

# THE LOG



**AMOSKEAG SAIL & POWER SQUADRON**

**SPRING 2010**

## Amoskeag Sail & Power Squadron Bridge

Commander:	Charles (Chip) Meany	603-938-5208	<a href="mailto:curmgn@gmail.com">curmgn@gmail.com</a>
Executive Officer:	Andy Connolly	603-647-8846	<a href="mailto:haconnolly1@gmail.com">haconnolly1@gmail.com</a>
Education Officer:	Andy Connolly	603-647-8846	<a href="mailto:haconnolly@comcast.net">haconnolly@comcast.net</a>
Asst Edu Officer:	Robert Jodoin	603-	<a href="mailto:rrjodo@gmail.com">rrjodo@gmail.com</a>
Admin. Officer:	Dick Allard	603-622-4767	<a href="mailto:dickallard@comcast.net">dickallard@comcast.net</a>
Secretary:	Mary Duval	603-669-4919	<a href="mailto:dandmduval@comcast.net">dandmduval@comcast.net</a>
Treasurer:	Gerard Gagne	603-623-8711	<a href="mailto:tclipr@comcast.net">tclipr@comcast.net</a>

### UPCOMING EVENTS.....

**July 17...Rendezvous with Portland Head Sail & Power and  
Wawenock Sail & Power (details inside)**

**August 25.... Executive Committee Meeting  
Blakes Restaurant @ 6:00 pm**

**August 28....Portsmouth Harbor Cruise—Summer Rendezvous  
Harbor cruise aboard the Heritage (details inside)**

**October ... District 19 Conference  
Samoset Resort, Rockport, Me (see district web site for details)**

**October 29...Fall General Meeting  
Chateau Restaurant, Manchester (details to follow)**

### *Letter from the Editor.....*

Now that spring has arrived and the weather has turned into warm days and cool nights and the daytime hours are getting longer, I ' m sure everyone is looking forward to the 2010 boating season. Just a reminder that while your out there meeting other boaters to be sure to mention the great classes and fun activities being held by the Amoskeag Sail and Power Squadron. Check out our upcoming events calendar and plan on attending and bring a friend.

Mary Duval JN

## *Commander's Message.....*

Thank you all for placing your trust and confidence in me as your Commander for 2010. I am sorry for not having put pen to paper sooner and have procrastinated long enough. The ship at present is sailing rather smoothly thanks to the former Commanders and Executive Bridge's of Past Commanders whom I would like to thank for the organization that they have left me.

In conjunction with that, there have been many new members who have stepped up to fill in the blanks. I am sure that you are all aware that we changed the name of the organization to "Amoskeag Sail & Power Squadron. In order to accomplish this we are required to update our Bylaws. Former Commander Paul Goldberg has volunteered to head this project.

I am working with Ron Adams to try and revitalize the "VSC" program which will include passing the chairmanship on to Jim Freeman and recertifying the members whose certifications have lapsed. Andy Connelly is working as both the Executive Officer and Squadron Education Officer. Bob Joidoin has stepped up and is working as the Assistant SEO. Dan Gingras has stepped up to be DEO but is still functioning as our web master and for all practical appearances is the go to "IT" person.

I am also trying to get a "ships store" together and have enlisted the aid of Susan and David Jenkins. It will be a small operation to start selling Amoskeag logo items like hats, wind breakers, fleece vests etc. Anyone interested in being involved or have any input please contact me by email.

Last but not least, I am involved in the starting of a Sea Scout Squadron which will be utilizing some of our Educational programs. I will keep any interested parties apprised of my progress. Please feel free to contact me at any time my email address is [cmeany@mcttelecom.com](mailto:cmeany@mcttelecom.com). I will also be letting our fellow Squadrons in District 19 and 12 aware of what we are up to as far as social events, rendezvous and district meetings.

Fraternally,

Chip Meany

### **Amoskeag Sail & Power Squadron**

**Did you notice our new name?**

**If any of you did not attend the April Change of Watch Meeting, please note our new Squadron name.**

**Our present by-laws were amended by a vote of those present at this meeting.**



## ***A WINTER'S JOURNEY***

**(This story is a continuation of Sam and Maryln Hanft's Trip down the Intercoastal this past winter. The beginning of their adventure was published in the Winter 2010 Log)**

After moving our 36 ft. Nauticat motorsailer to Baltimore last October, we spent Thanksgiving with my family in Vermont, closed the Croydon house for the winter, and returned to Baltimore to head south. By this time, it was early December, so we were not surprised to have the weather be a bit chilly. We even had a couple of inches of snow, which luckily melted very quickly. For the first week, high winds held us in Baltimore. Finally, on December 11<sup>th</sup>, we headed out. That pristine sunny morning Baltimore Harbor sported a thin layer of ice; we were happy to be underway before more bad weather hit. Little did we know at that point just how bad the weather would get.

We headed down Chesapeake Bay, dropping anchor in Herring Bay for a couple days while some rain passed through. Hauling anchor on Sunday, we decided to do an overnight passage to Norfolk and Hampton Roads. The weather was chilly and overcast, but the seas remained only 2-3 feet. As we closed in on Norfolk on Monday afternoon, big ship traffic picked up and we started to see more barges, container ships, and the odd Navy vessel or two. While listening to the chatter on the VHF, we became aware of a subtle difference in the Navy transmissions. The Navy ships identified themselves only by number: "Vessel 56 leaving marker ...." They gave no names or types of vessel. We had planned to stop somewhere in the Hampton Roads area but were early enough reaching there to continue on into the Elizabeth River and the beginning of the ICW.

For anyone not familiar with the Atlantic Intracoastal Waterway, Norfolk is Mile 0, with the numbers going up as one travels south. Also, there are two routes by which one can proceed to Albemarle Sound from the Elizabeth River. One route goes through the Great Dismal Swamp and the other is called the Virginia Cut. The Dismal Swamp Route is longer but more scenic and is the one we chose. Friends had given us a copy of Skipper Bob's Guide to Anchorages along the ICW. I found this guide invaluable as it not only lists anchorages but bridges with times or restrictions on opening and areas of shoaling or other potential hazards. They also have a website, [www.skipperbob.net](http://www.skipperbob.net), where boaters can give and get updates on any changes. We were to discover that shoaling causes the most headaches of anything along the Waterway.

We chose an anchorage dubbed "hole-in-the-wall" for our first night on the ICW. This small pond, which is only about a mile into the Dismal Swamp, lives up to its name. As we moved slowly into it, we saw 3 or 4 small boats occupied by fishermen, and a lone white egret fishing along the shoreline. We dropped anchor, shut off the engine, and quiet reigned. In the morning we headed for the first of two locks we would have to pass through. Never having gone through a lock, we were a little apprehensive. In the end, though, it was an enjoyable, simple procedure. The lock keeper told us exactly what to do and how to do it with a friendly good nature making everything easy. The lockkeeper at the second lock was somewhat more taciturn than the first, but still friendly and helpful. After the second lock, we pulled over for a couple hours at a dock with a

grocery store just a few hundred yards away. The dock is also next to a Mexican restaurant which has take-out and was recommended in the guide. While I got groceries, Sam got lunch, which definitely lived up to its billing. After lunch, we cast off for the Dismal Swamp Visitor's Center. At the center we met the first of many fellow boaters, sharing tips and stories. This was also where we started getting the question: "How far south are you going?" Our stock answer: "Until the weather gets warmer!" The next morning, ice coated the dock and the temperature only rose to the low 40's. Hmmm....

The next day we reached Elizabeth City with its free public docks and a group of elderly men (mostly in their 80's) who meet and greet boaters. Officially, boats are limited to 48 hours at the docks, but with the cold weather and the lateness of the season, the restrictions tend to be ignored. We ended up staying for a week. We had asked the Newport Post Office to forward our mail, but record snowfall in the mid-Atlantic states and the usual Christmas slowdown kept it in transit for 8 days. It finally arrived and we headed out again.

On December 24<sup>th</sup> we tied up at a small marina in Belhaven, NC. Here we had our first experience with golf carts. The marina keeps 2 carts which they lend out for boaters to get to the local supermarket which is several miles away. This was a mixed blessing as the temperature hovered in the low 40's and the cart had no windshield! Christmas Day I cooked a turkey roast and made an apple pie which we invited some Canadians from down the dock to share. Unfortunately, the weather was cold and rainy, with a 25 knot wind blowing. I actually had to put on one of my scopolamine patches because I got seasick without leaving the dock!

The next morning we headed south again. By this time, I wondered if the weather would ever warm up. I had not planned to need winter clothes. I had plenty of t-shirts and jeans, but only 3 turtlenecks and no winter coat. Luckily I brought 4 or 5 sweatshirts as I did expect not to have warm weather at first. Neither of us even remotely suspected, however, that this winter would be setting new records for cold and snowfall. For the next few days we anchored every night. The mornings would find the pilothouse windows frosted up and we had to defrost them before we could move on. Of course, it was late December so the days were short, with dark descending about 1630 every night. The weather continued mostly sunny, but only in the high 30's or low 40's and down to below freezing at night. Even with our heater, the boat only got up to 60 or 65 during the day. I wore turtleneck, sweatshirt, fleece vest and jeans every day, with my heaviest foul-weather jacket on top when I ventured on deck. I hadn't thought to bring regular winter gloves, but I had brought my heavy swim gloves. Being warm and waterproof, they worked beautifully. Hauling the anchor on its 3/8ths inch chain from the 50 degree water made for cold hands!

At this point we were making pretty good time, but were getting into an area with reported shoaling. Just south of Wrightsville Beach, NC we hit our first snag – sort of. The guide reported serious shoaling at Carolina Beach Inlet. We timed our morning departure so that we would approach the area on a rising tide. As we approached the markers at the inlet, we heard a call from a barge captain alerting traffic that he

Was aground at the inlet. As we approached, we saw him on the south side of the waterway, a little beyond a green bouy. He was trying mightily to get free and was consequently swinging around quite a bit. Sam tried to stay close to the green marker while still avoiding the barge. With a sickening muffled thud we were aground! We tilted to starboard, and I almost panicked. We stopped with only a mild lean, though, so I calmed down pretty quickly. We waited a while, attempting to get ourselves free, before calling TowBoatUS to pull us off. When the towboat arrived, they checked the depth all around us. The only deep water was outside the green marker!! We passed the information on, and continued on our way, making Southport, NC that evening.

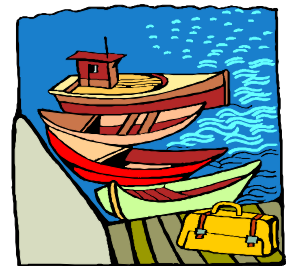
Southport turned out to be another friendly place. They maintain a town dock with free water and electricity supposedly limited to 24 hours. We stayed for 3 days. Some local boaters even gave us a ride to the local Wal-Mart Supercenter. The weather remained cold with rain about every 3-4 days, but southern hospitality was definitely in evidence. We left Southport early New Year's Day, planning to anchor that night and then head for a place called Osprey Marina in Myrtle Beach, SC. We approached Barefoot Landing Bridge by mid-afternoon, where we hit our next snag. The bridge refused to open and the bridge tender had to call for a repair crew. We turned back up the waterway to a marina we had just passed and tied up for the night hoping the next day would see repairs to the bridge and us on our way south.

Written by Marilyn Hanft , AP

NOTE: As of this last writing, Marilyn is preparing articles on their trip to be published in Points East Magazine and the Ensign.

\*\*\*\*\*

## **SUMMER RENDEZVOUS—Naples, Maine SONGO RIVER QUEEN**



This is the last year that the Queen will be crossing Route 302 at Naples, Maine and sail the Cumberland and Oxfor Canal Lock on The Songo River into Brandy Pond and return. The drawbridge will be replaced with a fixed bridge with a low clearance. There is now only one man opening and Closing this lock system with hand valves, the same way is was originally done in 1832. Portland Head Sail & Power and the Wawenock Sail & Power Squadrons are sponsoring a trip on the Queen and encouraging all USPS members and their guests to participate in this event.

Trip Prices: - Adults \$23.00/ Children \$13 ( ages 4 thru 12 ) and under 4/free

Make check payable to William Maloy and mail to 19 Eureka Road, Falmouth, ME 04104

# Amoskeag Sail and Power Squadron

## SUMMER RENDEZVOUS



**WHEN:** Saturday, August 28, 2010

**WHERE:** Portsmouth, NH

**TIME:** 12:00 NOON

Celebrate the end of summer by joining in a Summer Rendezvous for a Portsmouth Harbor Cruise aboard the Heritage.

After a 2 hour tour for Portsmouth Harbor, we will assemble at Warrens Restaurant for lunch.

Although our Squadron will be chartering the entire boat, we will be limited to 49 persons. So call NOW for your reservations. These will be on a "first come" basis.

RSVP: Dick Allard @ 622-4767 or [dickallard@comcast.net](mailto:dickallard@comcast.net)

Or Mary Duval @ 669-4919 or [dandmduval@comcast.net](mailto:dandmduval@comcast.net)

USPS/Amoskeag Sail & Power Squadron  
Mary Duval  
96 Paquette Ave.  
Manchester, NH 03104