



Sound of the Pamlico

October, 2011

Volume 11, No 5

PAMLICO SAIL AND POWER SQUADRON
A unit of United States Power Squadrons®
Sail and Power Boating
On the web at <http://pamlicosailandpowersquadron.org/>

Administrative Officer's Report

Lt/C Chris Young, S



We've had some interesting and fun events since the last publication. The PSPS/WYC event took place on 8/13 where a Flare Seminar was presented by Ben Reed with the help of Ray & Tressie Ward from the Coast Guard Auxiliary. We had 50 plus in attendance and everyone had a chance to set off a flare and learn the proper way to handle them during the demo. The local Fire



Dept and EMS on site supporting the event. Aubrey grilled dogs and burgers for a really tasty potluck. Special thanks to Clif Heidel, Larry Colwell, Ben Reed and his Coast Guard Auxiliary for their help in this presentation.



Cruise coordinators, Larry & Fran Hyde did a wonderful job of organizing the Cruise to River Dunes & Morehead City 8/18 to 8/22. The weather cooperated with the cruisers and a total of 6 boats went to River Dunes with 4 of those going on to Morehead City. The cruisers were joined by members via car at both destinations.

Be sure to check the web site for some interesting pictures of both the events:

<http://www.pamlicosailandpowersquadron.org/actpho.html>

Dinner at the Beaufort Grocery Company

The Fall Mumfest Cruise, October 7 - 9, to New Bern was a huge success! Fifteen boats from the Power Squadron and Cypress Landing Yacht Club headed to New Bern to enjoy the Mumfest activities. As usual, the "nasty" Neuse kicked up a bit for some, but all arrived safely. The weather the entire weekend was wonderful. Seven couples came by car for one or both days/nights. We enjoyed cocktail dock parties and group dinners at Morgan's Tavern and Captain Ratty's. Very enjoyable - great food and company, what could

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be better!

Special thanks to the Cypress Landing Yacht Club for providing bottles of wine at each table Saturday night at Captain Ratty's .



Don't miss our other Fall Activities, get them on your calendar now:

10/25 – NC Oyster Get Together

Blackbeard's has re-opened and we have reserved their Oyster Bar for a casual "just for fun" PSPS gathering beginning at 5:30 PM. Oyster lovers have raved about it in the past and, of course, there is the regular menu for those who prefer something other than oysters. Watch your email for more details.

11/17 – Celebrating Fall Harvest

Be sure to plan to attend our next General Membership Meeting at WYCC. The chef has put together a mouth watering Fall Harvest Buffet that will certainly meet your need for November comfort food. Watch for more details later this month.

Additional Raft Ups

We had one raft up on a beautiful day in September and will be looking for more fall days for a gathering on the water. Watch for other notices for spur-of-the moment fun!

Boating is fun - we'll show you how!

2011 Bridge and Executive Committee Contact information

Commander

Cdr. Jim Cope, S
252-948-0347
jcope@pamlicosailandpowersquadron.org

Executive Officer

Lt/C Gene Allgood, S
252-946-5720
gallgood@pamlicosailandpowersquadron.org

Squadron Educational Officer

Lt/C Tom Graham, P
252-940-8107
tgraham@pamlicosailandpowersquadron.org

Administrative Officer

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

Secretary

Lt/C Dan Meyer
dmeyer@pamlicosailandpowersquadron.org

Treasurer

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

Executive Committee

P/C Tom Miller, S
252-975-6479
tmiller@pamlicosailandpowersquadron.org

P/C Joyce Colwell, AP

252-975-2550
jcolwell@pamlicosailandpowersquadron.org

P/C Bill Waite, S

252-946-0322
bwaite@pamlicosailandpowersquadron.org

P/C Bob Hatala, SN

252-975-6807
bhatala@pamlicosailandpowersquadron.org

Communications Chair

Lt/C 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

Commander's Corner

Cdr. Jim Cope, S

Communicate. Webster defines the word "to make known, to give to another, to transmit." The basis of every good relationship is the ability to communicate. The underlying success of every business, small or large is the ability to be able to interact with customers and employees through open lines of communication. When there are two lines of communication each party feels a sense of being part of the organization, because they are informed about what is happening.

The Pamlico Sail & Power Squadron established Communications as a position on the Executive Committee because we recognize the importance that proper communications has to our members and to the success of our organization. Several years ago under the command of P/C Bill Waite, Chris Young took on the task of coordinating all of the communication functions of the squadron. It was a challenge, but when completed, it pulled our efforts together to make for a better distribution of information.

Chris Young has done and continues to do an outstanding job as Communications Chair. She, along with Webmaster Dan Meyer developed our USPS award winning Website, pamlicosailandpowersquadron.org, and our squadron has been privileged to receive the Outstanding Website award for the last three years. The staff of Mia Ramsden and Edie Miller helped to establish our squadron's website as a standard for our District 27 website, and the website of USPS.

Our bimonthly publication, *Sound of the Pamlico*, is an outstanding resource for news and information about our squadron. I am proud to again tell you that this publication has every year won awards for its excellent content and publication format. Edie Miller has gathered articles from many of our members and published the *Sound of the Pamlico* for the last six years. She is dedicated to continuing to make it an



Commander Jim Cope

outstanding informative publication. Along with the SOTP, she produces the *Scuttlebutt*, updated news and information to supplement our bimonthly publication.

P/C Joyce Colwell has taken on the duties of Assistant Secretary and in that role she is responsible for updating the squadron roster and communicating with our membership via email. And this year, she took on the task of setting our members up to use SailAngle, the online boating social network site for members of the United States Power Squadron.

John Rebolz is in charge of Public Relations. He handles all the communications with the Washington Daily News, as well as other local papers from Williamston to New Bern relating to our squadron. He also produces our squadron brochures and updates the content.

Doug Doscher is our Liaison with other boating, surrounding squadrons and community organizations within Beaufort County. He maintains a relationship in order to promote our squadron and communicate our activities and events.

We are even communicating our Safe Boating message on Main Street in Downtown Washington. Chris Young, Bill Ramsden, and Allen and Maja Weaver built a window display show-casing our squadron and current events and education programs.

Our hope is that by participating in all of these communication venues we reach you, our members, and you feel informed of all our activities and events. Each and everyone of you makes the Pamlico Sail & Power Squadron a special organization dedicated to Safe Boating through Education.

Thank you to all the members of the Communications Committee. And to all of you for your membership in the squadron.

It is a pleasure to serve as your Commander.

For more information on the programs, history and organization of USPS, click on the following link:

<http://www.usps.org/>

Communication Report

Lt/C Chris Young

Communication is key to any organization and USPS has selected **SailAngle** for sharing information. SailAngle is a social media site strictly for boaters and, although it is the forum selected by USPS, it has an even greater value to boaters seeking communication with other boaters of like interests. SailAngle provides the latest boating news and articles and maintains a comprehensive database of many destinations. The “Ask-A-Pro” section is another unique feature that unites the general public with professional marine captains and engineers who will answer questions. There is also a classified section for members to sell anything nautical, and there is even a database of favorite recipes that are adapted for preparation in a marine galley. And, it’s free! For more detailed information about SailAngle, go to the “About Us” section at the bottom of SailAngle’s home page.

Are you getting messages from SailAngle? More than one third of our PSPS Members are already in SailAngle. If you are not, you can easily sign up by clicking on this link: <http://www.sailangle.com/join> You will be asked to logon as a USPS member, so be sure to have your Certificate # & Zip Code or your Pin Number.



Call me at 946-7853 or email me at cyoung@pamlicosailandpowersquadron.org if you would like assistance.

Have you checked on Scott & Inza Mackenzie lately? Their travel log is on the **PSPS Blog** and you can easily comment back to them. Just click on this link: <http://www.pamlicosailandpowersquadron.org/blog/> At the bottom of Scott’s message, click on “Comments” and enter a reply. Simply enter your “name” and your “email” (no need for website), key your message and click on “Submit”.

THE “HOT” MARINA AND ITS DANGER TO SWIMMERS

Jim Hackney



The term “hot” marina can have two connotations. The first is one in which there is stray direct current, or DC, voltage from certain boats within the marina that causes rapid deterioration of the sacrificial zincs on nearby boats which share a common ground by being plugged into shore power. Although these voltages can damage boats, they cannot injure humans. In fact, the DC voltage in use on boats (typically 12 VDC, but sometimes 24 VDC) cannot create shocks or cause bodily harm to people except in very unusual circumstances.

The other, and more usual, connotation is a marina with leaking alternating current, or AC, voltage. Rarely, this can be from the marina AC wiring itself, but it is usually from one or more boats within the marina. Marina AC voltage is either 120 VAC or 240 VAC, both of which can be lethal to humans. Symptoms of a hot AC marina are a “tingling” sensation to swimmers or divers around some boats, or even electric shocks in more severe cases.

Boats built within the last fifteen years, both power and sail, have all of the ground connections bonded to the engine block and the propeller shaft. This includes the DC and the AC grounds. The DC ground is straightforward, since there are only a “plus” and a “minus” wire, the “minus” being the ground. AC wiring is a bit more complicated. For example, in 120 VAC shore power, there are three wires: a black, referred to as “hot” (or “line”); a white, referred to as “neutral”; and a green, referred to as “ground”. The white neutral and the ground green are both connected together at the main switch panel ashore. Therefore, there are 120 Volts of AC voltage from the black hot wire equally to either the white or the green wire.

Aboard newer boats, the white and green wires are separated, with the green wire being part of the ground bonding system. Older boats may not have these separated, and the white and green could both be in contact with parts of the boat that are, in turn, in contact with the water (engine block and propeller shaft). If the polarity of the shore

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power connection supplying the boat is reversed, the propeller shaft, for example, is directly connected to the black hot wire. Almost all boats have a “reversed polarity” indicator light on the panel to warn if the black and white wires are reversed, but these typically used neon bulbs which eventually go bad. So, we could have reversed polarity and not know it.

There are other situations with a similar effect. For example, there could be an AC air conditioner, refrigerator or battery charger with reversed polarity, or a defective internal connection, which could result in a metal through-hull being energized by the black hot wire supplying the appliance. Even worse, there could have been aftermarket work done on the boat and someone confused the black AC wire (which is the hot wire) and the black DC wire (which is the ground wire) and inadvertently connected the black AC wire to ground. That’s one reason the new boat wiring standards use red/yellow instead of red/black for DC wiring colors.

If, as just described, a boat has the black hot AC line in contact with something which, in turn, is in contact with the water, we have a situation where there is a voltage difference between that part of the boat and the river bottom. If the water is brackish, a current will flow between the two. The magnitude of the current depends on the resistance of the water; it is usually only a few thousandths of an Ampere (for reference, a 60-watt light bulb uses one-half Ampere). However, human skin has a resistance to current flow considerably less than mildly brackish water. Electricity follows the path of least resistance, so in this situation, a swimmer or diver who is between the boat and the bottom becomes a part of the current flow path. It only takes about fifteen thousandths of an Ampere to cause ventricular fibrillation in humans, in other words electrocution. Even at levels below this, electrical current can interrupt normal heart function and cause a heart attack.

So, how do we detect such a situation? The most obvious is if a nearby swimmer reports the “tingling” feeling. However, that is the risky way. A better way is to measure the AC voltage between the propeller shaft and the marina ground (the green wire) with a multimeter. If there is more than a volt or so, there is a problem.

There are several solutions to the problem. First is inspection. Ensure that the onboard white and green wires are properly separated, and that the polarity of the shore power is correct. An even safer, if more elaborate, solution is to install an isolation transformer between the shore AC system and the boat AC system. This has the added advantage of isolating the boat from stray DC currents which destroy zincs.

Second, use a ground fault circuit interrupter (GFCI) as the main breaker in the shore power connection to the boat’s AC panel. If a GFCI senses a difference in current flow between the black hot and white neutral wires (in other words, leakage from the black hot wire to ground rather than returning through the white neutral wire), it will trip and open the circuit. This occurs at currents substantially below those which can injure humans. As a minimum, use GFCIs in all branch circuits from the boat’s AC panel.

Third, be vigilant and follow good maintenance practices. Obviously, allowing AC devices such as battery chargers to remain dampened with brackish water is asking for trouble.

Fourth, if you are performing in-water maintenance on your boat such as bottom cleaning and you feel a “tingling”, exit the water immediately. Check your own boat, and insist that your neighbors check their boats also. Report such problems to your marina manager.

If you are worried that your boat might have problems and you don’t feel that you have the expertise to check it, seek professional help. No one wants to be responsible for injury or death to someone because of an easily-corrected

Treasurer’s Report

Lt/C Bruce Billings, AP



As of September 30 we had \$8,920.20 in our checking account of which \$1,057 was the Colwell Education Fund leaving an unrestricted operating balance of \$7,863.20. We had a net operating loss for the month of \$143.57. On a Year - to - date basis as of September 30 we show a net gain of \$1,129.15

Our plant ledger remains at \$7,082.31 which represents at cost those items owned by PSPS.

At this time, we have no known accounts receivable. USPS has sent PSPS an invoice for educational materials in the amount of \$115.34.



BOATERS FIRST AID SEMINAR

Provided by the Pamlico Sail & Power Squadron
A Unit of the United States Power Squadron

Date: Saturday,
November 5, 2011

Time: 9:00 AM to 1:00 PM

Where: Cypress Landing Bay Club
100 Marina Drive
Chocowinity, NC

Cost: \$10/person *
*Course Material may be ordered from the
American Red Cross at the seminar
*PSPS will match this cost for each
Student to keep the overall cost low.*

*Emergency
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This customized seminar in conjunction with the American Red Cross is intended to give you guidance in the following areas in order to stabilize your patient until you can get to medical assistance. You will learn....

- ✦ The importance of the sequence: Check, Call, Care
- ✦ Updated basics of CPR
- ✦ What to do in heat & cold related emergencies
- ✦ How to handle cuts, burns and broken bones
- ✦ What to do in the case of unresponsiveness, heart attack or stroke
- ✦ And much, much more

This is a public seminar and USPS/PSPS membership is not required.
Register by email education@pamlicosailandpowersquadron.org or by contacting our Education Officer, Tom Graham 252-946-7632.

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September Membership Meeting

Due to hurricane damage to the Washington Yacht and Country Club, the PSPS September meeting was moved to The Meeting Place in downtown Washington. 40 members enjoyed an excellent dinner, and our speaker, Capt. Lee Sykes. Capt. Sykes is the owner and president of Atlantic Coast Marine Group and manager of TowBoatUS Beaufort, N.C.

He gave a detailed presentation on the laws and requirements of on-water assistance and salvage of pleasure boats, assuring us that stranded boats cannot be taken for salvage, without the owners permission. The main requirement for owners, if there is time, is to get a signed contract from the tower before anything is done to the boat.



Capt. Lee Sykes

Here are his recommended actions if you are in peril:

1. Call for marine assistance;
2. Ask what the tow captain is planning to do;
3. Agree on a No Cure/No Pay salvage;
4. Contact your insurance company prior to assistance, if you have time;
5. Sign the agreement only when all of your questions have been answered;
6. DEAL WITH A REPUTABLE SALVAGE COMPANY!



For more pictures of PSPS Activities, click here: <http://pamlicosailandpowersquadron.org/actpho.html>

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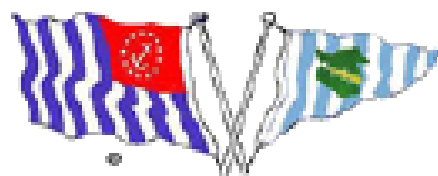
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Bill and Ginny Waite

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PILOTING COURSE



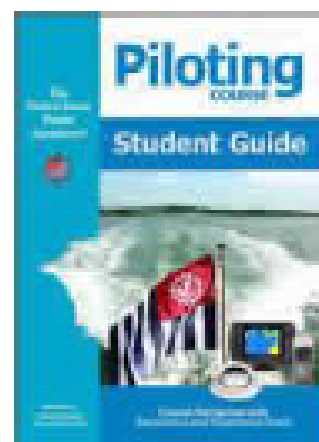
**Provided by The Pamlico Sail & Power Squadron
A Unit of The United States Power Squadron**

Date: Beginning Thursday,
November 3, 2011

Time: 6:00 PM to 9:00 PM for 4 weeks
(skipping Thanksgiving week)

Cost: \$45.00 per person

Location: Washington Fire Department
2064 W 15th Street
Washington, NC 27889

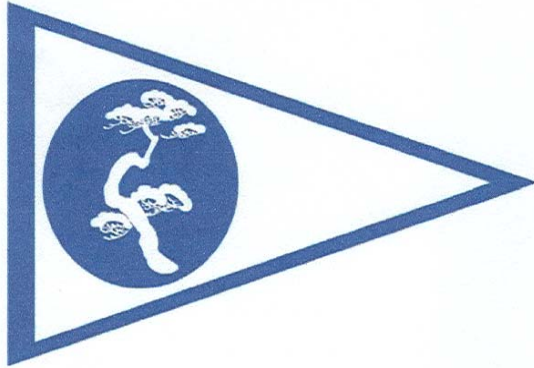


Piloting is the first course in the sequence of USPS courses on navigation, covering the basics of coastal and inland navigation. This course focuses on navigation as it is done on recreational boats today and embraces GPS as a primary navigation tool while covering enough of traditional techniques so the student will be able to find his/her way even if their GPS fails. Topics covered include:

- Charts and their interpretation
- Navigation aids and how they point to safe water
- Plotting courses and determining direction and distance
- The mariner's compass and converting between True and Magnetic
- Use of GPS – typical GPS displays and information they provide, setting up waypoints and routes, staying on a GPS route.
- Pre-planning safe courses and entering them into the GPS
- Monitoring progress and determining position by both GPS and traditional techniques such as bearings and dead reckoning
- The “Seaman’s Eye” – simple skills for checking that one is on course.

To Register: Contact our Education Officer, Tom Graham at
252-946-7632 or email education@pamlicosailandpowersquadron.org

Thank you, PSPS, for your continued promotion of boating safety and education!



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Read our column in upcoming issues of:

**Coastal Angler Magazine -
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Please join us by becoming Shipmates for just \$25.00/ line. All money supports squadron safe-boating and education efforts. Mail your check to: P/C Bill Waite, 209 Pungo Lane., Chocowinity, NC 27817



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Opinions expressed by individual authors do not necessarily reflect those of USPS or PSPS. We encourage submission of stories and articles by all members of PSPS. We reserve the right to modify materials submitted for publication. Any questions or comments should be directed to:

emiller@pamlicosailandpowersquadron.org

2011 CALENDAR

For more information, go to:

<http://www.pamlicosailandpowersquadron.org>

OCTOBER

- 17 - 1600 Exec Committee
Chamber Office
- 25 - NC Oyster Get Together
Blackbeard's Washington

NOVEMBER

- 3 - Piloting program
Thursday, 6-9 pm
Washington Fire Department
- 5 - Saturday, 9-11 am
Boaters' First Aid Seminar
Cypress Landing Bay Club
- 14 - 1600 Exec Committee
Chamber Office
SOTP deadline
- 17 - 1800 Member Meeting
Toys for Tots WYCC

DECEMBER

- TBD - Salvation Army Bell Ringing
Wal-Mart
- 3 - Washington Christmas Parade
Downtown Washington
- 3 - Christmas Flotilla
Washington Waterfront
- 9 - 1800 PSPS Christmas Party
Friday night WYCC
- 12 - 1600 Exec Committee
Chamber Office

JANUARY 2012

- 21 - 1600 Change of Watch
Saturday night WYCC

