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CROSSED ANCHORS

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WINSTON-SALEM



Our 58th Annual Change of Watch
Maple Chase Golf and Country Club, Winston-Salem, NC



Commander

Lt/C Bill Davis, SN



Apparently, I didn't get it right last year so now I have been granted an extension to practice getting it right in 2017. Yea!

We had a good bridge meeting February 6, talking about plans for the events we could do in 2017. Very exciting. Debbie has some programs lined up and I will let her expound on those. I am working with Patrick Jones, Linda's son, who is professional surveyor for the April 1 Geodetic Surveying outing we are going to have. That is a Saturday morning from 9 until noon, and then we will have lunch together. More details on that to follow.

I thought as a preview to that event, I would pass along the steps I have taken to identify the markers we are going to try to recover and report on. I do this so you can practice and be aware of where on the internet this information is located plus I will have this on paper so I can remember too.

First you have to find the markers on a map in the area you will be searching. Go to <https://www.ngs.noaa.gov/>. This is the generic site within NOAA for geodetic surveying. To go further, click on the "Data & Imagery" tab at the top, then "GPS on Bench Marks", and then "GPS on Bench Marks AGOL Maps" where the green, red, and yellow map shows within the text. That will take you to the link below;

<http://arcg.is/1oqBwAO>

Weird I know. You will see a map of the entire United States. Just zoom in to the area you are interested in and you will eventually be able to pin point every marker in the United States. Amazing.

The markers you will note are yellow, purple, yellow with red, etc. All are markers. If you click on the marker the details about the marker will come up. Within that information will be the PID identification which you will need to get more information about the marker.

Another point of information within that site. You can switch to base map and pick "Imagery" or "Imagery with Labels" to get a true Google Earth type view of the area. This is a real plus when in the hunt as you pretty much know where to look to locate the marker.

Next go to <https://www.geocaching.com/mark/>. This will give you the details regarding a specific marker's description. You can search by area code but you will need to first identify the marker PID identification, otherwise you may be hunting through hundreds of markers within an area code.

As I said at our Change of Watch, work is going on to reinstate the Co-op charting program in some format by USPS and we will be talking up vessel safety check soon. More to follow.

Stand by mateys.

Administrative Officer

P/C Debbie Mayfield



Our 58th COW for the WSSPS on Saturday, February 4, 2017 was an outstanding affair.

CMD Bill Davis awarded the Conley Smith Award to Lt/C Jim Frazier, S. Jim has served for many years as our squadron Supply officer and has served in recent years as a member at large. Jim attends our bridge and membership meetings and has always been willing to assist the squadron in any way he could. I encourage all members to congratulate him when they have a chance and to thank him for all he currently does for our squadron.

Our February meeting will be a program by Brian Boesch with the Winston-Salem Dash.

Saturday, April 1st will be our Geodetic Marker activity. We will meet at 9 AM at Southern Family Restaurant in Pfafftown and locate markers until lunch time. We will then have lunch at Southern Family Restaurant and our bridge meeting will be at this time instead of the first Monday of April.

We have a program planned for our March meeting.

If you have suggestions for future meetings or programs, please contact me with your ideas. If you would like to present a program, let me know and we can get you scheduled.

If you would like to volunteer to host a bridge meeting, let Sheila Breault or myself know.

Educational Officer

Lt. Kin Cartrette



The Winston-Salem Sail and Power Squadron began 2017 with six Sea Scouts and three adult leaders completing the Americas Boating Course -3. We also have a continuing Advanced Piloting Course as a home study.

We will be offering the ABC-3 course again on Tuesdays, March 7th, 14th, 21st, 28th, and April 4th, 2017 from 7:00 PM until 9:00 PM at the Old Town Neighborhood Center at 4550 Shattalon Drive, Winston-Salem, NC 27106. Cost of the course is \$26, or \$55 for the course plus a six-month membership in the Winston-Salem Sail and Power Squadron. Please pass the word to family and friends!

On the horizon for this spring are the Junior Navigation and Marine Electronics courses. More details will be coming as we wrap up Advanced Piloting. We are also looking forward to offering more of the two-hour seminars. Please let me know the seminars that you are interested in and we'll get them set up.

We still haven't finished with winter, but now is the time to focus on boating safety and education as we do the off season work on the boats and take the courses to learn new things, or refresh those things that we may have forgotten! Please consider attending or helping teach one of our classes!

See you on the water soon!

Kin Cartrette



Fish House Chronicles

By P/C Don Breault, AP



“This Little Dinghy”

With another Change of Watch behind us, it has come to mind that there are some stories worth re-telling in case those former or present boaters have forgotten. It seems that those owners of larger than trailerable sea going mechanized vessels will always have a smaller inflatable type of water craft neatly stowed on deck or somewhere where they can easily launch it while on the hook someplace. These larger boat captains are very proud of that inflatable tender called a “Dinghy”.

Now what is a “Dinghy”? They come in all shapes and sizes and colors. Most are small enough to be stowed out of the way and in many cases they can easily be re-inflated in mere minutes if they are stowed and packed away in a “Dinghy” bag of some sort. Both sail boats and motor yachts will always have one. We all know how proud boat captains are of their boat, but if you ask them what they really like about boating, most will tell you it is using their “Dinghy”. And if I might add, they are all very proud of their “Dinghy”.

If you ask one boat captain which dinghy is the best, they will tell you of course it is their own dinghy. Because the dinghy to each and every boat captain is personal, they all tend to brag about their dinghy. Is this typical of a man when it comes to describe something very personal and sometimes private to them? By gosh it is. It is on the same level as to which ACC basketball team is better than the other. It is almost as heated as who is willing to put the dinghy to the test in an all-out dinghy competition. One you can easily spot at the Cape Lookout Bight on a late summer afternoon.

Henceforth, we have the formation of the “Dinghy Wars” of Cape Lookout. Listed below are questions every potential “Dinghy” owner needs to answer before getting his dinghy ready for competition:

Who has the best dinghy
Who has the longest dinghy
Who has the quickest dinghy
Who has the cleanest dinghy
How long can a dinghy go
How many people can a dinghy do
When does a dinghy run out of gas
Where do we keep the dinghy
How heavy is the dinghy, one handed or two handed
Is it a hard dinghy
Is it a soft dinghy
Who has a dinghy cover
Is my dinghy safe to use
How many pounds of thrust does a dinghy need
Is there a difference in a French Dinghy or an English dinghy
What about Asian dinghy's
Can my wife handle my little dinghy
Will my wife need help handling the dinghy
What color should my dinghy be
Is a used dinghy still ok to use as a dinghy
How do I keep my little dinghy firm
What if my dinghy has a leak
Will I like my dinghy
Will I be proud of my dinghy
Will others admire my dinghy

Now some Captains are quite proud of their dinghy. They like to name them. Dons little dinghy is named Belle. Does this mean he rings a bell every time he uses his dinghy? Now Reid's dinghy is named Cristo. Is this a name from the Count of Monte Cristo, the infamous French sailor who used his dinghy often? Or what about a Captain with a dinghy with no name. He may be a candidate for stealth night time action that will come and go with out being seen. Beware of Denny's little dinghy !

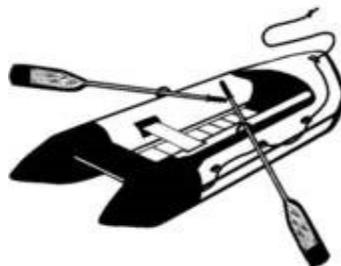
Then we have those Captains without a dinghy. These are dinghy wanna be's. Kind of like Hector and Felix. They dream of getting a dinghy, but for some reasons, they can not get one. Perhaps their spouses or girlfriends feel they have enough to worry about with out having to support a dinghy. Because once a man discovers how much fun his dinghy is, he may become easily distracted and pay too much attention to his dinghy. You know what they say about those sailors who always think about their dinghy. Or perhaps a sailor with out a dinghy may have no place to keep a dinghy. Or they are not sure if they need a hard or soft dinghy. Or perhaps they are not sure if they can handle a dinghy. I do know that they dream about dinghy's often and they do admire other dinghy's. Ask Felix, he can tell you.

Dinghy's can be a lot of fun or they can be a pain in the butt. Keeping them firm is not the challenge for most of us who have a dinghy. You hope they don't leak, but I have been watching Cristo get pretty soft from being used over several seasons. Now a dingy can be abused. If you do not care for them, they will break down and eventually stop working and they tend to go soft or even flat. Stroking them with a warm soft cloth with restoration chemicals may not be enough. This is especially true for a very old dinghy that is way past its prime. You may have to take the "old" dinghy to a dinghy doctor who will rejuvenate the dinghy with some sticky fluid shot inside of the dinghy to keep it from losing its firmness. I have always been afraid to ask what that stuff they use comes from. But there again we are told "don't ask, don't tell".

Now we have to cover the area of dinghy performance. Denny's dinghy is the fastest dinghy. But his dinghy is always slow to get up to speed due to some malfunction in the engine area. I think he put in an additive in the fuel cell that has improved its performance in getting up to speed. Reid's dinghy is always a good performer when he manages to get it out. He has the longest dinghy so his dinghy can do a lot of people at once. Don's dinghy is the cleanest dinghy and it has the most width or beam. This makes it a slow performer but it lasts and lasts on a single charge. Besides, who said this was a race. It is the ride that counts. Now Bubba, Felix's Florida friend has a new dinghy because he wore his old dinghy out, in Florida and the Caribbean over the last couple of years. He didn't have much to say about the change over process, so I guess everything is still working ok. We can not forget to mention those who had a dinghy but lost it or sold it. Ray had the shortest dinghy. And it only lasted a couple of seasons and no one ever saw it again. I think "B" sold it on e-bay.

Now with all this said about our dinghy's, it may appear that there could be a contest of some sort. If one develops in the up and coming boating season, this could be the equivalent to an Olympic event. If you do not have a dinghy, then you have plenty of time to get one during the off season. I am sure this could be a fun event for everyone. Spectators and "Dinghy Drivers" included. Or just come and root for the one you want to see win. Remember, it's all about the "Dinghy".

See You on The Water
P/C Don Breault
"Temporarily Boatless"





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Nominating Committee: Lt/C Eddie Shinlever, P, P/C Debbie Mayfield S, P/C Reid London N

Feel free to contact any of the above if you have questions. Our meetings are always open to the public. Please visit with us anytime.



Articles in the WSSPS Crossed Anchors reflect the opinions of the authors. United States Power Squadron is not responsible for editorial content. Readers' comments, suggestions, and contributions are welcome. Please contact any of the bridge officers.