



Bow Lights



Sail and Power Boating

October 2002

Raleigh Sail and Power Squadron

District 27

A Unit of the United States Power Squadrons®

From the Bridge By Cdr Douglas Kendrick, AP

September was a busy month with the Fall Boat Show, Boat Smart, USPS Fall Governing Board, Operation Big Sweep, Beaufort Rendezvous and all of the education courses that started. I want to say a big “Thank You” to all of our course instructors who dedicate their time to teaching courses. The instructor puts in more time and effort than the student does because lessons must be reviewed and prepared in addition to the actual teaching time. Most instructors work the homework so that they are prepared to answer questions. All in all, teaching is a lot of work. Again, thank you instructors.

October is the time to finish Boat Smart, recruit many new members, and get Seamanship underway. There is still time to take a course beginning in October. Check the course schedule for opportunities. Of course October won’t be all work; Ed Deyo has a great Membership Meeting planned for 1 October followed by the Dan McLaurin Fishing Rendezvous in Atlantic Beach on 4 – 5 October. Whatever you do, don’t miss the fishing rendezvous even if you don’t fish.

The D/27 Fall Council and Conference in Wilmington on 11 – 13 October is an opportunity to meet USPS members from around the state. You will also learn how to make Raleigh Sail & Power Squadron a better squadron. The format for this meeting has been changed to include more breakout sessions and fewer formal reports. Cooperative Charting and Vessel Safety Check are two breakout sessions that will be especially helpful for our members. Complete details are in the September Carolina Bitts. I urge you to attend, have a good time, meet some interesting people, and learn some useful boating things. RS&PS plans a cruise to Wilmington for the D/27 meeting. Please consider joining us on the cruise and at the meeting.

As the end of the year approaches, our activity level drops. This is a time to relax and concentrate on courses. In August we published a Bow Lights

because there was so much happening. We will skip the December issue of the Bow Lights to give our hard-working editor, Ed Oeters, a break.

I look forward to a good turnout at the upcoming activities. See you there!



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SEO N Sight

By Chris Heybroek, N

I have returned from my summer sojourn at Canada's Black Lake and am back doing your SEO's job.

As Doug mentioned in the last Bow Lights, September and October are when our classes start. Here is an update of the course events:

Davis Abner has volunteered to teach the PILOTING class, and with help from Stefan Ufer in finding a location, we will now start this course on October 2. There is room for 10 students. For specifics see the Course Schedule.

Only two people indicated an interest in the MARINE ELECTRONICS course. After some consideration we will reschedule for a later date. In case you missed the starting date call me if interested.

Robert Hobgood is assisting Ann Bailey with the CRUISE PLANNING course. Thanks to Bob for making this a very strong instruction team.

Please note that the room for the WEATHER course, for the first session, has changed from Room 227 to Room 200. If you want to attend this course at the time you read this, contact Willem Van Eck for the final course location.

Please note that a FREE Instructor Development course is scheduled to start October 7. This course will make you a stronger and more confident presenter. All new instructors are urged to attend this course. It will benefit you as an individual and indirectly the standing of our Squadron. So phone Larry who is waiting for your call.

Besides our class courses, Learning Guides are available to all members. These will extend your knowledge in boating related fields. Costs range from \$20 to \$30 and you can order them from your SEO.

Here are some examples: Amateur Radio, Boat Design and Construction, Boat Insurance, Calculators for Navigation, Compass Adjusting, GPS, How to Fly Flags, Introduction to Sailing, Knots, Bends and Hitches (Marlinespike), Navigational Astronomy, Oceanography, Plotting and Labeling Standards, Radar, Sight Reduction Methods, Skipper Saver, USPS Glossary, and Water Sports.

The BOAT SMART course is under way with 38 students enrolled. Boat Smart final exam is on Tuesday, October 15. Please come and help out with grading exams and issuing certificates to happy graduates, and most of all, talk to prospective new squadron members.

Pig Picking for October Meeting

By Lt/C Ed Deyo, AP

The monthly meeting of RSPS will happen on October 1, 2002, at the Millburnie Fishing Club, 1308 Old Milburnie Road, Raleigh. We will have a catered pork and chicken barbecue. There will not be a speaker at this event.

Directions: Highway 64 East from Raleigh, cross Neuse River, take first road to left and the club is 1 mile N on right.

Date: October 1, 2002
 Time: 1830 - Social
 1915 - Meeting and dinner
 Location: Milburnie Fishing Club
 1308 Old Milburnie Road
 Menu: BBQ Pork and Chicken
 Cost: \$12

Raleigh Sail and Power Squadron Bridge Officers

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The Bow Lights is published monthly by the Raleigh Sail and Power Squadron, a unit of the United States Power Squadrons. Reader comments, suggestions and articles of interest to the Squadron members are welcomed. Articles in the Bow Lights reflect the opinions of the authors. The United States Power Squadrons is not responsible for editorial comment.

Dan McLaurin Fishing Rendezvous

By Lt/C Ed Deyo, AP

Raleigh Sail & Power Squadron's cruising season finale is the Dan McLaurin Fishing Rendezvous at Atlantic Beach, NC. This event will delight fishermen and landlubbers alike. You don't need a boat to participate; there will be room on a boat for you to fish or open beers!

The party begins on Friday evening 04 October at 1830 with a cocktail party at the Reefstone Condominiums clubhouse. Please bring your own booze and some hors d'oeuvres to share. Dinner after the cocktail party is on your own.

On Saturday 05 October, fishing is the business of the day. Leave as early as you please, but return to the Anchorage Marina in Atlantic Beach before 1600 for the official weigh-in and count of your catch. Saturday evening brings another cocktail party at the Reefstone Condominiums clubhouse beginning at 1830. Bring your favorite beverage and hors d'oeuvres or a dessert to this party. Following cocktails we will enjoy a catered barbecue with pork, chicken and all the "fixings." The price for dinner is \$10.

The awards ceremony led by Dennis Cooke follows dinner.

Prizes will be awarded at Dennis' discretion and may include biggest fish, most fish, ugliest fish, worst crew, towed the most miles by BOAT/US and other deeds that deserve reward and/or censure.

Call the AmeriSuites (252 247-5118) and reserve your room at \$59 per night. Mention Raleigh Sail & Power Squadron when making your reservation.

Call Dennis Cooke (919 787-8362) or any Bridge member for more information. Please let Dennis know that you are coming so we can plan the Saturday evening meal and order the correct number of meals.

Directions to Reefstone Condominiums: From the AmeriSuites, turn right onto Fort Macon Road. Follow Fort Macon Road a short distance to Reefstone Street on your right. Turn right onto Reefstone Street and the clubhouse will be on your right.

MAKE YOUR RESERVATIONS NOW! Call Amerisuites at 252 247-5118.

Are 695 Deaths OK?

By Lt Dave Simons, P, Safety Officer

The US Coast Guard recently released their annual report of boating safety for the year 2001. The results are encouraging in that only 695 people died in boating accidents in 2001, which is the lowest number since the USCG started keeping such statistics. By comparison, the worst year was 1973 when 1750 people lost their lives. I like to think that our efforts, in particular the public boating safety classes we offer, have contributed to that shrinking number.

But before we start telling ourselves what a great job we are doing, we need to remember the 695 people who did die needlessly in 2001. These are 695 people who probably died painfully and who did not have any reason to die. In

fact, the USCG states "...the primary cause of boating accidents continues to be negligent operator behavior...". One other particularly significant statistic is that 1/3 of those 695 deaths were directly related to alcohol consumption. Clearly we need to continue to get our message out to people and strive to reduce that number even further.

I, for one, believe that 695 deaths are still far too many and we can continue to reduce that number. I also believe that boater education, which is what we stress as our primary objective, is the best tool we have to accomplish that. So let's continue to put the United States Power Squadrons name in the boating public eye as the place to become better educated and then offer our Raleigh Squadron as the vehicle.

How Not to Spend Your Boating Summer

By Brian Tate, S

This is a tale, kind of along the lines of "How I spent my summer vacation". You know those silly stories you wrote in grade school to give the teachers some time to gather their thoughts about what to do with you for the rest of the school year. Well hopefully by putting this down in print, I can prepare (you notice I said prepare and not spare) some of you, intrepid boater, for the inevitable repair nightmare. And just like a nightmare it does end. Sorta ... The names of dealers and individuals have been omitted to protect the innocent and the guilty alike, but mostly to avoid having to take calls from lawyers at my house.

It all started innocently enough, the Admiral (Lisa) and I had been talking about getting a boat for coastal water cruising. We had purchased a deck boat for lake boating, but learned pretty quickly that it wasn't built for coastal cruising.

Flashback – severe thunderstorm warning, a mad dash back up the Neuse river for New Bern, water crashing over the bow, kids screaming hysterically (or was that me?), finally making port

Continued on page 4.

Summer continued.

What? Where was I? Oh yeah.

So back to the boat show we went. The Admiral and I perused the cornucopia of boat offerings and settled on a nice Cabin Cruiser model that fit our budget. I dutifully signed where it said, "Sucker" and the boat changed owner ship to us. Well, the bank and us. As with anything built by the hand of man, it wasn't perfect and required a few minor repairs.

One of the minor problems was an annoying leak into the aft berth. The dealership tried off and on that first summer (last year) to find it and fix it. Since they weren't able to duplicate the problem with a water hose, problem fixed, right? Not exactly!

Fast forward to summer 2002, where we find our captain without a clue (me) and the Admiral deep into the planning stages of our summer of fun with the RS&PS. On re-commissioning our boat for the upcoming boating season, the Admiral noticed a little dampness on the cushions in the aft berth. I suggested that it was probably just some moisture build up from the winter layover. The Admiral decided to keep an eye (eagle eye?) on the problem. On our very first outing of the season, it rained kittens and puppies. Of course, the leak into the aft berth made itself known. The Admiral notified the Captain immediately that our ship was not up to bristol condition and demanded I do something about it. I made a command decision on the spot and asked (begged?) her nicely to speak to the dealership to schedule repairs. Repairs were scheduled and plans were made to drop off the boat over the Memorial Holiday weekend.

Fast forward almost two weeks. Thursday afternoon, I have voice mail from the dealership asking me to give them a call. Excellent! Our boat must be ready. I place the call with a little warm glow (must be the scotch. Single malt?) for the people who've labored over my boat for almost two weeks.

"Leak fixed?", I asked.

The polite young man on the other end of the phone replies, "Where'd you say that leak was again?". I can tell by the sounds emanating from the phone that bubba has just moved his toothpick from one side of his mouth to the other while patiently waiting for his answer.

Now, in my mind, I screaming expletives that would peel rust from the USS North Carolina. I quickly gather those unsaid thoughts and cram them back into Pandora's box, then take a deep breath and to the polite young man on the phone I say, "It's in the aft berth area, near the entrance."

"Well, we couldn't get it to leak with a water hose test. Are you sure you got a leak?" To be damn sure, that's not scratching noises coming through my phone. I snatch the phone away from my ear and stare hard at the receiver. Is it getting hot in here, or is it just me? Does anyone have fuses for a 42 year old, 175 pound adult male? I think he's about to blow one or possibly a gasket.

With as little growling as I can possibly manage, I reply, "Yes! I'm sure! Check the cushions. If you've had any rain down there lately, they'll be wet." More toothpick noises.


Please Ma Bell, just let me reach out and ... "Okay, we'll check it out." Click.

Uh oh! What do I tell the Admiral?! I let her know about the conversation with the polite young man from the boat dealership, to which she replies, "I want him stripped of his rank, flogged and keel hauled! Then he can get his butt busy FIXING MY BOAT!". I try to calm the Admiral by suggesting we wait a week and call back for a status update. She reluctantly agrees to rescind the order for a flogging and keel haul.

Continued next month.

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Is 114.272 Mph Fast Enough?

By Lt Dave Simons, P, Safety Officer

Commander Doug Kendrick, Ann Kendrick (his wife) and I were among the fortunate to be in Washington, NC on the weekend of 2-4 August. That was the weekend that SuperBoat International held a Powerboat Grand Prix in Washington. It was sponsored by Fountain Powerboats, which is located in Washington. Please note that is NC, not DC.

On Friday morning there was a "kilo run". A one kilometer course was set up just off Whichard's Beach, which is where a viewing grandstand had been built. But Doug and Ann and I had a much better view from their boat, Black Magic. Several boats made several runs each over a span of about 4+1/2 hours. Not all classes present ran because the skippers of some of the bigger boats felt the very warm weather would prevent them from doing their best. I have read the explanation, but I don't think I want to go into that here. Nevertheless, 4 world records were broken that morning. The fastest time was 114.271 MPH, which was set by a 40' Fountain named Instigator.

Friday evening saw an Open House at the Fountain Powerboats facility, which is only about one mile before Whichard's Beach on the same road. Most of the boats were there, although a few arrived too late. There were ladders set up, so we could see inside most of the boats but not get into them. All of the crews were there and were more than happy to talk to the visitors. There was also live music (bluegrass/country) and several food and drink booths. The best part is that it was all FREE (except for the food and drinks, of course). It was really fascinating to see the boats themselves, as well as to see how cramped the cockpits are. We could also see the really heavy-duty steering gear and other such equipment needed to withstand the pounding these boats (and their crews!) take.

Saturday morning there was a poker run from Washington to Morehead City and back. We watched them take off from the brand-new Washington waterfront (the city of Washington has done an outstanding job of creating a very boater-friendly waterfront facility with shore power and other features). The big race did not occur until Sunday afternoon. All boat classes ran together at the same time, so the race

only lasted about 1+1/2 hours. The course was approximately in the shape of a boomerang, with the turn just off the point at Whichard's Beach. Black Magic was anchored alongside the course across from Whichard's Beach in the Pamlico River. This gave us a perfect vantage point because we were able to see the entire course and really keep up with the action. The wind was blowing about 14 MPH that day, so the water was very choppy even before the race started. This made it a hard race on the boats and only 3 of the approximately 40 boats which started the race actually finished.

There were two particular aspects of the race day which made it very interesting to a Safety Officer. The strong wind made it imperative that a wise skipper put out plenty of anchor rode and leave plenty of room for the boat to swing if the wind shifted. Black Magic's skipper did exactly that, but we saw many who did not. We had to start the engine twice and move the boat to avoid being hit by another boat which was dragging anchor. In one case the other boat was a 41' Silverton with a flying bridge. We asked the skipper if he planned to run into us



and he just shrugged his shoulders because he did not know what to do. It was obvious from the angle of the anchor rode that the boat did not even have 1/3 as much length as was needed. Two other small boats near us actually collided and got their anchor rodes twisted together.

The other interesting aspect can be seen in the accompanying photograph. It shows the lead boat with a rescue helicopter flying right it. There were actually two of these helicopters, each with the doors open and 3 divers in dive suits ready to get into the water almost instantly. I was told that their objective is to be in the water within 1 minute if a boat were to flip over. Fortunately no such disaster occurred, so the divers never did have to get into the water.

This Grand Prix event was billed as the "First Annual". If, in fact, there really is another such event in 2003; I plan to propose we make it an RS&PS outing/event. It would most likely be on the first weekend in August. For those who would like to see a little more of what went on, I have posted several photographs on the RS&PS website.

Course Schedule

Boat Smart

Date: In progress

Location: The New Hope Baptist Church
4301 Louisburg Road, Raleigh

Phone: 919-848-0448 or 919-848-9464

Seamanship

Date: 1900 Monday, 21 October 2002

Location: On Sphere, 3304 Glen Royal Rd., Raleigh

Instructor: Lloyd Moore 846-3458 and Don Miller

Piloting

Date: Wednesday, 2 October 2002

Location: Centennial Campus, To be determined

Instructor: Davis Abner 478-3003 or 553-1400

Advanced Piloting

Date: In progress, Wednesdays

Location: Rm 227, Hudson Memorial Pres. Church
4921 Six Forks Road, Raleigh

Instructor: David Trogdon 556-6050

Junior Navigation

Date: September/October 2002

Location: Shrine Club, 6015 Lead Mine Road, Raleigh

Instructor: Russell Gray 469-0128

Navigation

Date: To Be Determined

Location: Shrine Club, 6015 Lead Mine Rd, Raleigh

Instructor: Bobby Glover 557-3663

Sail

Date: In progress, Mondays

Location: 2117 Cowper Dr, Raleigh

Instructor: Michael Dykstra 387-8483(H) or 829-4202(W)

Weather

Date: In progress, Wednesdays

Location: Rm 227, Hudson Memorial Pres. Church
4921 Six Forks Road, Raleigh

Instructor: Willem van Eck 380-1202

Engine Maintenance

Date: January 2003

Location: 4509 Gates St., Raleigh

Instructor: John Ayers 782-6530

Marine Electronics

Date: To be rescheduled.

Location: 6328 Secret Drive., Raleigh

Instructor: Chris Heybrock 848-0448

Cruising Schedule

If you are interested in one of the listed cruises, please call the cruise coordinator to obtain detailed information. Upcoming cruises will be featured in a longer article in the Bow Lights.

Dan McLaurin Fishing Rendezvous

Date: 4-6 October 2002

Location: Atlantic Beach, NC



ExCom Meetings

Please note the date and location of the upcoming Executive Committee meetings. All members are invited to attend.

1930 Tuesday, 8 October 2002
12320 Lockhart Ln, Raleigh, NC

1930 Wednesday, 6 November 2002
12320 Lockhart Ln, Raleigh, NC

1930 Tuesday, 10 December 2002
12320 Lockhart Ln, Raleigh, NC

Course Schedule *continued.*

Cruise Planing

Date: In progress, Thursdays

Location: 3608 Lubbock Drive, Raleigh

Instructor: Ann Bailey 787-7354 & Robert Hobgood

Instructor Development

Date: 1900 Monday, 7 October 2002

Location 12713 Timberlane court

Instructor: Larry Stockett 847-3354

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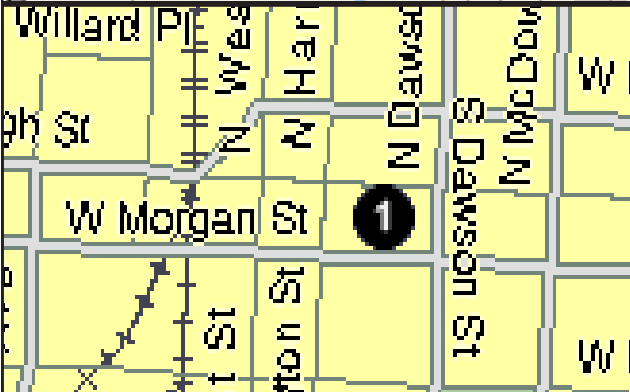


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Upcoming Meetings

Date: 1 October 2002
Event: October Membership Meeting
Place: Milburnie Fish Camp
Time: 1830 - Social hour
1915 - Meeting
Menu: BBQ pork and chicken
Cost: \$12.00 each

Date: 5 November 2002
Event: November Membership Meeting
Place: Clarion Hotel State Capital
320 Hillsborough St
Raleigh, NC
Time: 1830 - Social
1915 - Meeting and program
Cost: \$14.00
Program: James Francesconi
Department of Marine Fisheries
Chief of Artificial Reef Program



Raleigh Sail and Power Squadron
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On the Horizon



October

- 1 Membership Meeting
- 4 - 5 Dan McLaurin Fishing Rendezvous
- 8 Executive Committee Meeting
- 11 - 13 D-27 Fall Council and Conference
Hilton Riverside, Wilmington, NC

November

- 5 Membership Meeting
- 6 Executive Committee Meeting
- 28 Thanksgiving Day

Yearbooks are still available at the monthly membership meetings, call 919-467-6691 or email bdeyo@nc.rr.com to make arrangements to receive one.