternoon the waves were about six feet crashing onto our already narrow beach. The teenage surfers loved it. Winds were fairly calm, but the worst wasn't predicted to hit us until 2 AM. We were/are really blessed. It never happened! We never got any rain, the winds never happened, the tidal surge missed us too. Friday as Earl was moving up the coast, it was down graded from a 4 to, eventually a tropical storm. It was a good trial run for us though. We have never kept a boat at the coast before and this gave us an idea of what we need to do the next time.

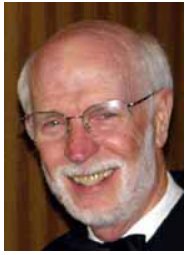
What any of this has to do with my XO report, I haven't a clue. August was a slow month.

However we do have several neat and fun events coming up. The 18th brings us the ABC One Day Boating Course. D-27 Fall Council happens the 24th to the 26th this month. Predicted Log is October 1-3 at Carolina Beach and Big Sweep happens on October 9th at Belews Creek. There's a lot happening the next few weeks. These are great opportunities to get out and have a good time; learning new things and supporting our squadron. Be There!

Well it's that time again, gotta go! Au revoir.

BVI summer trip with the Moorings





Ed. Officer's Guest Report
P/D/C Mack Gordy, AP



Administrative Officer
Lt/C Ron Pittman, S



BVI summer trip with the Moorings Ann & Ken Fonville, N

In mid July, we chartered a 51ft Moorings Beneteau out of Tortola for a long week. It was our first trip back to that area in 15 years, and much has changed. The trip was also a belated wedding gift to our son and his bride, as well as a graduation gift for Ann's nephew who just completed pharmacy school. This was a different experience as well since we used "owner's time" belonging to a relative of our neighbor, and we self provisioned through a local store in Tortola.

The trip started with no problems and everyone arrived as expected—we flew to St. Thomas and took the ferry to West End—little different from flying to Beef Island, but a nice introduction to the water on day one. The Moorings handled the boat briefing and chart briefing as professionally as they always do—but our next door neighbor in the marina got off to a rough start—we both were topping up our water tanks before departure, and they realized to their horror, that their crew had filled every deck fill pipe they could find—so not only were the water tanks filled, but the holding tanks were now full and the diesel tank had water in it as well. (since it was a French boat—thought that "fuel" was French for water!!) They were towed off somewhere by the dock crew who did not look too happy about the extra work—we did not see them again all week!

We got underway in heavy wind—was a tough learning curve for the crew to raise the sails on day one—but we had fast sail to Norman Island and anchored in the "bight" of Treasure Island! Sailing in the BVI, for those of you who have not done it, is extremely easy navigation and mooring balls are available in most places you would like to stop for lunch and diving or for the evening. The administration is more particular than in past years about anchoring in the coral, but we never saw any enforcement boats. The mooring ball owners are quite proficient at collecting for the nightly rental.

Mid week, moored in Gorda Sound off the Bitter End yacht club—in the rain—we learned that Ann's nephew had proposed to his girlfriend while they were at the club—so a great celebration that night—and I am afraid he has set a high standard for anniversaries! The other new place for us was to go to Anegada—formerly off limits to charterers because of surrounding shallow water and coral heads—the island is all coral, unlike the volcanic heights of the rest of the Virgin Islands. The specialty there is the fresh lobster and a well marked channel, chart plotter on the boat, and steel nerves when the depth sounder says -0- in the channel—made it a nice trip with 10 miles of open water sailing each way.

We caught the trailing edge of Tropical Storm Bonnie, so had strong winds and daily rain the first part of the week—cleared up at the end to beautiful typical Caribbean days! All in all, a nice trip back to where we did our earliest chartering—though more built up and commercial—still a very nice paradise to vacation sail. Now the boats are air conditioned, have lots of water, and lots of room—much more than I remember—though I was much younger then!

I hope everyone had an enjoyable Labor Weekend with family and friends. North Carolina was very lucky Earl did not hit the coast as hard as Governor Perdue had warned. Anna and I decided to head down on Friday to Oak Island for the weekend. Based on the amount of traffic, it appeared our trip was made by thousands of others. We spent a very enjoyable three days aboard our trawler.

We are still not out of the hurricane season and it appears we have the potential of several other storms in the making. As a "rule of thumb" it is always a smart idea to have you boat secured and ready for most weather related possibilities. I always have 3/4" dock lines to keep our boat from breaking loose from the floating dock. I always have any canvas tied up and secured in the event of high winds and large bumpers to protect the hull.

About 5 year's ago I moved our boat up to St. James Marina to weather a hurricane predicted to hit at the North Carolina and South Carolina border. I secured our boat with plenty of heavy duty dock lines and numerous large fenders. I could not help but notice other boats had their canvas and bimini tops unsecured. After the storm surge and the high winds had subsided, I went back to the marina to check on my boat. I noticed most of the unsecured canvas and bimini tops on other boats had either ripped, torn or had completely come apart. At the same time the owners of several of these damaged boats taking photos of the damage and saying they wished they had made better plans for their boats to have weathered the storm better.

Another item that I have noticed about some boat owners is their dock lines sometimes are not much thicker than a jump rope. It is amazing some people will buy a \$50,000.00 boat and did not invest in strong dock lines. The marina were I keep my boat has a very active dock master. Before a storm he will walk the docks with extra dock lines to secure boats that he thinks might be in danger or breaking or coming loose during a storm. Always make sure your dock lines are of the right diameter and are in good shape to weather such possibilities.

We have our Predicted Log coming up in October at Carolina Beach. Kathy and Alec Wrenn are coordinating this event. Past attendance of Greensboro Power Squadron Members has always been strong. It is a great time to have fun with fellow members as well as spending several hours enjoying the water and having some competition among the members. Please see the information from Kathy and Alec and make plans to participate.

BREEZE ADVISORIES



This section is to provide information to GPS members. POST UPCOMING EVENTS HERE. If you have a boating related item for sale, list it here. If you are looking for a partner to charter a boat, post it here. If you run across a new marina or restaurant on the coast that you think others might enjoy, let us know. Contact Tom 852-8411 or if possible TSTAT@AOL.COM



DATE CHANGED PREDICTED LOG OCTOBER 1-3 WILMINGTON/CAROLINA BEACH

Due to last years overwhelming success in a new location, we will hold our Predicted Log on the Cape Fear, near Carolina Beach, NC.

Our base will be the gazebo at Forest by the Sea in Carolina Beach (Alec & Kathy's) Events will begin Friday evening, Oct. 1, with potluck heavy hors 'oeuvres. Saturday morning we will hold the Captain's Meeting at Waterfront and boats will head out for the day's work. Captains and crews will plan to eat lunch on the boat. A raft up for lunch is a good possibility, or there are several on-the-water restaurants in the area. Saturday evening we will go to dinner and will compare notes from the day on the water. We are anxious to know who will be coming so that we can look into dockage and housing for those participating. Please plan to join us for what promises to be a terrific weekend.

Call Kathy Wrenn 327-3706 or email carolinawrenn@hotmail.com.

For those of you that are looking for a really incredible and enchanting oriental restaurant in the Wilmington area and haven't tried *Indochine-A Far East Café*— you are missing a treat. They offer Thai, Vietnamese and some Indian food (far eastern-not Lumbee) that is very reasonable and quite tasty. Be sure and go to the back (thru the bar) and marvel at their beautiful oriental garden complete with koi pond, belly dancer and several outside dining alcoves—try and request one of these, weather permitting. The parking lot is always full, but the wait is reasonable. It's located on 7 Wayne Dr. (corner of Market & Forest Hills—not far from I-40) 910-251-9229. Predicted loggers, be sure and try to get there if you can. Tom S.

Life Begins Where Land Ends...



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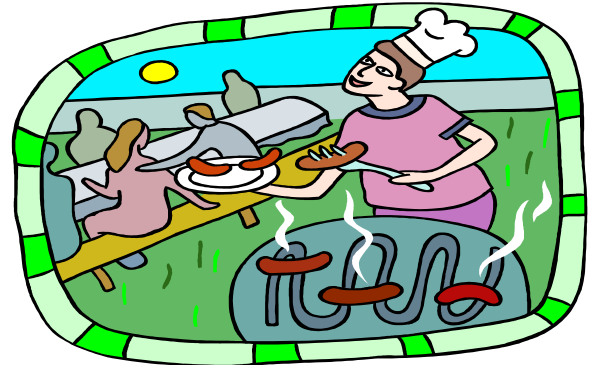


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2000 Bayliner 2858 Sedan Bridge. Allegra Less than 130 hrs. 7.4 Merc MPI & Bravo III, Dual helm, Koehler 5 kw genset, A/C, Garmin GPS, Ram mike. Sleeps 4. Currently in covered slip at Smith Mtn. Lake. Slip lease available. **\$30k obo.** Tom Statham 336-852-8411 h, 209-8882 cel, or tstat@aol.com

2003 Grady White 282 Sailfish, 28' with cabin. Twin Yamaha 225 Four Stroke Engines with on-ly 200 hours. Lots of extras. \$82,000. Call Pat Wright 336-317-0219 or e-mail wrightpbjs@aol.com

“The Past Commander’s Happening”



When: Monday November 8, 2010
Time: Dinner Served at 6pm (1800)
Where: P/C Max and Shirley Kern’s Barn
6815 Brookbank Road
Summerfield North Carolina

Menu: BBQ Chicken
Peel and eat Shrimp
Baked Beans
Oven Roasted Potatoes
Cole Slaw



Dessert Contest:

Attention all you great dessert makers! Bring your favorite homemade dessert and enter it in the Contest!

Judging by our panel of experts ---- prizes to be awarded!

Beverages: Sweet and un-sweet Ice Tea will be provided.

BYOL: You will need to bring any beer, wine or other adult beverage and mixer with you. Ice and cups will be provided.

Cost per person:

Adults	\$ 12.50
12 and under	\$ 6.25

Reservations by November 1, 2010

Checks payable: Greensboro Past Commanders

Mail to: P/C Chuck Kammeyer, AP
4 Chesapeake Court
Greensboro, NC 27410

NC: New pump out "log law" delayed until 2011

NEW N.C. PUMPOUT LAW CAUSES MISUNDERSTANDING

By Jim Hackney, P Pamlico Sail And Power Squadron

On July 27, 2009, the State of North Carolina adopted a new law (Session Law 2009-345, House Bill 1378) that, in part, requires owners of recreational vessels with a marine sanitation device (MSD), operated in certain areas, to maintain a log of MSD pump outs. These provisions become effective July 1, 2010. However, as is so often the case, portions of the law have been taken out of context and therefore misunderstood.

Let us say up front that this law applies ONLY to North Carolina coastal waters that are (1) designated by the EPA as a no discharge zone (NDZ), or (2) are included in a petition to the EPA to be designated as a no discharge zone (unless the petition has been denied by the EPA). Most North Carolina coastal and inland waters are excluded from this definition. However, the General Assembly mandated a pilot program in New Hanover County (Wilmington) to begin phasing in the requirements of the new law, including designating the waters there as a no discharge zone. Consequently, cruisers transiting ICW areas such as Carolina Beach, Snow's Cut and the upper Cape Fear River, and ocean waters adjacent to New Hanover County, will be subject to this new law, beginning July 1, 2010.

The law goes far beyond the simple keeping of pump out logs. It affects both boaters and marinas, and carries some significant penalties. All boaters should become familiar with its provisions, even if not immediately subject to it. As with most laws, its reaches will likely be expanded to eventually cover our area.

The first provisions of the law affect what are called "large vessel marinas". These are defined as public or private marinas with docking facilities of more than ten wet slips for vessels of 26 feet or more that have marine sanitation devices. Owners or operators of these marinas must provide MSD pump out facilities, either their own or contract with an outside provider for regular services. They must maintain records of the boats they pump out. Further, if the owner or operator of such marinas knows of a vessel docked at the marina knowingly discharging sewage into the waters, they must report it to the appropriate law enforcement agency, or be subject to a civil penalty of up to \$10,000.

The second provisions of the law affect boaters in non discharge waters. Such boaters must not discharge any sewage into the water. This is not limited to MSDs; men urinating overboard from the deck of a boat are also in violation. The boats must have their MSD discharge valves secured so that they cannot discharge untreated or treated sewage except at a pump out facility. Violation of these provisions is a Class 1 (serious) Misdemeanor and also carries a civil penalty. The boaters must maintain a log of MSD pump outs, showing the date and place of the pump out., and must maintain this information for at least a year. It goes without saying that, since both marina and boater must maintain separate pump out records, these can be matched up to verify (or dispute) a log entry. Violation of the log requirement is a Class 3 (less serious) Misdemeanor, but carries no civil penalty. There is no mention in the law of the penalty for falsifying log entries, but one would assume it is a more serious violation.

The third provisions of the law assign responsibility for regulation of pump out facilities to the N.C. Department of Environment and Natural Resources (DENR). DENR is to establish criteria such as standards for pump out facilities, required services to the public, hours of operation, inspections, and record-keeping. DENR will have jurisdiction over both public and privately owned marinas.

The fourth provisions of the law govern enforcement. In short, almost every agency can enforce it, including wildlife protectors, marine fisheries inspectors, ANY sworn local law enforcement officer with appropriate jurisdiction, and the U.S. Coast Guard. Anyone who can legally stop your boat in affected waters can check your pump out log and your discharge valves. The final provision establishes the "phasing in" pilot program in New Hanover County.

"Cooks Night Off"

Please join us at the K & W at Friendly shopping Center each Monday between 6:00 – 6:30 P.M. for dinner and conversation before the Monthly Squadron Meeting. Everyone is invited and encouraged to attend. Look for familiar faces in the eastern front corner of the dining area. This is a terrific way to get to know your fellow squadron members on a more up-close and personal level. Lots of laughs, great conversation, and no one has to cook!! See you there!

[Answer from above: They are in front of the still active Arenal Volcano in Costa Rica](#)

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FIRST CLASS

Please deliver to:



**W
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