



NEWSLETTER

The Official Publication of the Chesapeake Bay Grand Banks
Owners Association

Spring 2005

President's Message:

Geoff Holmes

CBGBOA membership is growing by leaps and bounds. By the time this newsletter went to print, 125 members representing 64 boats were listed on our roster. Of special mention are those individuals who joined that are not currently living in the Chesapeake Bay area. Also of note are the cruising opportunities that your organization has planned for 2005 in the Chesapeake.

My thanks are expressed to Sam Nicholson and Jim Watson for their work to make these arrangements while Pepper and I spent the winter on Florida waters. Please check the OYA website and the latter part of this newsletter for details. We hope you will join us, particularly for the fall rendezvous.

A great program is planned for the rendezvous and the locations are both new and traditional. An important objective will be the election of officers for the coming year. If you are interested in helping CBGBOA continue to improve, please let me know via e-mail, telephone or US mail.

Cruising, either the extended version or weekend or day trips, has generated a number observations I think are worth mentioning.

- It is always a pleasure to see old friends in both expected places or encounter them unexpectedly in locations far from home. The opportunity to share concerns regarding your boat or travel plans then discover others have "been there, done that" and can provide a solution, is both rewarding to give as well as to receive.

- Getting away from the norm can also be a high. We frequently encountered porpoises in our bow wake in southern waters, but have you ever seen a shark slide under the boat in clear waters or seen a flock of parrots fly over that drive the dog crazy?
- Cruising is a wonderful experience that our Grand Banks vessels make possible.

I hope you are able to join us on some of these adventures.

Treasurer's Report:

On October 1, 2004 the new treasurer, Sam Nicholson, audited the CBGBOA account with a balance of \$3,629.21 and took over the day-to-day financial affairs of the Association. Costs since then have included final payments for the 2004 Fall Rendezvous (\$649.88) and deposits (\$1,450.00) for the marina and restaurant for the 2005 Fall Rendezvous in Baltimore. Income has come from the membership fees from 64 new boats (\$1,600.00). The balance on the account as of March 31, 2005 was \$3,054.33.

Don't forget annual dues of only \$25 per boat for the 2005/2006 year will be payable to CBGBOA prior to the Fall Rendezvous.

General Information:

Size and placement of Flags:

As per Chapman's Piloting

U. S. Ensign - on the stern of the boat, should be one inch for each foot of vessel overall length.

Club Pennant – Fly from the bow of mastless and single-masted powerboats and should be ½ inch in length for each foot of the highest mast above water.

Other National flags – As a matter of courtesy, it is proper to fly the flag of a foreign nation when you operate on its waters. Fly the courtesy flag on the bow of a mastless vessel and on the starboard spreader of a motorboat with a mast and spreader. It is improper to fly a foreign courtesy ensign after you have returned to U.S. waters.

As a Distress Signal – In a pinch, an upside-down ensign (American flag) may be used.

Coat hangers: Consider the lowly wire coat hanger for the following: as a plumber's snake, with a magnet attached it is a retriever, as a twist-tie to replace a broken hose clamp, and finally, fabricate your own "S" hook with two pieces of wire, twisted together and bent into the right size and shape.

Sticky Door: Got a door that will not close properly? **3 in 1** oil, not **WD-40**, is a lubricant that helps door latches work smoothly. Just a couple of drops rubbed on the locking mechanism will do the trick.

Chinese Laundry: What do you do with a heap of soaking clothes after you have had to run in wet weather? The engine room can easily reach temperatures of 110 ° and the engines will be even hotter. After you get settled in a marina or on the hook, just take all those wet items down to the "holy place", hang them up or lay them out on the engines and in the morning you will have dry, warm and possibly even nicely pressed clothes to continue your trip.

Corroded Fastener: Without penetrating oil on hand a rusted screw can be a frustration. In a pinch, try a few drops of "Skin So Soft" lotion or any cola drink. Of course, allow time for the magic to take effect before trying to extract the fastener.

Faith, Hope and an Autopilot

Pepper Holmes

Every once in a while someone crosses your life-path and once meeting that unique person, you know you will never be the same. For most of us, this person is a teacher, a confidant, and certainly your mate would qualify. Someone gifted, or maybe not so gifted, but who has caused you to re-think about your life, influence your attitudes and actions, what you value, and whom you love. Perhaps this person will give you reason to reflect on your philosophy of life and death. Geoff and I had another of those experiences on our most recent cruise.

Into the Delegal Creek marina came a small trawler, traveling with the strong current, attempting to dock and not being very successful. Hailing the captain (first on radio and then with frantic body gyrations), Geoff and the dockhand urged a change in plan, and suggested he should dock against the current. Seeming to ignore their communication and obvious hand signals, the boat was pointed in their direction several times. Finally Geoff was able to snag a stern line to secure the craft. Shaking their heads, the two land based men were ready to scream to this clown, "What were you thinking" and give the captain a lesson in docking with the current. Off stepped a thin man with eyes that could look right into your soul. He had a telling posture that hinted something was very wrong. His mouth was misshaped and spittle drooled from the corner of his smile. He carried a clipboard and pencil with a piece of paper towel attached and clumsily wrote he had lost an engine and was in need of motor oil. Geoff offered to drive him to the nearest vender, a distance of five miles, and the captain was visibly grateful. Once in the car the stranger reached for another piece of scrap paper and penned, "I have Lou Gerig's Disease and can't speak." Better known as ALS, this fatal neurological disease shows its effect in the weakness and deterioration of nerves and muscles. The disease process may last two to three years, eventually rendering the patient captive, in a place where he can only move eyes and eyelids, before vulnerable to pneumonia and dying. With awkward communication the two men shared some precious time, and several belly laughs. Geoff learned he wasn't traveling alone but with two cats, Faith and Hope. He lived

in Key West and had gone north as far as New York, and now was on his return trip. On hearing his condition I ruffled my feathers and said: "What's he doing on the water with no way of communication, he's an accident waiting to happen!" Geoff just shook his head.

About a week later we received an email from this man, explaining his initial venture and ultimate goal. Boy was I wrong, he was only a hazard to himself, and a blessing to anyone who met him.

He was posting his journal to the Key West Citizen newspaper and sharing his trip with anyone who cared to read his monthly insert. He forwarded his first article to us along with another "Thank you". His name was Gib and he was in the last stages of the disease that had already taken the use of his tongue (swallowing and speech impossible) and the muscles that held his head erect, a serious impediment for a lawyer. His approach to living and dying was amazing. He writes: "we all fight a war, I'm no different. I am determined to beat ALS every step of the way but intellectually, I know that I will lose the war. My clock is running and my moments are precious and this is how I choose to do it. I want to provoke my ALS to a fight. A solo trek in a small boat provides the adventures, challenge and solitude needed to test me. I want to beat it on every ground it chooses to challenge me and then reflect on which of us won each battle."

Gib was also focused on leaving "stuff" to his kids, to help him feel his life would be remembered and noted favorably. He left some personal artifacts along the East Coast for his descendants to find, using a map he created. No, he hasn't buried money but items you and I have squirreled away in a dresser drawer, for some unknown reason. He has buried smooth worn jewelry, old working Timex watches, campaign buttons, club pins, and foreign coins to name a few. He has dropped anchor, launched the dinghy and carried a bureau-drawer of life-time markers ashore for burial. A class ring is in a glass bottle, a ski pin in a soldered tin can. He writes again, "they (his children) will be welcome to take what they find, replace it with something of their own, or rebury it to whet their own children's sense of discovery and connection. It's his way of telling

his heirs who he was and what he did. He wants to be known for challenging his death and how he played the game.

I was so taken by Gib's single email that I downloaded all of the articles that were published in the paper so as to know this man just a little more. His journey started in February of 2003 and we met in November of 2004. His boat's name is Ka Ching and safely carried him on an epic voyage, but not without mishap, gas tank hole, faulty generator, auto pilot failure, starter engine replacement and a serious fall. In addition to being a lawyer, Gib had varied careers in real estate, as a columnist, pilot and professor. He was married to a nurse who must have loved and respected him enough to release him to his voyage. By the time he left Key West the disease affected his right arm and shoulder as well as what I mentioned above. His legs were still able to carry him but he was not able to raise his chin off his chest. A PEG tube had been placed just below his sternum into his stomach for intake of liquid nourishment. Like formula, he poured the heavy liquid into the tube for sustenance at regular intervals. He imagined his favorite foods with each can poured. His sense of humor over ruled the bad times. He writes: "Each evening he enjoyed a Rum Ka Ching, which is his eight ounces of formula mixed with a double finger of good rum drained right down the old PEG tube." His tongue may not be able to taste but the overall benefit is still savored, another victory in a battle that won't be won. He enjoyed anchorages as well as an occasional marina. Imagine positioning your boat and setting the anchor, now imagine doing it with weak uncooperative legs, and the use of only one arm and your head bobbing around as on a spring. He was faced with situations that would scare the most seasoned crew and somehow he survived with the ability to see the glass half full. He learned to create happiness by carefully looking at a situation and concentrating on what will bring a feeling of gratitude. He describes his way of handling a big trawler that overtakes him at 10 knots when he only does 7: "He used to rage and then get on the radio to say something nasty, now he stays silent and says "thank you" for setting up another challenge to confront." "Fantastic", he says, "lets see if I can minimize the roll this

time by holding left rudder and double the rpms on my port engine for about 5 seconds.

Gib did leave his boat and take occasional trips to see his family and visit his doctor in Miami. Unfortunately, the news was never good, the disease progressed, as if Gib didn't know. The phone was useless for Gib but email was perfect for personal communication. In time he would lose the ability to use his fingers and already had plans to utilize the Morse Code key connected to his laptop to create letters, sentences and ideas.

When Gib sent us his email, Geoff responded with "Hey Gib, my pleasure, that's what boaters do." Gib replied once again, "When you get to Key West, call me, my wife will answer, I'll buy you a drink, that's what boaters do."

While we were in Key West, Gib sent us another email saying he was in Hospice care and couldn't see us. He died ten days later. One of his closing statements was "realizing that if being loved is life's quest, then loving another is the Grail itself". I think he would like knowing he made a difference in our lives.

Why do I write about Gib and his voyage, he's not a CBGBOA member, doesn't even own a Grand Banks. However, in a way he was one of us, with the same need to survive, cope and win while fulfilling our boating dreams. We meet today's challenges and move on, but do we do it with such determination and grace?

From Oxford Yacht Agency:

John Shannahan

Jarvis Newman is an icon to us in the Marine Industry. He turned up in Oxford about ten years ago and bought a house on Tred Avon Avenue where he and his wife Sue spend early spring and late fall.

I recognized Jarvis Newman's genius about 35 years ago and am thrilled he would select me to be the recipient of an apprenticeship in lobsterboat design, construction and culture.

Together we developed a design for a 37' boat which was turned over to Eliot Spaulding of Freeport ME.

Eliot's design was cloned down to suit a stock Newman 32 hull and was constructed by Moch Pettigrew in South West Harbor late in 2003.

This hull was built using corecell, she was brought to Dickerson Harbor late in 2003 to be outfitted as a "mock up boat". You can see these photos on OYA website. We loaded "Duchess", as we call, her with lead to make her weight accurate and took her on sea trials behind an EastBay 49!

Later, I bought a trailer for Duchess, disassembled the mockup, stowed all the parts a builder would need and rolled her onto a troop ship headed to Turkey.

Karmon Ege, a German engineer from Istanbul, a city of boat building tradition, completed the construction to our specs, drawings, photos and several visits. Eliot Spaulding was given a detailed report by OYA after the mock up phase. He has since designed another boat in 33'6" as a second production model based on what we learned from the process thus far.

The design intent behind this line of lobsterboats is to have a comfortable, seaworthy, 90 ° temperature proof, low maintenance alternative to the GB32 which we sold for 20 years, and correspondingly the Newman 37 as an alternative to the GB 36, also out of production.

These boats will cruise in the teens to twenty knot range, have good interior volume and are amongst the most comfortable water and wave boats built in the world by virtue of their heritage. It will take several more years to fully develop the project but you will see Duchess on our website and on the Bay in June.

Cruising Medicine: Summer Skin Care

Jim Watson, MD

Now that warm weather has returned to the Bay many of us are preparing to "put to sea" for another season. Just as we check the onboard safety equipment we need to make plans to safe guard our skin. As many of you are no doubt aware, the problem with exposure to the sun is the skin damage caused by ultraviolet (UV) radiation that predisposes to the development of skin cancer. It is now clear that skin less than 18 yrs. old is particularly susceptible to sun damage and should be carefully protected. Parents and grandparents need to carefully monitor their little ones. The American Academy of Dermatology recommends a three-pronged program of skin protection.

1. Avoidance of sun exposure when feasible, particularly during mid-day
2. Use of protective clothing such as broad brimmed hats and long sleeves
3. Consistent use of sunscreen applied prior to sun exposure

Most commercially available sunscreens are a combination of several sunscreen agents. These are of two general types, those that scatter or reflect the UV radiations and those that absorb the UV radiation and modify its wavelength into a less harmful form. Compounds commonly found in sunscreens are zinc oxide, titanium oxide, octyl methoxycinnamate, avobenzone and esters of PABA.

The SPF number indicates the effectiveness of sunscreen. To provide the broadest level of skin protection the SPF number should be 30 or greater. As many sunscreens are water-soluble their effectiveness is lessened over time by the skins sweat or exposure to water such a sea spray or swimming, therefore they should be reapplied every two hours. It requires about 30 minutes after application for them to become effective, thus they should be applied ½ hr. prior to extended sun exposure.

The author wishes to thank Dr. Jan McDonald of McDonald Dermatology for her assistance in preparing this article.

House and Galley Tips:

Pepper Holmes

- Performance Plus Duct Tape: Yippee, a duct tape that doesn't leave behind a sticky residue for the second mate to clean. 3M Marine Performance Plus Duct Tape is UV and water-resistant, bonds to surfaces for up to a year, and removes cleanly.
- Setting the table for guest: Why is it, when things look good, they usually are good! You can set the mood for your meal with some very simple inexpensive tricks. Try using a large paper doile under your plate to make the setting a little special or a colorful large paper plate, as a charger, to create a touch of "whimsy".
- Guest use of head: Remember the first time you needed to use your host's head, hoping you wouldn't "blow the thing up" by pushing the wrong button out of sequence.

Prepare a simple 3x5 card with step-by-step instructions on the use of the Porcelain God and put it in view of the user (on back of the door). They will thank you later. If you have room, a small vase with a single flower in it and some attractive paper hand towels indicate you expected your guest to use the space.

- Hooray for the Crockpot: It seems this electrical miracle had fallen into disfavor for a while and is now enjoying new popularity. Of course soups and stews are a natural for this little gem, but I have had great success with stuffed peppers, beef stroganoff, chili, barbecued ribs and garlic pork loin (and I do share recipes).
- Hole in screen: What's more aggravating than discovering a hole in your screening? To keep the damage minimal, dab clear nail polish on the site and seek repair when you get back to port.

What's in the Name:

Pepper Holmes

The following are brief descriptions of the name origin of some of our member's boats. If you are new to our association, please consider sending me your history.

Dr. Nick – "Named after Dr. William M. Nicholson M.D., Sam's Dad, who died 3 weeks before we took possession of our first boat. He was very happy for us to have a boat and this is actually Nr. Nick VI. Sam and Sharon Nicholson

Heaven Sent – " We traveled to put an offer on a 36 GB but it sold before we arrived. We gave a deposit in case the deal fell thru. Three weeks later we got a call that indeed the deal was not going to occur. Our statement was, "It must be Heaven Sent." Karl and Donna Hasslinger

Traveller – Robert E. Lee's horse was named Traveller. Robert E. Lee was a great American, a great Virginian and a great gentleman. His horse carried him safely wherever he needed to go. Traveller, as a name for our boat, seemed right to us. Fred and Maxine Luxton

Pennant Design Contest:

Bill Fink

We are happy to announce the winning design in the CBGBOA Pennant design contest. Overall there were seven submissions from three members competing for the honor. We were impressed by the creativity shown by the contestants and thank them for their entries.

Your intrepid officers, while noted for their artistic sensitivity, also consulted with other experts to select the winning entry.

The graceful design was the inspiration of Fiona Woods. Fiona loves bird life of the Chesapeake and sent her design to her graphic designer son in law, Cassidy Crocker, to refine.



We are arranging to have the design produced for sale to our members and hope to see many of these graceful club pennants flying brightly from the fore staffs of our beautiful boats.

Upcoming Events:

By now you have received an invitation to join us for weekend Spring cruise and lawn party on Dymer Creek, VA hosted by Joe & Carol Sarnowski. The dates are May 20 –22 and the all-inclusive costs are \$150 per couple. Reservation forms can be down loaded from the CBGBOA section of the OYA website (OYA.com).

The Fall Rendezvous will be held September 28th through October 2nd starting in Oxford. We will again have a Predicted Log Cruise to Gibson Island then on to Baltimore Inner Harbor. Some seminars, a business meeting to elect officers, opportunities to socialize with other GB owners and browse the Baltimore waterfront (the Fell's Point Festival will be ongoing) will make for a wonderful experience. Costs and final arrangements are being determined. A Flyer giving details and a Reservation Form will be mailed in early summer. Information will also be available on the OYA website.

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Great Loop Cruisers' Association

If you are considering taking the great circle cruise, this organization is a great source of information. To become a member, you can respond to the following address:

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