

ON THE HORIZON

Dundalk Sail & Power Squadron · Chartered 11 September 1961
Volume 45 Number 3 May 2006

SUMMER!



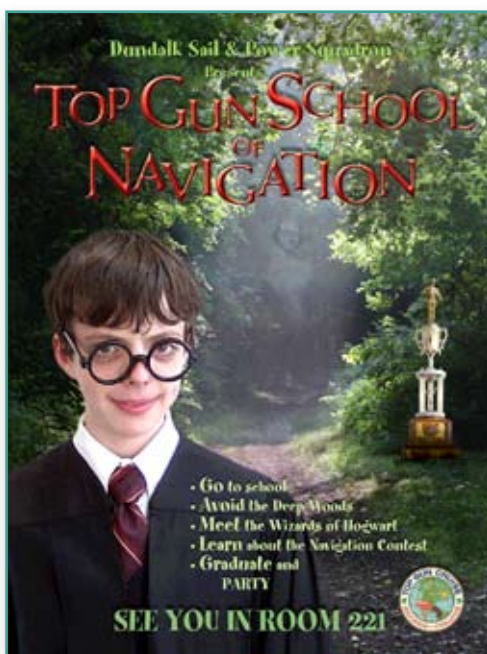
ON THE HORIZON

OFFICIAL PUBLICATION OF DUNDALK SAIL & POWER SQUADRON • CHARTERED 11 SEPTEMBER 1961
Volume 45 • Number 3

May 2006



SUMMER!



For the second time in a row, Dundalk has won the award for the best hospitality suite at the D/5 Spring Conference. The theme, dreamt up by our new commander, Bernie Karpers, tied Harry Potter to teaching navigation skills.

COMMANDER

Cdr Bernard S. Karpers, N

ADMINISTRATIVE OFFICER

Lt/C Tracey C. Stuenes, P

EDITING

P/C Rick Boardman, AP

EXECUTIVE OFFICER

Lt/C John Hall, AP

SECRETARY

Lt/C Stuart Newborn

GRAPHICS

Lt Brande Neese, S

EDUCATIONAL OFFICER

P/C Walter K. Neese, SN

TREASURER

Richard D. Bussey, P

Kindly submit articles to Rick by the 5th of every month via mail, email or fax. Thank you.

In With the New

Dundalk has a new Bridge, led by Cdr Bernie Karpers, N, who was sworn in by P/D/C Bill Selden at the squadron's Change of Watch on March 18th at Sparrows Point Country Club. Lt/C John Hall, AP moves up to Executive Officer and Lt/C Tracey Stuenes, P assumes the position of Administrative Officer. P/C Walt Neese, SN continues as Squadron Education Officer and he will be assisted by P/Lt/C Rolf Stuenes, JN. Lt Stuart Newborn will be secretary with Lt Joanne Day, SN assisting.

While the COW welcomed the new Bridge, the night belonged to outgoing Cdr Ken Finck, P who was roundly feted, toasted and fondly remembered by many of the speakers. This included P/D/C Bill Selden, who said he was moved by Cdr Finck's call for members to take on squadron positions and even to join the bridge at some point. Ken pointed out that all the work is worth it because of the great feeling accomplishment it engenders. P/D/C Selden told the audience that Dundalk has earned a reputation among other squadrons in District 5 for enthusiasm, accomplishment and having many "characters" among its members.

Also at the Change of Watch, the outgoing commander announced his selections for the three major annual squadron awards.

The Robinson Award for demonstrating superior member involvement and service to the squadron by a new member went to Lt David Seidenman, AP, who was cited for taking on the big task of Publicity Chair. David and his family also participated in last year's Commander's Cruise.

The David J. Heikkila Fellowship Award for creating a spirit of comradeship and friendship among the members went to P/Lt/C Rolf Stuenes, JN. Rolf was singled out by Cdr Finck for his behind-the-scenes work putting on the COW, organizing the practice navigation contest and coordinating the GPS course.

In somewhat of an upset, the Busted Shamrock Award for the greatest lack of good sense by a squadron member went to P/C Rick Boardman, AP, who, while piloting his vessel struck a wake which tossed crew member Joanne Day down the stairs on her head. As a "reward" for winning it, Lt Boardman must wear the shamrock on his person at all squadron events for the coming year or face the penalty of buying drinks for all members present. This is his second go-round with it.

This issue of the Horizon features columns by all the new Bridge members, offering readers a chance to get to know them.



COMMUNICATOR CDR BERNARD S. KARPERS, N

The 2006 year of Dundalk Sail And Power Squadron is off to a flying start. Thank you to P/Lt/C Rolf Stuenes, JN, for his work on the change of watch (COW). At that meeting we installed a well qualified and experienced bridge. Seventy-two persons attended. Due to the attendance at the meeting we have generated a surplus of funds for the budget for the year 2006-07.

To implement this budget we will need to be fully active as a squadron. Your support for the social and the educational activities is needed. In the recent past educational activities provided most of our income. These activities attract new members, and provide exposure of the squadron to the public. Continuing on as the Squadron Educational Officer is P/C Walter Neese, SN. We can support Walter in his position by attracting new students. Also we can help by taking the next course. So move your grade up one this coming year. Remember the electives. They will be needed if you want that full certificate.

The Executive Officer is Lt/C John Hall, AP with JN pending. Right now John is in the middle of fixing up Battlewagon. She came to Baltimore with much help from members of the squadron. John has many stories to tell about that trip. We wish John good fortune with his new boat and as Executive Officer.

Our new Administrative Officer is Lt/C Tracey Stuenes. Tracey moves into this position from secretary. She brings with her ideas for fund raising. The contemplated events will help ensure that we adhere to the budget. Seems there is always a need for funds. Tracey, assisted by her spouse, Roy, will renew efforts with the Ships Store.

We owe much to our Treasurer, P/C Dick Bussey AP. Dick has fussed over our books. He has kept us solvent. Furthermore he has helped negotiate the minefield of regulations about dues. He returns as treasurer with recommendations for fiscal responsibility. We will now adhere to the voucher system for repayment of expenditures made by squadron members. This month there is an issue with district dues. They are \$7.00 for active members and \$3.50 for additional active members. You were billed at a lesser rate, and the squadron will make up that difference. You can help by paying your dues, and by encouraging your friends to stay active.

Our new secretary, Lt/C Stuart Newborn, comes with much experience in business and accounting. He is an asset to the squadron. He moves into the secretary position from the budget and finance committee where our current operating budget was planned. He knows how to get things done. He was the driving force behind our present fiscal operation and effort to remain on budget.

That, ladies and gentlemen, is a brief introduction to our new bridge. We hope to serve you well this year. All too soon it will be next year.



At the spring District 5 meeting your squadron was well represented. Twenty-five percent of our membership attended. We took first place with our hospitality suite. This featured. P/C Lois Nehmer, SN, P/C Howard Barry, JN and Lt/C John Hall, AP. They were assisted by Evan Boardman, Eric, Michelle and Brian Hall, as we presented Top Gun School, Dundalk. The exhibit featured a discussion of the navigation contest and was presented on the theme of Harry Potter. The students Of Top Gun School attended their graduation party presented

By P/C Read Van Zile, AP, Lt Joanne Day, SN and P/Lt/C Bobby Blaker, AP. Thank you to all who participated in this presentation. *On The Horizon*, edited by P/C Rick Boardman, AP and designed by Lt Brande Neese, took a third place award for district publication. The Schnyder Award was presented to Rick during our April membership meeting. Well done Rick and Brande.

Turning to sailboats, you should know that Lt Max Robinson has distinguished himself. While flying Dundalk's burgee, he won the sailboat race conducted with crews from the visiting Volvo ocean race boats. That event was held in Baltimore harbor. Max claimed the burgee did slow him down a bit, but he was so fast it made little difference.

By the time you read this, Dundalk will have kicked off the boating season With Safe Boating Weekend at the Inner Harbor East Marina in mid-May. *Consiglia*, *After Hours II*, *Rat Ark*, *Tracilla*, and *Battlewagon* were planning to attend the start of our summer cruise program. If you missed getting a VSC exam performed on your boat during that event, schedule one now.

I congratulate P/C Howard Barry, JN on his appointment as Chairman of the Maryland Boating Advisory Committee. On May 19th, a number of Dundalk traveled to Sandy Point State Park for the presentation of the Governor's Proclamation Regarding Safe Boating Week.

In spite of all this activity, there was still time to fish. This year the spring season has been the best ever for rockfish. *After Hours* has had three trips during which she caught her limit. The average size fish was 40 inches at about 30 pounds each. The largest fish caught so far was 44 inches at 35 pounds. On two occasions we were skunked. So it does happen.

At this time we are making plans for the Southbound Cruise to the District 5 Summer Conference. Dundalk will be leading that cruise. More about this will be found in *Mark 5*. The cruise will begin at Great Oak Landing on July 13th and end at the District 5 Rendezvous on July 19th at Bay Creek Marina, Virginia. Kathy and I have visited this marina, which we feel is one of the better marinas on the Bay.

EXECUTIVE OFFICER

LT/C JOHN HALL, AP

Well, your Executive Officer has been busy. For those of you who haven't heard, we bought a boat down in Freeport, Texas. I haven't figured out how to tell the whole story because so much happened it will turn into a novel! We managed to put in a whole season of boating before May 1st.

I guess I'll fill you in about the boat itself to start with. We were very happy with the performance of our 32' Marinette. (GREAT BOAT – FOR SALE). It was just a little small for a family of five to spend a week on it. The boat sleeps six so that was ok. It seems like all boats from 25' to 55' sleep six people. It's more a question of how well they do it. The next issue was space for our supplies and gear. Of course Mary likes to prepare for everything and we bring enough food to make it to England! Also I tend to bring a few tools along. Well, OK, I've gotten a reputation at my marina for having any tool anybody might need. But hey, who doesn't travel with two electric drills, a circular saw, and a Sawzall? I left the impact wrench and the table saw home this time!

Anyway, we needed more space or a better way to use the space we had. We started looking at boats on the internet. You can spend hours searching on yachtworld.com for any type of boat you like. Anything from jet skis to tugboats can be found there. Mary knew exactly what she wanted. The boat had to have two staterooms and a stand up shower. Plenty of storage space would be nice too. I wanted an aluminum boat like the Marinette that I knew how to take care of. Diesel would be nice but not required. A boat sturdy and fast enough to keep up with the Top Gun Cruisers was a definite must. Cheap enough that I could buy it was the final requirement.

So we found our boat in Texas. It is a 44' Striker Sportfishing boat. It has two staterooms, a standup shower, and twin Detroit diesels. The boat felt huge

to me (still does). From the tip of the bow pulpit to the transom is about 49'. The beam is nearly 16'. I know this is a big boat to some and a small boat to others but it will take me a while to get used to it. The marina the boat was being kept at was an important part of the decision. The boat would need a fair bit of work before it could be brought home and I wouldn't be able to supervise it. I have to give credit to Rip Kirby who runs Kirby Marina in Oyster Creek, Texas. When we first went down there and I talked to him I felt pretty comfortable dealing with him. After going through this whole process I don't think I could have found a better person/marina to handle the process. To put it simply he is an honest and fair man.

Each day we were down there brought new problems and new hope. The first night down was a disaster which left one member recovering up in Houston and half the crew running back and forth to make sure she got the best possible care. The next day we decided to move the boat a couple of miles down the creek to get some fuel. This was my first time

running the boat and John Wells our broker came along for the ride. It was a good thing he did! The trip to the fuel dock was uneventful. Over a thousand dollars later we had nearly full tanks. While I was backing the boat into the slip the port transmission shifter broke off in my hand. I quickly shut the engine down. John Wells came up to the bridge and took the controls while I ran down to the engine room to see if I could free up the transmission. I was hoping to get it fixed while he kept the boat from destroying the marina. Very skillfully he managed to dock the boat on just the starboard engine. Whew!

The next day we moved the shifter from the tuna tower down to the fly-bridge and lubricated the cables. They seemed to be working ok. We installed our GPS which had the charts for the area and were ready to go. The crew would be Howard Barry, Mary, Brian and myself. We decided to start off on the "safer" inside route that day. We hoped to make it past Galveston where we might be able to rejoin our crew from Houston.

After about an hour I needed to check the engines and fuel filters so I turned the bridge over to Howard and Mary with instructions to "Keep it on the line". After I checked the engines and they seemed ok I felt a little bump. "Hmm, That didn't feel right." Then we stopped dead like hitting a wall. "That really didn't feel right." I went tumbling in the salon. Brian was almost sitting down so he was fine. I went up on the bridge to check on Mary and Howard. Mary was sitting dejectedly at the helm but appeared to be ok physically. Howard was lying on the deck. "Oh my god, we killed Howard!" Taking two members out of commission was going to look really bad at the next meeting. But Howard was okay – he just needed to catch his breath.

"What happened?" I asked. Mary said, "I don't know. I was following the line." A quick



stands. First we checked for problems in the engine room and bilge. No leaks, but the starboard engine boatswain saver was ripped apart. The port engine had died when we ran aground so no telling if it would work or not. This was going to result in a major towing/salvage charge if we didn't at least get the boat free. Howard called Cdr Bernie Karpers on his cell phone to report a major problem. Bernie's response: "I've got an emergency going on HERE right now and can't talk". This worried us because we thought there had been a turn for the worse. We later found out that his "emergency" was driving the van into a parking garage with low clearance!

We inflated the dinghy and launched it. A quick tour around the hull revealed no damage and that we were only 10 feet from deeper water. This wouldn't be too bad except we had 20 knots of wind, waves and the current pushing us onto the sandbar. Also we were next to the channel and were able to see the tugboats and barges quite clearly as they passed close by us. They wouldn't answer us on the radio but would give us a nice hand wave as they passed by.

We lowered the 40 pound anchor into the dinghy and I took it out about

a hundred feet or so. We worked and worked the windlass. Did we move or not? Maybe, but only a few inches at best. Well maybe if I push while they work the windlass. Still nothing. We moved all the heavy gear forward on the boat. We drained the fresh water tank. We had the $\frac{3}{4}$ inch anchor rode as tight as a banjo string but still the boat wouldn't come free. After a few hours with no progress we decided to call Towboat US. They informed us it would be whole lot of money. Well we needed the boat towed so it will cost what it will cost!

We kept working at it while we were waiting. A good thing too since they never showed up. Finally the anchor pulled out of the clay and sand. It came up as a huge ball and must have weighed 200 pounds. I scraped off what I could and we lowered it back into the dinghy. This time we decided to run the anchor rode through the side hawse pipe and take it out to the middle of the channel. This meant it would be hard to retrieve but would give us a better angle. The anchor was now so heavy I could barely get it out of the dinghy. So we began with the windlass again. Maybe the boat just moved? Or are we

just dragging the anchor? Better let the motor cool down for awhile. Finally the boat slowly moved. We began to rock a little. We were coming free! A few minutes later we had the boat floated. Now we couldn't get the anchor back into the boat. We didn't want to foul a prop with the anchor. We drifted back onto the sandbar. This time we were only lightly aground. I reset the anchor with the rode running through the bow line this time and we kedged off again. We still couldn't get the anchor into the boat but we got up to the chain so we were able to engage the one working engine and move the boat. After only six hours of work we had the boat free!

What to do next? Go forward or go back? We decided to head back to Kirby Marina. Battered, bruised and tired but still moving. Of course the day wasn't over yet! We still had 20 miles to go on one engine. More on that in the next issue. All in all it could have been a lot worse – I could have been the one who ran the boat aground!

I think my son Eric summed it up best when he asked his mom why she crashed the boat. "Eric", I told him, "We all make mistakes." "Yeah, but this was a BIG one" he said.



Boating Mishap Has Happy Ending

Lt Joanne Day, SN gave a number of squadron members a horrific scare when she slipped and fell about five feet while boarding Executive Officer John Hall and family's new vessel *Battlewagon* near Galveston, Texas. Lt Hall had gone to Texas to join the crew which was to bring the 44 foot newly purchased vessel back through the oil rigs of the gulf, across Florida's Everglades and up the Atlantic to Baltimore. Lt Day was knocked unconscious for a while and spent a few days in a Houston hospital. By her side during that time was Dundalk's new Commander, Bernie Karpers, S.

After Joanne was dismissed from the hospital, she and Bernie were not able to rejoin the cruise as planned because it was cancelled for other reasons (see the Executive Officer's column). Back in Baltimore, the irrepressible Joanne was quickly back at meetings and other squadron events. Her speedy recovery amazed and delighted all those who know her. Lt Day's presence at Boating Safety Weekend acted as a sober reminder that safety issues are for real, even for the most experienced of boaters such as Joanne, who has passed every course offered by USPS and is on the water every chance she gets. Last year Lt Day navigated a vessel to first place in the District 5 Navigation contest, missing perfection by just one second.

Northern Chesapeake Bay Rendezvous Practice Navigation Contest

Hosted by Delaware River Power Squadron

At Rock Hall Landing Marina (410-639-2224) June 23rd to 25th, 2006

*Located within an easy walk into town, the marina has floating docks,
a picnic area, swimming pool, bike rentals, play area and a motel.*

Please make your own slip reservation the with marina as soon as possible!
Inform the marina that you are with the Power Squadron Rendezvous.

Friday: 1930 Ice Cream Social
Saturday: 0900 Continental Breakfast
1000 Captains Meeting & Registration
1300 Navigation Contest
1730 Cookout Dinner
Sunday: 0900 Pitch-in Breakfast

Everyone is asked to bring an appetizer, salad or dessert for the **cookout dinner**.

Call Jean Petruska 215-338-0518 to coordinate what to bring.

Hamburgers, turkey burgers, hot dogs and iced tea will be supplied by DRPS.

Good Fellowship, Good Boating
and all of the above for just \$12 per person.
Children under 12 are free.

If you plan to stay in a motel or B&B, make reservations:

Mariners Motel, located at the marina. 410-639-2291 **Swan Point Inn** 410-639-2500
Inn at Osprey, located on Rt 20 in Rock Hall 410-639-2194 **Black Duck Inn** 410-639-2478
North Side Motel, located on Walnut St. R/H 410-639-7061 **Comfort Suites Chestertown** 410-810-0555
Hunting Field Manor Inn 410-639-7779



Name of Skipper _____ Rank _____ Phone _____

Name of Mate _____ Guests _____

Squadron _____ Boat Name _____

I will bring _____ for cookout dinner.

Cookout dinner..... \$12 x persons = \$ _____

Navigation Contest entry fee \$10 per vessel \$ _____

Total \$ _____

(Checks payable to Delaware River Power Squadron)

Send to: Lt Jean M. Petruska, S
3105 Wellington St.
Philadelphia, Pa. 19149

PLAN FOR D-5 SOUTHBOUND CRUISE JULY 13-19 2006

JULY 13, 14

RENDEZVOUS AT MEARS GREAT OAK
LANDING
CHESTERTOWN, MD
410 778 5007

POOL · GAS · DIESEL Marina will accept us.
Slip fee: \$2.75/foot. If we have catered event
it would be \$1.85/foot. Catered event at least
\$62.00 per person. Plan now is to rent the
beach and have a pitch-in beach party. Would
be nice to come by dingy or inflatable.

JULY 15, 16

KNAPPS NARROWS MARINA
TILGHMAN, MD
410 886 2720

POOL · GAS · DIESEL
· SAILING TRIP ABOARD REBECCA RUARK
· DINNER AFTERWARD AT HARRISON'S
CHESAPEAKE HOUSE Marina will accept
us. Sailing trip would be \$20.00 for two
hour sail. Lunch or dinner at Harrison's on
Tilghman Island. Will need transportation from
Knapps Narrows Marina to Dogwood Harbor,
Harrisons and return. Cost of dinner about
\$30.00. Remember this will mid afternoon on
Sunday. Irish coffee to follow at the marina.

JULY 17

ZANHISER'S YACHTING CENTER,
SOLOMONS, MD
410 326 2166

POOL · PICNIC PROVIDED BY PATUXENT
RIVER POWER SQUADRON Awaiting
acceptance at this marina. Schedule books open
as of January 1st. Cost would be \$ 10.00 per
person if you bring some food. If you do not,
the cost will be \$13.00 per person. Children
less than 12 years are free.

E MAIL: WWW.ZANHISERS.COM

JULY 18

SOMER'S COVE MARINA
CRISFIELD, MD
410 968 0925

POOL · GAS · DIESEL Awaiting acceptance at
this marina. Free time. Suggest you visit and
have dinner at a nearby crab house of seafood
restaurant. If we were to arrive early there may
be a chance to visit Tangier or Smith Island.

JULY 19, 20
BAY CREEK MARINA
CAPE CHARLES, VA

757 331 8101

POOL · GAS · DIESEL Marina has not been
contacted.

• NO CONTACT WITH ANY MARINA FROM THIS POINT ON •

JULY 21, 22, 23

DISTRICT 5 SUMMER RENDEZVOUS

JULY 23

RETURN HOME

By Ocean route or Chesapeake Bay route

OCEAN ROUTE

The Ocean Route will be the annual Top Gun
Cruise of the Dundalk Sail & Power Squadron.
All squadrons are invited to participate.

SCHEDULED STOPS BY OCEAN ROUTE:

JULY 23, 24

RUDEE INLET AT:
VIRGINIA BEACH FISHING CENTER
757 491 8000
OR

RUDEE INLET FISHING CENTER
757 422 2999

JULY 25, 26 27

SUNSET MARINA,
OCEAN CITY MARYLAND

JULY 27, 28, 29 30,

CAPE MAY, WILDWOOD NEW JERSEY

JULY 31

RETURN TO BALTIMORE
Via Delaware Bay, river and canal.

CHESAPEAKE BAY ROUTE

JULY 23, 24

TIDES INN, IRVINGTON VIRGINIA

JULY 25

SPRING COVE MARINA, SOLOMONS, MD

JULY 26, 27

HARRINGTON HARBOR
ROSE HAVEN, MD

JULY 28, 29

ROCK HALL LANDING MARINA
ROCK HALL, MD

JULY 30

RETURN HOME

• YOU MUST REGISTER WITH EACH MARINA TO RESERVE YOUR SPACE FOR THE NIGHT WE WILL BE AT THAT MARINA •

Please register with the committee for each cruise you plan to join. We need this information to plan the events. A deposit of \$50.00 is required at the time of your reservation for the southbound cruise. No deposit is required for the other two cruises.

-----SOUTHBOUND CRUISE

-----TOP GUN CRUISE (Returns to northern bay via ocean route)

NAME

POWER REQUIREMENTS

SQUADRON

POWER SAIL GAS DIESEL

ADDRESS

For Top Gun only: CRUISE SPEED RANGE

PHONE NUMBER E MAIL

Return your registration and deposit with check payable to
DSPS SOUTHBOUND CRUISE to:

NUMBER OF ADULTS UNDER 12

BOAT NAME

Lt/C Bernard S. Karpers, JR., M.D., N
1209 Brookview Road
Towson, MD 21286
410 825 6829 FAX 410 52 3252
email: BSKSEODPS@AOL.COM

LENGTH BEAM DRAFT

D/5 Cruise Reservation Form

Please register with the Committee for each cruise you will join as this information is needed to plan and make arrangements for planned events.

Note: A deposit of \$50.00 is required at the time of your reservation for the D/5 Cruise to Bay Creek. No deposit is required for the other two cruises.

Cruise info can be found online at: http://members.cox.net/d5_summer/2006_cruise.htm

Check the options that apply:

All slip reservations are the responsibility of the individual boat captains.

D/5 Cruise to Bay Creek Marina - 13 July to 20 July 2006

I will be joining the fleet at:

- | | |
|---|---|
| <input type="checkbox"/> Mears Great Oaks Landing | Enclosed deposit of \$50.00, payable to DSPS CRUISE |
| <input type="checkbox"/> Knapps Narrows | Enclosed deposit of \$50.00, payable to DSPS CRUISE |
| <input type="checkbox"/> Calvert Marina | <i>No deposit required</i> |
| <input type="checkbox"/> Somer's Cove Marina | <i>No deposit required</i> |
| <input type="checkbox"/> Bay Creek Marina | <i>No deposit required</i> |

Top Gun Cruise - 23 July to 30 July 2006 (Return to Bay via Ocean Route)

No deposit required. All slip reservations are the responsibility of the individual boat captains.

Return to Northern Bay via Bay Route - 23 July to 30 July 2006

No deposit required. All slip reservations are the responsibility of the individual boat captains.

Name: _____ Squadron: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Information:

Email: _____ Home Phone: _____ Cell phone: _____

Number of adults: _____ Number of persons under 12: _____

Please list names of individuals, including children:

Boat Name: _____ Home port: _____

Length: ____ Beam: ____ Draft: ____ Power Sail Gas Diesel Power Requirements: _____

For Top Gun Cruisers only:

Cruising speed: _____(kts) Range: _____(nm)

RETURN YOUR REGISTRATION AND DEPOSIT TO:

Lt/C Bernard S. Karpers, Jr., N
1209 Brookview Road
Towson MD 21286

Phone: 410 825 6829
Fax: 410 825 6829
Fax: 410 752 3232 (M,T,W)
Email: BSKSEODPS@aol.com

Dundalk Sail & Power Squadron's 16th Annual Crab Feast

25-27 August, 2006
Haven Harbor Marina, Rock Hall

Friday: Arrival and dinner on your own. You'll also need to make your own slip reservations for Friday. This is strictly first come first served, as they may not have as many slips on Friday as they will on Saturday.

Saturday: Crab feast starts at 1500 with crabs, corn on the cob (steamed with Old Bay), hamburgers, hot dogs, beer, soda and dessert.



AND Live music again by DAVE BRAND

Sunday: Pitch in breakfast at 0900.

Bring your friends, neighbors, relatives, marina or yacht club neighbors
(and mallets and knives).
This is our biggest event of the season!

Name: _____ Arrival date: _____ Time: _____

Boat name: _____ Length _____ Beam _____ Draft _____

Sail Power

Phone #: _____ Special needs or requirements? _____

Length _____ x \$ 1.95 = \$ _____
((\$54.60 minimum)

30 amp line x \$ 6.50 = \$ _____

50 amp line x \$ 13.00 = \$ _____

3% tax on slip and electric = \$ _____

Adult feast tickets _____ x \$ 36.00 = \$ _____

Children under 10 _____ x \$ 10.00 = \$ _____

Total \$ _____

Please make checks payable to "Dundalk Sail & Power Squadron" and mail to:
P/C Read Van Zile, AP, 812 Cold Spring Road, Baltimore, Maryland 21220-4330
Day 410/335-4161
email: loafersglory1@verizon.net
Reservations a must by August 16.

Please remember to make your own reservations at the Marina for Friday night:

410/778-6697 or 1/800-506-6697

CALENDAR 2006

Weekend of June 10th Raft-out in Still Pond.

Lot's of boating fun. Contact Lt/C John Hall for info.

Weekend of June 24th Practice Navigation Contest.

Don't miss this tune up for the big event next month. Many crew members needed so please volunteer. Contact P/Lt/C Rolf Stuenes.

July 1 – 4

We plan to have **raft-outs** at least three of four nights to view the fireworks close up in Middle River, Rock Hall and the Inner Harbor. Join us for one if not all three.

July 13 – 21

Dundalk is hosting the **District 5 Southbound Cruise** to Cape Charles. See the story and form elsewhere.

Weekend of July 21st

The highlight of the **District 5 Summer Council** in Cape Charles is the navigation contest. Dundalk has won it three years in a row. Dare we go for a fourth? You're darn right!

July 23 – 29 The Top Gun Cruise

this year once again uses Summer Council as a starting point. From Cape Charles we proceed out to the Atlantic and move north to Rudee Inlet, Ocean City and Cape May/Wildwood.

August 19 – 25 The Commander's Cruise

this year takes us up the Patuxent River and then over to Rock Hall for the Crab Feast.

August 25 Crab Feast at Rock Hall.

Don't miss Dundalk's most popular event.

EDUCATION OFFICER P/C WALTER K. NEESE, SN

25 May, 2006

We launched a four-week Instructed ABC course on Tuesday May 23. It will continue for the three subsequent Tuesdays at Anchorage Marina, P/C Lois Nehmer instructing. Another launch is scheduled today for a GPS class at St. John's Lutheran Church, P/Lt/C Rolf Stuenes instructing. This is the final round of public courses to be offered for the summer; we will resume teaching the public in the fall.

The fall public course schedule is under construction, with the benefit of newly settled arrangements with Dundalk High School to resume classes there; we hope to have it complete for the next newsletter.

For Advanced Grades and Electives, several items:

- **Engine Maintenance** is postponed until fall, with a zero turnout April 20 at Md. Presbyterian Church. We know some people are interested and will contact them directly, and also broadcast by e-mail.

- **Advanced Piloting** started on 25 April, but only two students are attending. Lt Strett Broadbent is instructing.

- **Seamanship** is complete, the exams for the second half having completed in mid-May. Navigation is ongoing; JN exams have been turned in; some open-book tests and sight folders are still pending. I'm pleased to announce that with the submission of his JN Sight Folder, Steve Dalgarno has made the grade of JN.

The schedule for fall Advanced Grades and Electives is also in progress, and is expected before the next Executive Committee meeting.