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SEPTEMBER 2003

No 476

The foghorn

Newsletter of the
**MID-HUDSON POWER
SQUADRON**
A UNIT OF THE
UNITED STATES
POWER SQUADRONS ©

Commander Edward Metivier's Message:

Who said we can't wear white shoes and white pants after Labor day, I say make yourself happy, if it looks good on you wear it! Otherwise you wont live long enough to wear them out. Ha! Ha!

Well it's time for preparing our boats for the winter season and while you are doing this please give some thought to our many courses that we offer, if u know of someone who could benefit by them call them or place their name in our red bucket, we will call them and u will be surprised at the results.

I hope that your summer included some great sailing days on the water and hopefully we will have a better Spring to start the New Year.

I want to tell you that the highlight of my summer was helping to deliver PCdr. Kwak's new boat from Oriental, North Carolina to the Poughkeepsie yacht club. We were gone about 14 days had a great crew and a SALTY CAPTAIN. Now I will let the rest of the crew tell the story especially Pat Smalley who kept the log. Don't forget our dinner meeting on the 17th of September at Dickens, we have an excellent guest speaker Sheriff Adrian (Butch) Anderson.

Note: Uniform will be Class A or B your choice
High Tides

Cdr. Ed Metivier

THE RENDESVOUS

The August Rendezvous at the Red Hook Boat Club is an annual tradition. Thirty-Two members and guests attended. Thanks to Christine Rhodes for making the arrangements with Red Hook Boat Club.

Members who brought boats were Fred Mangelsdorf, Ed Weber, John Kwak, Joe and Judy Chernowski, David Rosenthal and Bruce LoPresti. It was a fine day for a picnic with the weather perfect for outdoor activity. The Squadron was well represented by members and their guests. All members enjoyed a terrific day.
Admin. Officer Lt Cdr. George Danko, P

THE SEPTEMBER MEETING

MHPS Members and guests: Please accept this invitation to attend the September 2003 Member meeting.

Place:
Dickens English Pub & Tea Garden
796 Main Street
Poughkeepsie, NY 12603

Date and Time:
17 September 2003 at 1830

Menu:
Choice of Entree, salad, potato, vegetable, dessert, coffee or tea

Entree choices:
Open Sesame Seed Chicken-----Sesame seeds & Dijon garlic sauce

Sliced Sirloin Cognac-----Nestled with saute of mushrooms, cognac cream sauce

Scrumptious Salmon-----Lemon basil sauce
Cost: \$22.00 per member/guest includes gratuity

Our Guest Speaker will be Dutchess County Sheriff Adrian "Butch " Anderson

Please RSVP with your entree choice to George Danko at DANKOGEORG@AOL.COM Email preferred. You may leave a message at 845-724-3702 or FAX your reservation at 845-724-4529. There is plenty of free parking.

MID-HUDSON POWER SQUADRON SCHEDULE

September 10, Excom, Fosters, Rhinebeck
September 17, Members Meeting at 1830
Dickens English Pub & Tea Garden
796 Main Street
Poughkeepsie, NY 12605
October 8, Excom, TBA
October 10-11 District Fall Conference, and 75th
Anniversary of Stamford Sail & Power Squadron,
Stamford CT

MidHudson Power Squadron Bridge

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WEB SITE

The Mid Hudson Power Squadron web site is at
www.midhudsonpowersquadron.com

Where you can get all the information about the
Squadron.

Web Master, Dave Rosenthal,N



MHPS EDUCATION HAPPININGS

By SEO Lt.C Dick Coulter, P

This year's Hudson River boating season is about over. We hope all "boaters" had fun and safe boating experiences this summer.

A **Kid's Safe Boating Course** was held at the Wilcox Park, Saturday, June 7 from 1200 to 1700. Pat Smalley was the lead instructor. Although there were not as many students as anticipated, the session was a great success.

The **Piloting Class** taught by Dick Winchell that started on Tuesday, February 4, at the **Highland Middle School** ended with eight students taking the Piloting Examination. The Exam Grades were slow in coming, but now we have the following new "P" members: Michael Mullaney, Jim Silver, Pat Smalley, and Michele Tarsa.. Congratulations to them all!

Eight students took the final Examination for the **Cruise Planning Course** run by Ed Weber at the **Marlboro Yacht Club**. All of them passed the Exam. They are as follows: William and Margaret Enchin, Ernest Klopping, Jerry Milne, Jim Pratt, Clifford Schoonmaker, Jim Smith, and Rose Taft. Congratulations to them as well!

George Danko Completed the **Advanced Piloting Course**, and was presented the **Education Proficiency Award** at the June Meeting.

Commander Metivier, with Fred Manglesdorf conducted an "Information Session" at **Kenco**, on Saturday, June 21.

The next **Squadron Boating Course** will be held at the **Kingston Power Boat Club**, set to start on September 23, 2003, at 1900.

Anyone interested in teaching an advanced course (Dick Winchell has offered to teach both a Piloting Class and Weather) or an elective course (Bruce LoPresti has offered to teach an Engine Maintenance course), please let Dick Coulter, SEO, know when and where they would like to hold the class. The class schedule for any such classes will be published in the next Foghorn.
Dick Coulter, SEO



Figure 1. Dutchess leaving the Rendezvous

THE RETURN OF DUTCHESS

By Pat Smalley

The decision to buy the Dutchess from Lloyd and Jessie Cudney and the preparations for this trip began months in advance of the accounting of this odyssey. This is the story of the delivery of the 44-foot CSY cutter rigged sloop back to the area she had left the Mid-Hudson 14 years earlier.

The crew met at Craven Airport, New Bern, North Carolina at approximately 9:15 pm, Saturday, August 2. Not one of us arrived by air. The five gentlemen, John Kwak, owner, his two sons, David and Eric, Ed Metevier and Ernie Klopping all arrived by rental car from Gardiner, New York. Pat Smalley arrived by taxi via three bus rides via Amtrak to Wilson, North Carolina from Florida where she had been visiting relatives.

There was so much gear for the six of us that we needed two cabs to transport us to Oriental. Pat, who had arrived at the airport about 6pm, made arrangements with the cabbie to return at 8pm with an additional means of transportation. At 8pm sharp the cabbie arrived and behind him, a beautiful gray limo. They waited with Pat until the fellows arrived. After transferring the gear into the smaller taxi and finalizing the rental papers, all six exhausted crew members piled into the limousine and gave instructions for Oriental. But wait, no one had eaten supper! So off we went to Wendy's for some fast food, cabbies and all. We arrived at Whittaker Island Marina late and ready to end this day. After unloading, then reloading in carts, then off loading onto the boat we were able to find our niche in our floating home and finally catch some well-needed and deserved rest.

Sunday, August 3, was spent finalizing the boat and provisioning. The mainsail and the staysail were made fast to the booms; electronic equipment (lap top computer with a chart program, THE CAPN, connected to GPS) was installed. Using a marina car we visited the nearest grocery store and brought back two shopping carts worth along with many gallons of water for drinking and cooking. The ship has a water capacity of 400 gallons which was only used only for washing. The weather that day consisted of periodic lightning with showers. As we were working at the gas dock we

noticed some marine visitors. Several dolphins were fishing in the bay. They were so fast that by the time you noticed them, all you could see was their dorsal fin and tail as they came up for a breath. That night, our last in Oriental, we went to the Oriental Steamer restaurant and enjoyed a seafood delight.

Day #1, Monday, August 4, 2003

The first day began at 0600 hours when we were all awakened by the sound of rain on deck. The weather was overcast, warm and humid. Our first on-board meal prepared by Chef Ed consisted of cereal, coffee, tea, frying pan toast (no toaster), scrambled eggs and a banana.

By 0930 we were under way. We motored 60nm and anchored in the Pungo River, near the entrance to the canal on the ICW, North Carolina. It was a good day, breezy, semi-overcast. We all got color.

Day #2, Tuesday, August 5

The sky opened up at 0500 waking the crew. There was a concern about a drifting anchor; everything checked out OK. Back to sleep until about 0700. We were underway by 0745. The Dutchess proceeded through the Pungo/Alligator River Canal that is about 20nm long. By 1400 we passed through the Alligator River swing bridge, which is 2.3nm, mostly a causeway. Chef Ed prepared a wonderful lunch, more like a dinner, of potato salad and pork chops. We ate gourmet every day!

There were six adults, drinking plenty of water. The result was an overflow problem with the composting toilet in the fore head. The urine and fecal material are deposited in separate compartments. That's tricky, but do-able. So.. the urinal filled to capacity and The other head had the traditional porta-potty, so all users were directed to the aft head.

The autopilot was attached and tried. Its performance was iffy and could not be depended upon to hold course. While we were in the canal and on the Albemarle Sound we had the escort of F16s. Must have been student pilots; they continued flying above and around us.

Dutchess, with her 6.5 draft, ran aground on a sand bar at ICW mile marker 80.5. Using perseverance and ingenuity we were freed by Captain Kwak's seamanship. Albemarle Sound was a great expanse of water, ideal for trying out sailing. The mainsail and the staysail were hoisted at about 1500 while we crossed the sound. The ship sailed until about 1630 when the engine was restarted.

We arrived and docked at Coinjock Marina, there to learn from other boaters that the swing bridge at Great Bridge, through which we must pass to proceed, was closed until Friday, 0800. After discussing the dilemma it was decided **not to** rush only to have to wait at the bridge.

Coinjock Marina is a popular stop along the ICW. There is a restaurant with a bar. Upon arrival, the gents immediately set off for some soothing refreshment. Other facilities include toilets, showers, laundry, fuel, marine store and limited grocery store. There is also computer/internet access. After returning from their fieldtrip, supper was prepared and everyone enjoyed the culinary skills of Chef Ed again with a meatloaf, roasted potatoes and applesauce. After

waiting for the bottle washer (Pat) to straighten out the galley, everyone turned in as soon as possible.

Day # 3, Wednesday, August 6

The day began in the usual manner, rain. We all woke up at about 0800 scurrying around to close hatches and ports. We spend the day with mundane tasks, like laundry, shopping for supplies, empty water coolers, re-stock ice, re-fuel (25 gal. at \$30), clean up from the various downpours, emptying the urinal and the portapotty and flush the engine with clean water. The engine and transmission oil were checked daily. The top bunk on the starboard side of the galley was removed (actually torn off) because of leaks. The dinghy was emptied and finally when all was accomplished, we got underway at 1520. Dockage at this spot cost \$50 and provisions \$120. The best item we acquired at this stop was a Coinjock flyswatter; it was free.

Next destination: Pungo Ferry

We reached Pungo Ferry and anchored just north of the bridge. Both anchors were deployed as the water was shallow and these were precautions to avoid grounding ourselves again. Another hearty meal of rice, chicken, apple sauce, corn and cranberry sauce was prepared. There was a strong rain after dinner and later some mosquitoes. All turned in between 2200 and 2300 hours.

Mud wasps had taken over the boat during its years of dormancy. As the ship was prepared for the trip, many nests were removed, but not all. As we further explored all the nooks and crannies of our floating home, we discovered some overlooked mud. One very interesting nest was discovered under the dropped leaf of the table in the galley. Until this day we had enjoyed our meals in the cockpit. Because of the rain and wetness, our evening meal was set up down below. Upon raising the leaf, the nest was found. This nest was hotel size! After all crew were encouraged to examine the specimen, it was removed, but **not** saved for future scientific study.

We observed a variety of birds, the mechanical and the natural. The F16s were practicing their skills again. We saw white heron, swallows and a hawk-looking bird that builds its nest on top of navigational aids. Occasionally we saw young in the nests. These birds eat the fish, so without a handy reference guide, we called them fish hawks. (After looking at home in my reference, the bird is an osprey.)

Day # 4, Thursday, August 7

Rain was our rooster again. We enjoyed breakfast before weighing anchor since we had a short trip (16nm) to Atlantic Boat Basin, which was just before the construction site that had closed the ICW until Friday. The original Great Bridge has a clearance of 7 feet. Our mast is 56 feet. It swings open for "tall ships". The construction of a new drawbridge is before the swing bridge.

Underway at 1015 we proceeded through the A and C (Albemarle and Chesapeake) Canal peacefully watching the depth finder and the surrounding area. We spied a bald eagle. We approached the swing bridge on Centerville Turnpike. The captain radioed ahead for instructions and request to open the bridge. We had a wait of 15 minutes. During the wait, the Dutchess maneuvered herself into a shallow and grounded. Using the cantilever concept all crew

weighed themselves on the bow of the boat and she freed. We proceeded through the opened swing bridge, then under an opened railroad bridge and docked at Atlantic Boat Basin at 1305.

Ed prepared chicken salad sandwiches for lunch.

Atlantic Boat Basin is a large facility, which has a repair shop, inside and outside water storage and dry storage. There is a marine store, but no groceries. There are showers and an air conditioned lounge with a computer.

The captain decided to give Ed and Pat a break from the cooking and cleaning. We had dinner at "The Court House" in Chesapeake, Virginia. The restaurant sent a car to the marina to transport us. Since they sent a small car, we were delivered in two trips. We enjoyed our meal. Ed had difficulty ordering a Manhattan that was fit to drink. After the third try, he got a beer. Keep in mind we were still in Virginia. Later the restaurant owner transported us to the all-night grocery store nearest the marina. A store employee drove our groceries and three of us back in his pickup. Real southern hospitality. Captain John, David and Eric walked back to the marina. After stowing the purchases, showering and closing up for rain, we "turned in". Time? Late!

Day #5 Friday, August 8

Up early this morning, finally the Great Bridge will open for water traffic after being closed for three days. Everyone, except Pat, was up and moving by 0630. There was NO wake-up rain this morning! Wanting to be on our way as soon as possible, we proceeded (0815) through the construction site, which had been cleared of the tugs and cranes of the previous day. Next, we motored through the opened Great Bridge, then immediately followed by the Great Bridge Lock. The lock was nicely landscaped with flowering trees and bushes. The drop was about 18 inches. A powerboat and another sailboat accompanied us. After the activity level dropped off we all enjoyed a breakfast of French toast, turkey bacon, coffee, tea and bananas.

By 0900 we passed under a bascule bridge (Route 104, Virginia) at marker G "33" on the chart. This is located on the Southern Branch Elizabeth River, which runs into the Elizabeth River in Norfolk, Virginia.

We proceeded through Norfolk on the river and passed US Navy ships, battle ships, destroyers, aircraft carriers, supply ships, submarines, patrol boats. Ed discussed his experiences in the Navy and gave interesting facts about different ships. We passed by commercial vessels, tugs and barges. Private and commercial boats share these waters. We had to keep our distance from all Navy ships. Markers were in the water and patrol boats watched, including us, as we passed.

We eventually emerged out into the ever-widening Chesapeake Bay and turned northerly up the bay between Virginia and the Delmar Peninsula. Most of the day was overcast, hazy in the morning and rain and higher seas in the afternoon. Those on deck and in cockpit donned foul weather gear and life vests. The galley crew remained below reading or napping through the rolling and pitching. We dropped anchor at 1745 in Godfrey Bay, Virginia.

During daylight the crew worked on rigging the jib. We noticed jellyfish in the water, with many mini-jellyfish, the young. Minnows lived there too.

The meals for the day were very good except for the peaches we recently purchased. They were dried out and chewy. For lunch we had Spam salad sandwiches and for dinner, a meatloaf. Ed has a way of making even Spam taste great!

After dark, David and Eric observed the phenomena of bioluminescence. The jellyfish lit up when disturbed. Even the little ones made the water sparkle. Eric shook the towrope of the dinghy and the area lit up like the star reflections. To see the jellyfish better David and Eric shone a flashlight into the water. Up came the crabs. Crab fishing using crab pots is a big industry in this area. Navigating around and through the buoys marking the pots can be challenging, needing constant surveillance.

TO BE CONTINUED NEXT MOTH, Ed.

PHOTOS FROM THE AUGUST RENDEZVOUS



Figure 2. Sea Serpent and Dutchess at Rendezvous



Figure 4. EXCOM before the Picnic



Figure 5. Youngest attendee Haley M. Kwak



Figure 3. Commander. Ed Metvier & Admin. George Danko



Figure 6. Your editor showing DUTCHESS



Figure 7. All enjoyed the food and conversations.



Figure 8. George, David, Pat & Michelle checking the desert.



Figure 9. All the boats lined up on the wall.



Figure 10, Judy and Joe Chernowski arriving.



Figure 11. Jim Silver doing Vessel Safety Check on Bruce LoPresti's Salty Girl.



Figure 12. Fred Mangelsdorf leaving on Young America.