



# NEWSLETTER

The Official Publication of the Chesapeake Bay Grand Banks Owners Association

Fall/Winter 2004

## President's Message:

### Geoff Holmes

Well its official, the Officers for the CBGBOA were elected by acclamation on October 2<sup>nd</sup> during the Annual Fall Rendezvous in St. Michaels, MD. Your Officers are Jim Watson – Vice President, Sam Nicholson – Treasurer, Bill Fink – Secretary and Geoff Holmes – President. The Board plans to serve the needs of the Association during the coming year with news reports, cruising opportunities and the 2005 Fall Rendezvous.

The 2004 Rendezvous was a tremendous success with 33 boating couples attending. Twenty-seven arrived by boat albeit Hurricane Jean was knocking on the Bay's door. We had interesting speakers, a challenging Predicted Log Cruise, a wonderful dock party at Miles River Yacht Club and super dinner accommodations. Many compliments have been received and we hope to do as well, or better, next year. We do not yet have the technology to post photographs into the Newsletter, but there are some wonderful pictures from the rendezvous on our website. Check it out; you may be there.

The By-laws were accepted by acclamation and are posted on the OYA website ([CBGBOA@oya.com](mailto:CBGBOA@oya.com)). The Association is now governed by the Owners with continued support and input from Oxford Yacht Agency and Grand Banks Yachts, Ltd.

**Please join in by offering to work with the various committees that will be formed to conduct our activities during the next year. Let me hear from you if you are willing to help with the rendezvous.**

## Secretaries Report:

### Bill Fink

At the recent Rendezvous a formalized GB Owners meeting began at 8:00am October 3rd. This is the first formal meeting of the group in several years. The meeting was part of a successful initiative to re-activate the Chesapeake Bay Grand Banks Owners Association. Summary:

Geoff Holmes called the meeting to order. Twenty-five boat owners attended. After assorted rendezvous related

announcements were completed a discussion of proposed bylaws was conducted with much discussion. The bylaws were accepted with understanding the organization would not incorporate at this time. Associate membership was discussed and approved. Transfer of the association bank account was discussed and a plan developed. A voting quorum was established as 51% of attending dues paid members. Suggestions for alternative sites and formats for next year's event were shared along with a request for Club Burgee design submission. The meeting adjourned at 9:15 am

## A special "Thank You".

Your board of officers voted unanimously to award Alan Willoughby a \$100 gift certificate to the Avalon Theatre. Alan manages our website, [CBGBOA@oya.com](mailto:CBGBOA@oya.com). Rumor has it Alan was seen dancing in the isles of the theatre at a "Little Feet" concert.

## Membership News:

As noted above, the By-laws were approved and thirty-one boating couples have officially joined the Association by paying their annual dues of \$25. A complete list of the members is found on the OYA website and will be updated as frequently as possible. For those who were not able to attend the Rendezvous, you are cordially invited to join and support the Association. The application form can be found as an insert in this newsletter and also on the OYA website. We welcome new and renewing members.

## Cruising Reports:

Boy, have we been getting Cruising updates from the folks that have already headed south on the ICW. From what we can gather, the ICW condition from the Chesapeake to the Florida border is passable with little to no damage. There are still a few areas that are shallow due to shoaling, but these are easily negotiated

except at low tide. Conditions in Florida are a little tenuous but are improving. Transient dockage may be harder to find as well as the ready availability of fuel, so one should make inquiries at your favorite haunts before venturing on. Current reports of local conditions are available on Skipper Bob's website (SkipperBob@att.net) as well as from Claiborne Young ([opcom@cruisingguide.com](mailto:opcom@cruisingguide.com)).

\*\*\*We were also given up to the date feedback from the Wefers as they made their way down the East Coast. Thank you!

Post Script: Pepper and I took Rosetta to Savannah in late October. We found the waterway easy to negotiate and plenty of water in Shallots Inlet and Lockwood Folly areas. The cheapest fuel along our way was found at Alligator River, Sneed's Ferry and Osprey Marina.

## General Information:

### Mum's The Word:

She huffed, she puffed and still they came! One by one the GB Trawlers and Eastbay's appeared on Town Creek. Geoff, Dave, and Bruce were scratching their heads and stretching their creative juices to accommodate all that were expected to dock. OYA was freshly painted and new Grand Banks flags and banners adorned the porches. Mum plants and pumpkins were everywhere and added a festive touch. We had several boat cancellations due to inclement weather but the owners didn't want to miss a good party so our parking lot was filled. We raised a glass (or two) to all that came and remembered those that couldn't be with us, while nibbling on fruit, cheese, assorted meats and nuts. The next morning the sky opened and rain came in a torrent. Still, DMO delivered discounted fuel to those who wanted it. After breakfast and captains meeting the rain and water calmed and the Predicted Log Cruise commenced with our Mum plants on the decks of most boats. Two routes were offered and several twists kept the captains and their mates on their toes. By the time we reached Miles River Yacht Club the sun was out and we, once again, celebrated our friendship. This evening; however, we were dancing, and relishing a lavish buffet of beef and seafood. Yet more owners joined us by water and land and our numbers continued to grow. Friday morning allowed a casual departure although most captains were seriously pouring over the "Rules of the Road" contest with the hope of winning one of the three prizes filled with vendor donations. Yet more boats and owners joined us for our final day in St. Michael's. Both Captains and Mates filled our formal meetings, and some requests were made to provide similar speakers on next year's agenda. Who will forget Dr. Watson's emergency treatments, especially for sea nettles? Most of our boats were open for visitation before dinner at the Town Dock Restaurant. The short walk back to the marina was just what we needed after a feast of oysters, crab legs and ribs. Saturday provided yet another sunny day and a full program. By the time we arrived, for dinner, at the Harbor Lights Restaurant

we were "best of friends" and sharing new boat tips and information. A highlight was the speaker who reminded several attendees that the "Pirates of the Chesapeake" were probably very familiar with their home creeks. John Shannahan presented awards to Betty Henderson and Pepper Holmes for their work on the predicted log race and rendezvous. Additional awards were given to the three "Rules of the Road" contest winners Bill Fink, Geoff Holmes and Betty Henderson, and to "Ceci", "Dr Nick", "Breakaway" and "Rosetta" the four Predicted Log Contest boats whose arrivals were closest to their estimated time. Special commendation goes to Milt and Em Irvin for bringing 'Magic' a 36' GB Classic Woody and Bob and Joan Jordan for bringing the newest boat, a 49' Eastbay delivered only 10 days before the rendezvous. And the Kramers who managed to successfully negotiate their 38+ Eastbay in and out of a very tight slip in St. Michaels deserve a special pat on the back.

### From the Yardarm:

Sometimes being a Good Samaritan does not seem like a good idea. On our way home to Oxford following the Rendezvous, we attempted to help a fellow boater who was hard aground just east of Knapps Narrows. Providing a wake was not enough to unearth the 40'+ sailboat, so we agreed to take his line and pull him off. It did not work and we succeeded in shearing the heads off the four machine screws that hold the starboard aft cleat to the bulwark, damn near killed my wife and cracked the teak cap-rails on the rear quadrant of our boat. Well, the boat can be fixed and fortunately only my pride was damaged.

Replacement of the cap-rails required the expertise of a Joiner like Wayne Wheeler at Dickerson Harbor. Reattaching the cleat was left up to me. Willy Smith, Yard Foreman, was a big help. The use of a tungsten drill bit and an extracting screwdriver got three of the four damaged screws out, but there is always one that will not come out. Eventually I was able to get it out but dislodged the holding plate that held the screw in place. How do you fix this? Measure carefully, cut a 3 inch hole upward between the bulwark walls from the lazerette, hold a washer, lock washer and nut in place with your hand (small) or hold the parts in place with chewing gum stuck on a flat head screw driver while you reinsert the new machine screw from the top side. It worked! After my new teak was in place, I applied a light coat of stain prior to eight coats of varnish. You can't tell its new wood.

## CRUISING MEDICINE

### Dr. Jim Watson

I would like to take time in this first edition of the CBGBOA newsletter to discuss in more detail a topic, which I briefly touched on during my presentation at the rendezvous. That is the early recognition of an impending heart attach or MI (myocardial infarction). Now that thrombolytic drugs (clot busters) are widely available, even in small hospitals, it is more important

than ever to get early medical attention for an MI. These drugs need to be given within six hours and the sooner the better, as this will increase the chances they will dissolve the clot which has blocked the coronary artery and caused the heart attack. In addition to the thrombolytic drugs it is helpful if the patient receives a dose of 325mg. of aspirin (one regular aspirin) as soon as possible. There is little downside to this treatment unless patient is allergic to aspirin.

The classic symptoms of an MI are crushing chest pain, difficulty breathing, a cold clammy feeling and light-headedness. However, there are many variations on these symptoms, which include pain radiating to the jaw or arm (particularly the left), persistent indigestion not relieved by antacids (Tums, Mylanta, etc.) and fainting spells. In people over 70 yrs. the symptoms are often atypical and may only be increased fatigue, mild shortness of breath, or short periods of confusion and disorientation. Most cardiologist and emergency room physicians would rather rule out an MI in a number of patients than miss the opportunity to aggressive treat and greatly improve the out come in the one patient who failed to present in a timely manner. **The message is:** if you or a friend thinks your having a heart attack take your aspirin and seek medical attention sooner rather than later.

### House & Galley Tips:

These tips came from our Mates Exchange and are worth sharing with those who couldn't attend:

- Gerda Fink (Worth Doing) suggested a cure for those pesky fruit flies that get to your fruit before you do. Place a bowl of *vinegar* on the counter (covered with plastic wrap, filled with slits) next to the fruit in the evening and have a fruit fly burial at sea the next morning.
- I have used dried *Bay Leaves* to prevent bugs and pest from invading our boat but it seems *Cucumber Peel* will do the same trick.
- A product called "Damp Rid" does a great job of absorbing musty odors. It doesn't replace a dehumidifier, and is conveniently packaged so it can be hung in closets, from the wooden grab rails in the house, or in the engine room. The calcium chloride pellets dissolve and are replaced by moisture that would otherwise turn into mold.
- Another tip for the line handlers has been passed to us from our friends in the Great Lakes Owners' Association: For Clean, Soft White Lines – "To a 5 gallon bucket, add a cup each of Downy fabric softener and Wisk Laundry Detergent. Half fill the bucket with hot water and toss in all you dock and anchor lines. Add more water if needed to cover and let "brew" overnight, then rinse well to remove all residue.

### News from OYA:

A new boat storage building is under construction at Dickerson Harbor that will be the largest structure of its kind on the Eastern Shore of the Chesapeake Bay. The facility will be ready to receive boats for covered storage in December 04/January 05. It will be 175' long, 150' wide with a 37' clearance at the entrance. Hurricane proof doors will be installed during the summer of 2005. The location is on the highest ground at Dickerson Harbor, which was 6' higher than the 8' tide surge during Hurricane Isabel. The facility will have windows and ventilators for comfort in warm weather and will be able to accommodate up to forty GB42 vessels.

### What's in the Name?

Many owners have shared the origin of their boat name. I will continue to tell their stories in forthcoming newsletters. Here are two that caught my eye:

**Castoff** – "We named our boat Castoff because the name can be taken in two ways both having significance in our lives. First, the nautical use means to begin a voyage and second, the medical use as to removing a cast." Jim and Judi Watson (Jim is an orthopedic surgeon).

**Synergism** – "The whole is greater than the sum of the parts. We have boated together for many years and work well together on the boat. One of us can often sense what the other needs to have done without the other asking." Dave and Betty Henderson

Please take a few minutes and send us an e-mail telling the story of the naming of your boat,  
**gholmes357@aol.com.**

### Burgee Design Contest:

The Association members voted to have a unique Burgee that would reflect cruising on the Chesapeake Bay. Several ideas were presented at the Owner's Meeting and it was decided a contest should be offered to create the best design. The Board will judge the contest and the winner will receive a complimentary Burgee at the 2005 Rendezvous. Please submit your suggestion to **Bill Fink via e-mail (gerdafink@attglobal.net).**

### Upcoming Events:

Plans for a late spring get together in the southern bay area are being formulated for the weekend of May 21 to 22 or Memorial Day weekend. **Jim Watson** would love your ideas and some help with this event. **Please e-mail Jim ([jwatson@inteliport.com](mailto:jwatson@inteliport.com)) or telephone (252.330.2273) by mid January.** The 2005 Rendezvous plans are also underway with Baltimore Inner Harbor as the destination following the Predicted Log Cruise that will start in Oxford. This event will be in late September/early October. We welcome your

help and hope you will volunteer to coordinate a portion of the activities, e.g. speakers, dinners, side-trips, welcome party or Captains Breakfast. **Please e-mail Pepper or Geoff at [gholmes357@aol.com](mailto:gholmes357@aol.com).** Watch for updates via the OYA website and mark your calendar **NOW!**

## **The Weatherman**

### Lightning Myths and Truths:

*Myth:* If it is not raining there is no danger from lightning.

*Truth:* Lightning often strikes outside of heavy rain and may occur as far away as ten miles from any rainfall.

*Myth:* The rubber soles of shoes or rubber tires on a car will protect you from being struck by lightning.

*Truth:* Rubber soled shoes and rubber tires provide NO protection from lightning. The steel frame of a hard-topped vehicle provides increased protection if you are not touching metal. Although you may be injured if lightning strikes your car, you are much safer inside a vehicle than outside.

*Myth:* People struck by lightning carry an electrical charge and should not be touched.

*Truth:* Lightning-strike victims carry no electrical charge and should be attended to immediately.

*Myth:* "Heat lightning" occurs after a very hot summer day and poses no threat.

*Truth:* "Heat Lightning" is a term for lightning from a thunderstorm too far away for the thunder to be heard.

How far away is the thunderstorm?

- Count the number of seconds between a flash of lightning and the next clap of thunder.
- Divide this number by 5 to determine the distance to the lightning in miles.

*Editor's note: This information is printed with permission from the Florida Grand Banks Eastbay Owner's Association. The text is from the Preparedness Guide from the U.S. Department of Commerce.*

## **ASSOCIATIONS**

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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:*

America's Great Loop Cruisers' Association  
PO Box 168  
Greenback, TN 37742-0168  
[restob@aol.com](mailto:restob@aol.com)

### **Travel's Note**

For those of you that will be traveling in Florida this winter, you may want to check out these rendezvous:

West Coast: January 21 – 23, 2005  
Sanibel Island Marina  
Contact: 239 472-2723

East Coast: March 3 – 6, 2005  
Fisher Island  
Contact: 954-527-1778

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