



# Sound of the Pamlico

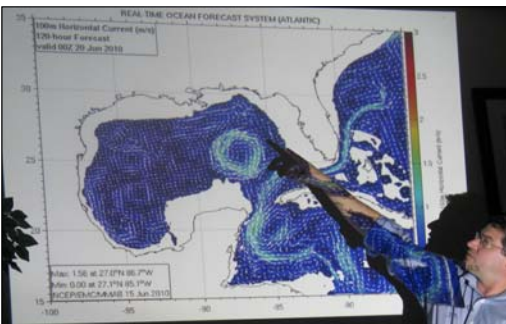
August, 2010

Volume 10, No 5

## PAMLICO SAIL AND POWER SQUADRON A unit of United States Power Squadrons® Sail and Power Boating

On the web at <http://www.pamlicosailandpowersquadron.org>

### PSPS July Meeting



The 50 members and guests who attended the PSPS July meeting heard an excellent presentation on the BP oil rig disaster. After a fine dinner, with chocolate cake for dessert, the group listened to professors J. P. Walsh, Phd., and Sid Mitra, Phd., from the ECU department of Oceanology. They presented a clear and in-depth discussion on what went wrong, how it happened, and the ongoing efforts to mitigate the toxic effects of the well blow-out.

How did it happen? It appears that it was caused by a series of miss-steps by everyone involved: lack of government oversight; inadequately built and tested equipment; a rush to get results; and poor planning for protection of the environment and recovery from a spill.

We tend to think that oil-rig spills of crude oil cause the most ocean hydrocarbon contamination, but they cause just 1.3% world wide. The big-

gest amount, 31.1%, comes from river runoff from manufacturing, boating activities, and rain water runoff, and the second largest, 22%, comes from tanker accidents like the Exxon Valdez. The difference in perception is due to the large amount entering ocean waters at one time from an oil-rig accident.

Where does the stuff come from? Most of us have just a vague idea of the process which creates crude oil, like something to do with dinosaurs. Not true. Oil is created over long periods by the “weathering” of the dead bodies of plankton, caused by the actions of sea water and pressure in anaerobic conditions. The chemical reaction converts some of the algal hydrocarbon- molecules to a shape which closely resembles similar molecules found in animal DNA. When these oil molecules enter the animal body, they cause massive damage to cell replication, causing it to grow wild, which results in cancer.

Other damages from oil are suffocation and respiratory distress. Economic effects include the death of plants and wildlife, fishery closures, and the mess to beaches which effects tourism.

Unfortunately, even though we have seen these problems before, we have very primitive methods of remediation. Some boats skim the oil off the surface,

*(See Meeting, on page 3)*

### CALENDAR

For more information, go to:  
<http://www.pamlicosailandpowersquadron.org>

#### August

16 - 1600 Executive Cttee Meeting  
Chamber of Commerce

#### September

13 - 1600 Executive Cttee Meeting  
Chamber of Commerce  
SOTP Deadline, include SOTP items in Bridge Report

16 - 1800 Membership Meeting  
WYCC

#### October

8-10 - Cruise to Oriental  
Oriental Marina Inn  
Come by Boat or by Car!

18 - 1600 Executive Cttee Meeting  
Chamber of Commerce

#### November

15 - 1600 Executive Cttee Meeting  
Chamber of Commerce  
SOTP Deadline, include SOTP items in Bridge Report

18 - 1800 Membership Meeting  
WYCC

#### December

4 - Washington Christmas Parade  
Downtown Washington

4 - 1600 Christmas Flotilla  
Washington Waterfront

10 - Fri - 1600 PSPS Holiday Party  
WYCC

13 - 1600 Executive Cttee Meeting  
Chamber of Commerce

**Commander's Corner**

Cdr. Tom Miller, S

Sometimes searching for topics for articles is a chore, but not this time! For those who missed our dinner meeting on July 15, I urge you to read the review of the presentation in our feature article.

Doctors Jay Walsh and Sid Mitra of ECU's Harriott School of Arts and Sciences kept the rapt attention of the nearly 50 attendees - no small feat! The presentation was so up to date that it included analysis of events of that very day. It was clear that the presenters not only were up to speed on the topic, but had gone to considerable effort to prepare a presentation tailored to the interests of the Power Squadron audience. I commented to them afterwards that I sure would have enjoyed taking Geology from them. I might have avoided the shiftless life of a Poli-Sci. and Bus. Admin. major. I have written letters to their Dean and Department Chair to commend them on their efforts.

Another great thing to report, is the recognition of the squadron as a great source of educational expertise. First, a little background. Several months ago a Coast Guard patrol checked a State of North Carolina-owned watercraft, which



Commander Miller

was doing some authorized work. It turned out that the State operator was not very well briefed on safe boat handling or on required safety equipment use. As a result, I received a call from a friend who worked with N.C. Water Quality, who asked if PSPS would consider tailoring a boating-safety program for various state agencies that deploy watercraft. A quick call to our Education Officer, Robert Stanley, got enthusiastic support. The Executive Committee also gave approval to take on this unique project.

Talk about moving fast! Robert turned to master educator and seafarer Captain Ed Galston to act as lead instructor. The project has moved so quickly that, on July 23, more than 30 state boat operators attended the first session, held here in Washington in the Belk Shopping Center.

This whole story validates the hard work of everyone from the Squadron who has participated in our educational programs either as a student or instructor.

Finally, Admin Officer Gene Alligood has several great events coming up, so sign up early.

Hope to see you on the water soon. Tom

## Boating is fun - we'll show you how!

### 2010 Bridge and Executive Committee Contact information

**Commander**

Cdr. Tom Miller, S  
252-975-6479  
tmiller@pamlicosailandpowersquadron.org

**Executive Officer**

Lt/C Jim Cope, S  
252-948-0347  
jcope@pamlicosailandpowersquadron.org

**Squadron Educational Officer**

Lt/C Rob Stanley, S  
252-940-8107  
rstanley@pamlicosailandpowersquadron.org

**Administrative Officer**

Lt/C Gene Alligood  
252-946-5720  
galligood@pamlicosailandpowersquadron.org

**Secretary**

Dan Meyer  
dmeyer@pamlicosailandpowersquadron.org

**Treasurer**

Lt/C Bruce Billings, AP  
bbillings@pamlicosailandpowersquadron.org

P/C Joyce Colwell, AP

252-975-2550  
jcolwell@pamlicosailandpowersquadron.org

P/C Don Dunlap, SN

252-974-7791  
ddunlap@pamlicosailandpowersquadron.org

P/C Bill Waite, S

252-946-0322  
bwaite@pamlicosailandpowersquadron.org

**Communications Chair**

Chris Young, S  
252-946-7853  
cyoung@pamlicosailandpowersquadron.org

**Newsletter Editor**

Edie Miller, S  
252-975-6479  
emiller@pamlicosailandpowersquadron.org

**Webmaster**

Dan Meyer  
webmaster@pamlicosailandpowersquadron.org

## Executive Officer's Report

Lt/C Jim Cope, S



Thank you, Jim Hackney, for all the efforts you have put into Pamlico Sail & Power Squadron's software sales. This year has been another great success. Jim reports that twenty-seven members ordered 126 items. Our members paid a net amount of \$1,079.00. Retail price, based on (Amazon) prices, would have been \$12,555.00. That is a savings of \$11,476.00. The twenty-seven members who took advantage of the program saved an average of \$425.00. What a great benefit for our members! Along with supporting safe boating in our community, membership in the squadron has these added incentives. After expenses the sale netted income to the squadron of \$278.75. Jim advises that next year we will have Office 2010 available, and perhaps a better upgrade for Windows7.

Jim has dedicated over forty hours to this program. He reported that this year was more time consuming, because of a hiccup with Windows7. He had to make sure that those who ordered would actually be able to use it, and processing refunds for those who could not. Also, the fact that Norton was a download only item, it required more time to distribute product keys than handing out a disk.

On behalf of all our squadron members, thank you Jim, for your continuing service to the Pamlico Sail & Power Squadron.

*(Meeting, continued from page 1)*

separating it from the sea water. Booms are used to physically block and contain the oil; unfortunately, the action of wind and waves can make them ineffective. Burning the oil is difficult, because it is hard to ignite the oil, and it adds to air pollution. The biggest impact of this spill will be on the estuaries at the mouth of the Mississippi River Delta. While it is a relatively straightforward job to clean beaches, there is no easy way to clean the grasses and other plants in the shallow waters of an estuary. Living here in the Inner Banks, we are well aware of the necessity of healthy estuaries to provide breeding and feeding grounds to fish and crustaceans. The Gulf of Mexico has one of the largest fisheries in the USA, and the cost to the area is a potential disaster as well.

Is the oil going to reach the NC coast? The answer is yes, it probably will. While we have been protected up to now by an unusual eddying current which is keeping the oil in the Gulf, it is only a matter of time before the normal current movements return, putting the oil into the Gulf Stream and moving it around Florida and up the east coast. Currently, a consortium of scientists, from ECU and other state universities and government, is sampling the waters of the Gulf Stream of the NC coast to establish a baseline by which they can test the waters for an increase in oil contamination. The one event that could create havoc would be a hurricane in the Gulf. If you visit the beach this summer, watch for signs of oil, usually tar balls, with the consistency and color of chocolate mousse. You can report any sightings to Doug Hoell, NC Department of Emergency Services, at 919-733-3825.

Finally, who is to blame? The short answer is, everyone. Government for not requiring and enforcing stricter standards; oil companies for faulty equipment inadequately tested; and everyone of us for being totally dependent on oil.

After the end of their presentation, our speakers had a hard time leaving, because members had so many questions for them. Everyone agreed that Drs. Walsh and Mitra provided the best explanation of this problem of all the media sources we have heard, watched, or read

Thanks to AO Gene Alligood for arranging this excellent program.



**Communications Chair**

Chris Young, S



Have you logged into the PSPS Blog lately? You'll enjoy the write-ups of our various cruisers. Be sure to enter a comment for any one of the postings to let them know you are enjoying their efforts in keeping us updated on their trips. Simply scroll to the bottom of whatever Post you want to comment on, click on Comments, enter your name, email and comment, then click Submit Comment. You can access the Cruise Blog from the Events Window (shows on all pages of the web site) or on the Boating Activities Page in the right column. Another option, save this link to your internet favorites: <http://www.pamlicosailandpowersquadron.org/blog/>

Remember, this blog isn't just for extended cruisers. If you've found a great place to drop the hook over night or for just for the day, or maybe you're on the water for the day and had an especially enjoyable time, or you've found a new lunch destination, or had a spontaneous raft up with other boating friends....send me an email, [chrisyoung@suddenlink.net](mailto:chrisyoung@suddenlink.net) and I'll get it posted on the blog for others to enjoy.

USPS has recently sent out a notice of updated Member Benefits. In case you've missed the notification, click on this link for the updated listing of those benefits: [http://www.usps.org/national/admin\\_dept/membenefits.htm](http://www.usps.org/national/admin_dept/membenefits.htm)

Many of you may have signed up for the USPS Compass, but if you have not, follow this link and check out this email publication. It has very worthwhile articles that I'm sure you will find interesting. This month there is one on protecting yourself from the sun while on the water, safely towing another boat and practicing "green" boating. Here's the link to read it on line: <http://www.theensign.org/uspscompass/compassindex.htm>

Continue to enjoy our summer boating season, Chris

**Treasurer's Report**

Lt/C Bruce Billings, AP



As of June 30 we had \$6,264.99 in our checking account, of which \$395 was the Colwell Education Fund, leaving an unrestricted operating balance of \$5,869.99. We had net operating profit for the month of \$176.53. For the first six months of this year our net operating income totaled \$280.14. Our property inventory shows a balance of \$7,082.31 which represents, at cost, those items owned by PSPS, as accounted for by Bill Aldridge, past Squadron Property Officer.

We have known accounts payable of \$2.00 due USPS for educational materials. We have accounts receivable of \$438.47 consisting of the sales tax refund due for the first six months of 2010.

John Moore, current Squadron Supply Officer, has completed negotiations with Atlantic Enterprises to embroider any member items (shirts, jackets, boat bags, etc.) with the PSPS logo at a cost of \$10 per item. John has a supply of hats and burgees for sale.

If you would like to see the income statement or check register for the month of June, or for the first six months of 2010, I will be glad to send you a copy..

## Boat Owner's Certification Program

Lt/C Rob Stanley, S



We are gearing up to participate in the new Boat Owner's Certification Program (BOC) from USPS. The program will provide several levels of training, both on the water and in the classroom. There are four levels of proficiency: Inland Navigator; Coastal Navigator; Advanced Coastal Navigator and Offshore Navigator. The courses have been designed to meet or exceed international requirements. A certificate of operator proficiency will be of value to USPS members when: renting, chartering or leasing a boat, especially in another country; and obtaining insurance, as well as other occasions. If you are interested, get in touch with Larry Colwell, 252-975-2550, or Don Dunlap, 252-974-7791.

Don reports that a component of BOC is on-the-water training. While some of the rules are just being defined, this program is fun way of becoming certified. Instead of taking a written test, students actually go out and demonstrate their skills on the water. At the recent District 27 Rendezvous, Donna Dunlap became certified. Like many of us, Donna had a lot of experience on sailboats and larger power boats. The first step of the BOC is to demonstrate skills on a small boat. Donna went out on the practice run with another student, the Past Commander of the Ft Macon squadron, and an instructor from the Rocky Mt. Squadron. Both Donna and the PC passed the test on the 17' boat. (See Donna's report of the experience below.)

There are several advantages to this program. First, those who pass the program receive a passport like document that can be used to demonstrate experience levels. This test will probably be accepted as fulfilling a state-by-state license requirement. Also, advanced programs will certify people at higher levels of boat handling skills. Charter companies will accept this as certification before you take out their boats. The course has also been designed to satisfy international safety requirements.

So, it may be time to think about getting your BOC.

## To BOC or Not to BOC

Donna Dunlap, P



At the latest D/27 summer gathering in Oriental, they offered, again, the chance for members to take the BOC course. Sure, I thought, why not! My husband had taken it, why couldn't I? Standing on the dock, waiting for the 'course' to start, I noticed I was one of a few women to be ready to show my skills at boating on the water. Come on 'girls', where were you? It didn't matter, I was ready to show that I could successfully accomplish the basic boating skills of steering a boat through a series of tasks we should all be able to do. Confidently, I boarded the small power boat with my fellow team members, and the evaluator.

Well, I forgot one thing. The last time I was behind the wheel of a 14-20 foot power boat was when I was in High School, boating with my father. Now, not so confident, I let the other people demonstrate the basic skills of moving slowly and quickly through a slalom course, (backing through it, too), doing a quick stop turn, docking and undocking, as well as a 'person over board' drill. Watching and learning, it was my turn. I was challenged by getting used to a new boat, and doing some things with a boat I have not done. (You really want me to go backwards through those markers????) I found that my most challenging task was to make a boat go faster than my sail or power boats could ever go.

By the end of the morning I can say I felt like a new Captain. Although I need more time to be comfortable with speed, I know my boating skills have improved. This was not just a chance to show what I know, it was a true learning experience that included suggestions and instructions. Now, I feel more confident in being the Captain of our boat and am ready to take the wheel, although I don't think our trawler can do that type of fast turn stop - at least not without swamping the stern!


July Meeting Pictures



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**Administrative Officer's Report**

*Lt/C Gene Allgood*



What a great membership meeting we had on July 17. Our speakers, from ECU, gave us a lot of information regarding off-shore drilling and the BP oil spill.

We are all set for the planned trip to Oriental. Watch for the details in the near future. In the meantime, you can make reservations for slips or rooms by email at

info@orientalmarina.com, or by phone, 252-249-1818. The web site is: <http://www.orientalmarina.com>

Be sure to check your email regularly for news of raft-ups and other gatherings that may occur spontaneously as the weather improves this fall.

See you on the water, Gene



**The Oriental Marina Inn**

**District 27 Rendezvous**

Several PSPS members attended the D27 Rendezvous the weekend of June 10 - 12, at the Pecan Grove Marina in Oriental. Cdr. Tom and Edie Miller, P/D/C Don and Donna Dunlap, P/DEO Larry and P/C Joyce Colwell and current DEO Tom Penders all took part in activities that weekend. You can read Donna's report of her experience taking the BOC on the water test on page 5. Saturday morning began with a flag-raising ceremony. Even though there was no flag pole, the enterprising organizers used the mast of a sailboat. The next D27 Rendezvous is scheduled for October.



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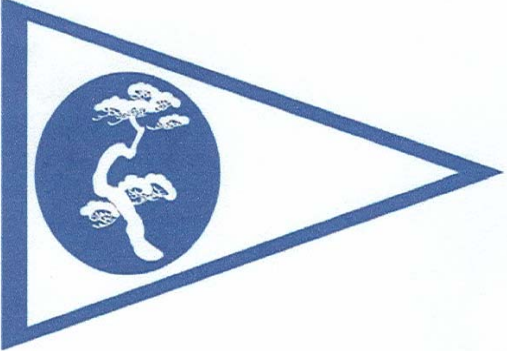


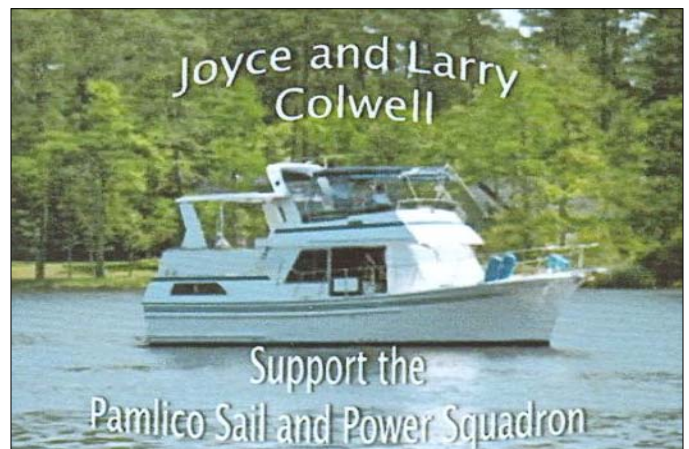
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