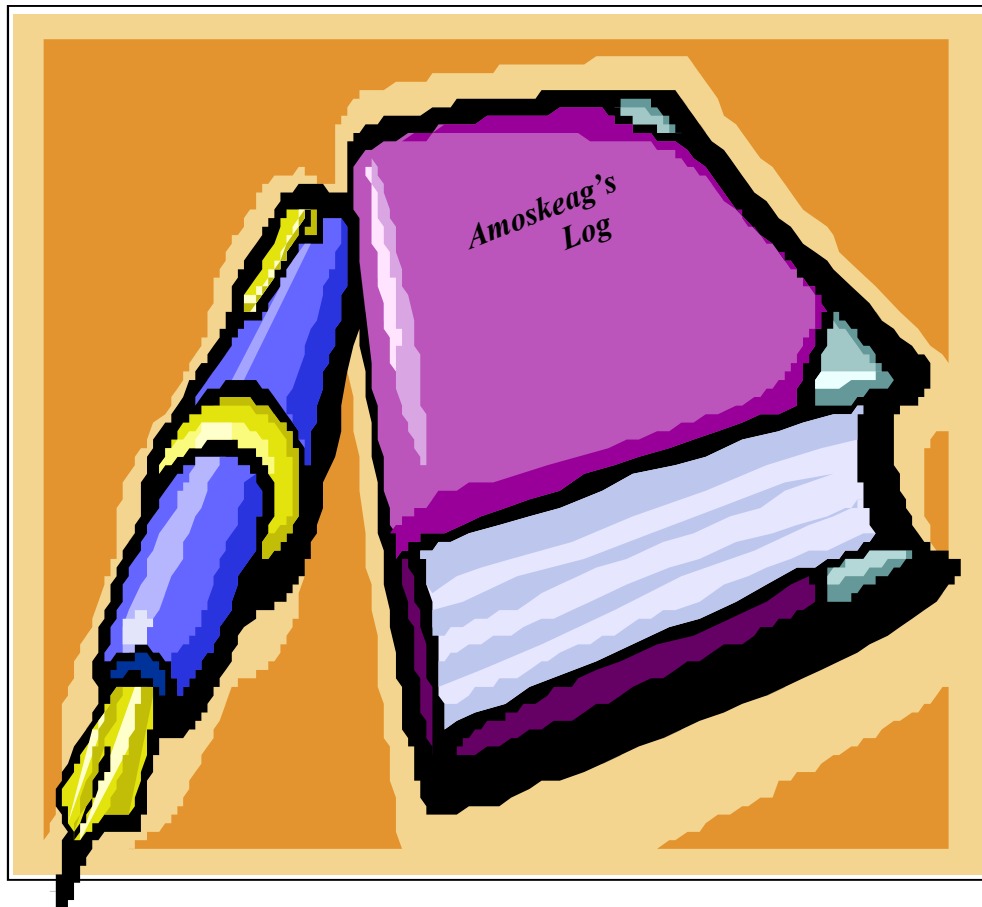


THE LOG



***AMOSKEAG SQUADRON
WINTER
2009-2010***

AMOSKEAGE POWER SQUADRON OFFICERS:

Commander	Jack E Lewis Jr	883-3764	jlewis@sicsinc.org
Executive Officer	Charles F Meany	938-5208	curmgn@gmail.com
Education Officer	Dan Gingras	624-7830	dgingras@comcast.net
Asst Edu Officer	Andy Connolly	647-8846	haconnolly@comcast.net
Admin Officer	Dick Allard	622-4767	dickallard@comcast.net
Secretary	Mary Duval	669-4919	dandmduval@comcast.net
Treasurer	Gerard J Gagne	623-8711	telipr@comcast.net
Immediate P/C	Harlan Blanchard	293-8249	pab0211@aol.com
Membership	Bruce Pow	497-3204	bpow@aol.com

UPCOMING EVENTS TO MARK ON YOUR CALENDAR

Founder's Day Meeting **February 5, 2010**
Chateau Restaurant **(further information inside)**

Safe Boating Classes Start **February 3, 2010**
Hooksett Public Library



Change of Watch **March 26, 2010**

Spring Brunch **May 2, 2009**

Origins of Naval Terminology.....

Did you know that a gentleman by the name of Joseph Daniels was appointed as Secretary of the Navy by Woodrow Wilson in 1913? After his appointment, Mr. Daniels instituted a number of radical reforms including the practice of making 100 sailors from the Fleet eligible for entrance into the Naval Academy, introducing women into the service and abolishing the time old tradition of an officers' wine mess.

From that time on, the strongest beverage available onboard Navy ships was a cup of coffee which over the years become known as "cup of Joe".

One wonders which of his actions made him more unpopulartaking women into the service or doing away with the alcohol.

Letter from the Editor....

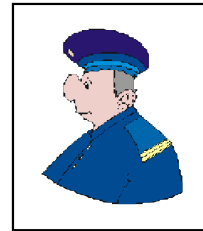
Just want to wish all of you a very Happy New Year! Hope that everyone is looking forward to the 2010 boating season as much as Dick and I are. Our boat spent most of 2009 season at the South Portland Marina being repaired. We were towed into South Portland mid July and finally brought the boat back to Eliot, Maine the first weekend in November. We're told that it is in excellent condition and will now probably live longer than either of us. Of the month that we planned on spending on the coast of Maine, we were actually out one and one half days. This coming year, we are planning on extending that trip to six weeks, so if you are boating anywhere "down east" after the fourth of July, be sure to give us a call.



I recently exchanged several emails with Sam and Marilyn Hanft who are taking their motorsailer down the ICW this winter. They had reached the Anchorage Marina in Baltimore, MD by the first of November and then were coming home for the holidays before proceeding south to South Carolina, Georgia and northern Florida for the winter before returning north. I am looking forward to their sharing some of their ICW experiences with us "snowbound boaters".

If there are any more squadron members cruising the high seas this winter, please drop me an email and share your experience with the rest of the squadron.

Mary Duval JN



Commander's Message....

As my time in office is coming to an end, I would like to thank everyone for the support that you have given to me while in office. It has been a privilege to serve you.

I would also like to welcome all the new officers including the new Education Officer, Andy Connolly. I ask that you all please make a commitment to participate at some level in our squadron activities whether it means being on the board or supporting our activities. At the moment, we are in need of a PR person.

There is a lot of information the USPS.org web site. Please look at this site and share its information with others. That's our mission as USPS members.

Jack E. Lewis Jr., JN

For Anyone Interested.....

***West Marine in Portsmouth, NH is offering the following classes on the Second and Fourth Saturdays in February: Spring Commissioning
Engine Preperation***

***For more information Contact West Marine
775 Lafayette Road at 603-436-8300***



CHANGE OF NAME????

For your information in case you were not aware, there was a motion put before the squadron membership at the last general meeting to change the name of the Amoskeag Power Squadron to Amoskeag Sail & Power Squadron.

This change will put our squadron more in line with what other squadrons are doing as well as let people know exactly what we are all about. A vote will be taken at the March Change of Watch Dinner.

NAUTICAL ITEMS FOR SALE



Parts for 1985 Bayliner 22' OMC Outdrive:

- marine starter V* \$25
- props: 16x17 new, \$90
14x17 rebuildable \$10
- exhaust manifold(new) its small block Chev., V8, OMC outdrive, \$100

Call Dick Allard 603-494-3632 (cell)

More Nautical Terms:

Aboard—A piece of lumber that you can use to repair your vessel

Capsize—The size that you need when shopping for a hat

Keel—A device for stopping your vessel. It works by contacting the bottom

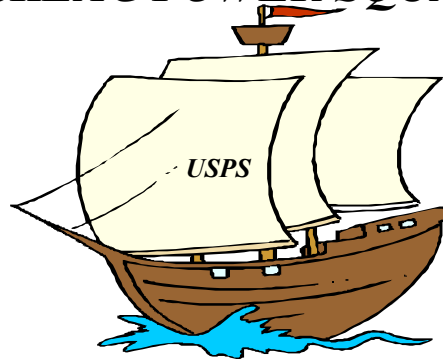
of the body that you are in. Thus, stopping any forward motion.

Rudder—The device that steers your vessel and is usually the first part to come off when you hit a rock.

Through-the-hull-fitting—A leak

***FOUNDER'S DAY
DINNER MEETING***

AMOSKEAG POWER SQUADRON



WHEN: *Friday, February 5, 2010*

WHERE: *Chateau Restaurant*

Time: *Cocktails @ 7:00pm &
 Dinner @ 7:30 pm*

Cost: \$25 person w/cash bar

Evening's Program:

Jim Monahan will present a slide presentation on his trip through the Panama Canal and to Cartagena, Columbia. Having Jim talk at our meetings always proves to be educational, lively and entertaining. Bring a friend!

NOTE: Just a reminder that at the last general meeting in December, a motion was made to change the name of our Squadron to Amoskeag Sail and Power Squadron. Discussion is to be held at this meeting and voting will be held at the Change of Watch Dinner on March 26.

Please RSVP to:

**Dick Allard @ dickallard@comcast.net or call 622-4767 or
Mary Duval @ dandmduval@comcast.net or call 669-4919**

A Dream's Beginning

***(otherwise known as the Adventures of Sam and Marilyn Hanft
Aboard the Stella Maris)***

On October 20, 2009, my husband, Sam, and I loaded up our Golden Retriever, Bonnie, and our Ragdoll cat, Zoey, moved onto our 36 ft. Nauticat motorsailer and headed south. Our long-held dream of retiring onto *Stella Maris* was soon to become a reality. This trip from Newington, NH to Baltimore, MD marked the first step. While I would be retiring from 40 years of nursing in another month, I still had two more 4 day stretches to work. I had arranged to have 10 days off and work 4 days every other weekend, so we had 9 days to get to Baltimore and return to New Hampshire in time for my next shift. We knew it might be a little tight, but we were excited to finally get under way.

Because of the fixed bridges downriver from Great Bay Marine, we had to leave no earlier than 2-3 hours before low tide. Unfortunately, low tide was not until 2130. I dislike cruising over night, but had no real choice. The sun shone brightly that Tuesday, with temperatures in the low 70's and calm winds. We cast off about 1930, approaching the fixed bridges with great caution because we might be close on clearance. As we drew near the bridges we were suddenly caught in the current. Our speed jumped. Sam "firewalled" the throttle, and managed to keep some control as we swept under the bridges – at about 10 knots - sideways! With a sigh of relief we came out the other side unscathed. After that hair-raising start, we settled down for the rest of the trip downriver, across Bigelow Bight to Massachusetts Bay and the Cape Cod Canal. I went to bed for a nap.

At 2400, Sam woke me to take the watch. The weather remained clear and calm. We were crossing the shipping lanes between Cape Ann and Boston, making about 5 kts. As I was orienting myself to our position and current heading, the VHF radio suddenly spit out ".....calling the sailboat at (roughly our position).... "

"Sam, I think they're calling us." I said.

"Who?" he asked.

"I didn't catch the name, but we're the only sailboat around here, aren't we?"

"Vessel calling, this is Sailing Vessel *Stella Maris*. Please repeat."

"This is Boston Harbor Control. Are you aware you're in **restricted waters**? You are approximately ½ mile from hitting a pipeline. Change course immediately!"

We have a brand new Furuno *NAVnet* chartplotter GPS/radar, another Furuno chartplotter GPS that is several years old, paper charts, and a 3rd GPS plotter on Sam's computer. All of the electronics were in use, as were the paper charts. None of them indicated a restricted area. We made sure to point this out to the Harbor Patrol as we complied with their instructions and went on our way. I began to wonder if this trip might be jinxed!

After that, the night passed uneventfully enough. We entered the Cape Cod Canal late Wednesday afternoon, arriving at the Buzzard's Bay end about 1600. We pulled into Onset Marina, topped off our fuel tanks and settled onto a mooring for the night. In the morning, we headed down Buzzard's Bay, planning to make Block Island by early evening. Gale force winds were forecast for Saturday, and we planned to ride it out in the harbor there, before continuing on to Cape May, NJ. By late afternoon, however, the winds had climbed to 15-20 kts and the seas were about 4-6 ft, hitting us on the nose and slowing our speed to about 3.5 kts.

Sam communed with the charts and made the executive decision to change our itinerary. Point Judith, RI with its Harbor of Refuge was a few miles closer than Block Island, and had the advantage of being very well marked with lighted buoys. We arrived there and dropped the hook about 2130.

For the next two days, we sat at anchor and watched the wind blow. Every now and then a boat would pass by, leaving us wondering what could be so urgent that they would venture out into this weather. Even within the Harbor of Refuge, the waves were averaging 2-3 ft. How much higher must they be offshore?

By Sunday morning we were ready to get underway again. The wind had backed off to about 10-15 kts. and the seas were slowly subsiding. After discussing the pros and cons of which route to take at this point, we opted for the route down Long Island Sound and through New York City instead of the outside route we had planned to follow. We weighed anchor about 0900, heading west. Gradually the skies cleared, the waves subsided, and *Stella Maris* motored calmly toward New York City. As darkness fell, the lights along the Connecticut shoreline bloomed, keeping us company as we motored along. Occasionally a tugboat and barge would pass by to break the monotony. By sunrise, we were approaching the East River. The day dawned with bright sunshine, calm seas and light winds as we entered the East River.

As we motored slowly through New York City, the scene could not have been more idyllic. Seeing the city from the water gives a totally different perspective to the passing mariner. As we arrived at a narrow spot, Sam said, "Guess what. This is Hell's Gate!!" I looked around at the calm water and marveled that I had been so nervous about traversing this point. Quite by accident, we went through it at slack tide!

We continued on our way past the Empire State Building, the Chrysler Building, the United Nations, under the Brooklyn Bridge, and out past the Battery. As we reached the end of Manhattan Island, exciting the river into the harbor, I took a picture of what was no longer there. 9/11 came back to me vividly. Then I looked across the harbor to Ellis Island, Governor's Island, and the Statue of Liberty. As we drew close to the Statue of Liberty, a feeling came over me that took me totally by surprise. I expected to enjoy seeing Lady Liberty in the flesh – so to speak. I did not expect the profound feeling of awe as I gazed up at her lovely countenance. She is, indeed, marvelous to behold.

Dodging around the fleet of Staten Island ferries, the many barges pushed by tugboats and the various other craft flitting about like water bugs, we headed out through the Verrazano Narrows toward Sandy Hook. When we reached there, Sam shut the engine down briefly to check the various fluids. Firing the engine up again, he turned our bow south as the sun set. Gradually, the wind began to build again. By daybreak a SSW wind clocked 20-25 kts catching us about 20 degrees on the starboard bow. As the wind built, so did the seas. By mid-afternoon, I stood in our pilot house as we moved through a trough looking UP at the next swell in line. This was NOT a comfortable view! The waves also caught us at about 20 degrees, although much less consistently than the wind. With the tide and wind at an angle to each other, the seas tended to be confused. All of this cut our speed to 3-4 kts once more. All day long we slogged toward Cape May.

Finally, we made the turn for Cape May Harbor. Now we surfed the swells, taking care not to get "pooped". We joined 3 other boats anchored in front of the Coast Guard station, dropping the hook at 1630 Tuesday afternoon. At this point, we had 2 more days and 80+ miles to go. We would need to leave early in the morning.

Sam woke me up at 0400, handing me a cup of coffee. I sat at the dining table to drink it and toast a bagel. Suddenly Sam stuck his head in the door.

"Get some clothes on quick – we're dragging!" he yelled.

I pulled on some sweatpants and my lightweight foul-weather jacket, as I stepped into my boat shoes and scrambled out on deck. Grabbing the windlass handle, I began hauling up our anchor. About that time I realized not only was it pitch dark, it was pouring rain!

We got the anchor up and Sam got us under way. At this point we decided that we might as well leave, and headed over to the Cape May Canal entrance. Just then, as I let the dog into the pilot house, lightning flashed and thunder rolled. I yelped and jumped away from the door as the dog flew inside and huddled at my feet. Neither one of us likes thunderstorms! Luckily, after another crack or two the storm went back to just light rain, gradually stopping as we made our way through the canal.

At the end of the canal, we exited into Delaware Bay and turned north up the shipping channel. The day slowly lightened around us, but remained overcast. Every now and then a power boat would pass us, but traffic was initially very light. That was fortunate as about 1030 we went into a fog bank which stayed with us until about 1400. As fogs go, this one didn't even cause us to fire up the radar. By Maine standards it was only an annoyance.

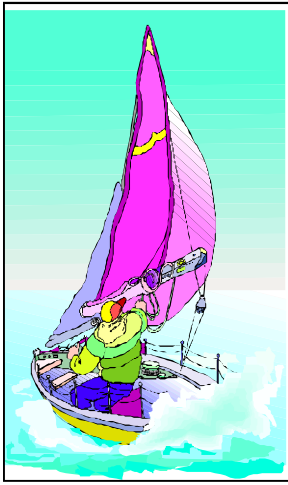
About 1400 the fog lifted, the skies cleared, and the traffic picked up. We saw many tugboats pushing barges, and one decommissioned helicopter carrier being nudged downstream by 4 tugs. We reached the Delaware and Chesapeake Canal as the sun sank in the west.

The transit through the D&C Canal went easily except for passing a very large car hauler. Sam took us to the edge of the canal, slowed down, and held his breath, but the huge vessel passed with out noticeable difficulty. At the Chesapeake end we turned south again, headed for the Patapsco River and Baltimore. We had chosen to make Baltimore our first stop because we had friends, Jim and Peggy, in a marina there. Jim had said to call him when we got close, even though it would be in the wee hours of the morning. As the night wore on, we passed or were passed by numerous barges. It almost became a game for me, with victory being a safe pass. Finally, we turned into the Patapsco, glided past Fort McHenry to port, and sighted the Anchorage Marina. It looked like home! Jim guided us to the slip we had been assigned by waving a flashlight at us. As our clock chimed 8 bells (0400), we tied up to the dock and stopped our engine. We made it.

After a 4 hour nap, our rental car was delivered and we loaded up for the return trip to New Hampshire. The trip that had taken us 9 days and many anxious moments by water now took us only 10 hours on land. As we discussed the trip on the drive home, I realized that any doubts I had entertained about our plans were gone. If I didn't back out on this trip, I never would.

Marilyn Hanft AP

Ed. Note: For any of you who do not know Sam and Marilyn Hanft, they are fellow Amoskeag Squadron members (Sam being a Past Commander.) They reside in Croydon, New Hampshire and keep their motorsailer at the Great Bay Marina in Newington. It is my understanding that you may be seeing forthcoming articles about their adventures in [Points East Magazine](#).



BASIC BOATING SAFETY COURSE

Presented by

AMOSKEAG POWER SQUADRON

WHEN: ***Starting Wednesday, February 3, 2010***

WHERE: ***Hooksett Public Library***
Hooksett, NH

Time: ***7:00pm***

Cost of Materials: ***\$25 per person***
\$35 per couple



This NASBA approved course teaches the basics of boating Safety. Upon completion of this course, participants will received a Boating Safety Certificate as well as the permit now required for boating in the State of New Hampshire waters. Classes are open to the public, ages 12 and over.



For more information contact:
Jim Monahan @ 603-465-7766 or by email
@ windeblo@aol.com