



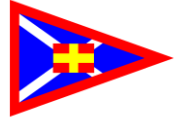
United States Power Squadrons®

Come for the boating education...Stay for the FriendsSM

ROCKY MOUNT POWER SQUADRON

THE COASTAL PLAINS SIGNAL

July 2016



Commander Linda ("Bug") K. Joyner, S

The month of May brought some disappointment with the weather causing the Happening on the Common being canceled. This also cancelled our 2016 Wear It Campaign. There were a total of 6,784 people and dogs in life jacket promoting safe boating this year. Although our squadron was not able to have our planned event, other United States Power Squadrons were able to add to the record. There have been 36,784 participants in the WEAR IT Campaign since 2010. Hopefully our squadron will work toward participating in the event next year.

We had a great day at Chris and Cathy's home in Holiday Island celebrating Memorial Day. There was a bountiful feast of low country boil. I scarfed up some shrimp to take to my mom as she enjoyed it several years ago when we attended. The geodetic survey was a blast. We did not find all that we were looking for but the journey was quite an adventure. One of the markers on our list had been discovered previously and was still open for easy access. We all went and saw Naiad, Clay and Wilma's trawler at the Albemarle Plantation Marina. She is a beautiful boat.

June had many activities to participate in. We had the Inner City Youth Adult Bass Fishing Tournament. I spoke at the Banquet on Friday 03 June about wearing your life jacket and listening to your boater. This was quite an opportunity for me as I have just become the Safety Resource at RMEP. I told the children about my first experience in a bass boat and how my hat flew away as we speedily took off. It was thrilling and scary at the same time. There were many participants at the tournament. The winners received quite a purse. The Cary Bass Pro Shop brought their pontoon boat and even distributed breakfast to the fishers. I gave John from the Cary Bass Pro Shop many pamphlets to peruse and decide which ones he would think best to give new boat owners. The plan is also to give new boat owners a list of the United States Power Squadron units so they can contact us for education on boating safely and with boating skills.

Lorraine and I promoted the United States Power Squadron/Rocky Mount Power Squadron at the Happening on the Common on 11 June. We also promoted Sylvan Bird Park in Scotland Neck, NC and the Aurora Museum in Aurora, NC. The children and adults enjoyed sifting through the potassium ore to search for fossils. We had one young fellow named Daniel who was teaching others on the identification of the fossils. It was a great day for sharing information.

The D27 Rendezvous held 18-19 June in Washington was much fun. My big adventure was getting there and getting back home. I took my first overnight boating trip with Clay and Wilma on their boat Naiad. We left the Albemarle Plantation marina at 1115 on Thursday 16 June. All things went well. We thought we lost Pewter (Persian cat) but he just found a great place to hang out in the cabinet under the navigation dash. We traveled through the Albemarle Sound, through the Alligator River, through the "Ditch" (Alligator-Pungo Canal) and landed at Dowry Creek Marina for the night. During our trip to Washington, we had an engine blow a gasket, Clay and Wilma repaired this while I drove

the boat on one engine. Clay was quite the Captain and checked on me to assist with navigating the channel.

On Friday we had fuel line issues, we consulted the manual to solve our issue. Due to weather warnings the decision was made to stay at the marina on Friday and Saturday. Lorraine drove to Dowry Creek and picked me up to attend the rendezvous in Washington. Clay and Wilma stayed behind to sort out Naiad.

On Sunday morning I returned to the marina with my good friend Lorraine's taxi service. I am very thankful for all her help. Captain Clay, Wilma and I left Dowry Creek at 8:15 am heading back to Albemarle Plantation Marina. During our trip back I kept watch on the markers to help us maintain our voyage within the channel. We had radio communication with many boats. We also experienced radio silence from several. The coast guard was quite busy on Sunday 19 June. There was a boat aground and another in some type of trouble. We were passed by two boats that we radioed to slow down when passing us which they did but they came up so suddenly that it would have been nice of them to alert us of their passing.

All in all it was a wonderful experience and I learned much about the rules of the road in boating and boating in general. I also experienced how a small group of friends working together can resolve issues and have a good time at the same time. I know that I want to enjoy many more boating adventures with friends like Clay who have taken the time to learn what is necessary to have a fun and safe boating trip, no matter how short or long. It is truly great to be a member of the United States Power Squadron/Rocky Mount Power Squadron.

Come for the boating education...Stay for the FriendsSM

Bug

p.s. If you have not yet paid your dues, they are most likely past due. If you are not sure contact me or our Chris Payne.

New North Carolina Legislation Regarding Boaters

by P/C Lorraine B. Ryan, P

House Bill 958 or Sheyenne's Bill was passed on June 16th by the NC House and Senate without any descending votes. Governor McCrory will travel to Cox Mill High School in Concord to sign the bill. Sheyenne Marshall, 17, a student at the high school was struck by a boater, whose blood alcohol content was 0.14, while she was knee-boarding on Lake Norman last summer.

The bill would make death by impaired boating a class of felony punishable by a minimum of three years in prison. The current penalty for driving a boat while impaired is a misdemeanor with a minimum \$250 fine.

Happening on the Common

Cdr Linda K. Joyner, S and P/C Lorraine B. Ryan, P participated in the Happening on the Common in Tarboro, NC. Linda provided the pictures below.



Inner City Youth/Adult Bass Fishing Tournament



The tournament was held on 04 July and Cdr Linda K. Joyner, S not only spoke on boating safety at their banquet the night before, but also provided these pictures from the day of the tournament.





United States Power Squadrons®

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RMPS Calendar 2016

1800 Monday 11 July	RMPS Bridge Meeting & Family Night Robert and Barb Bruner's, Nashville	9-10 September	Leadership Development Beaufort, SC
23 July	Rendezvous Beaufort, NC	1800 Monday 12 September	RMPS Bridge Meeting Texas Steakhouse, Rocky Mount
1800 Monday 08 August	RMPS Bridge Meeting Texas Steakhouse, Rocky Mount	1800 Monday 26 September	RMPS Family Night with Ondra & Nelson Texas Steakhouse, Rocky Mount
21-28 August	National Governing Board Sheraton at Station Square Pittsburgh, PA	1800 Monday 10 October	RMPS Bridge Meeting Texas Steakhouse, Rocky Mount
1800 Monday 22 August	RMPS Family Night with Kim Kenyon Texas Steakhouse, Rocky Mount	14-16 October	D27 Fall Council/Conference Embassy Suites Airport Greensboro, NC



VESSEL SAFETY CHECK

P/C Christopher E. Payne, AP

Chair VSC Committee

Call any of our Vessel Examiners to get your Free Vessel Safety Check today. We have plenty of VSC decals on hand. You can even prepare ahead of time by performing your own pre-VSC online at www.safetyseal.net by clicking on "Virtual Vessel Safety Check".

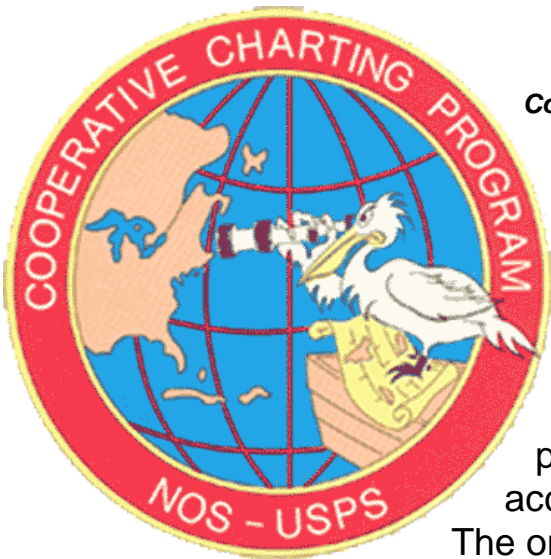
Thanks Chris

Contact me at 252 641-1233 or cepsmpcs@aol.com if you would like to become a Vessel Examiner.

Vessel Examiner Checks	Telephone	Email	Primary Area of Safety
P/C/C L. M. Barnes III, SN	252 442-1066	lbarnesiii@suddenlink.net	Rocky Mount, Beaufort
P/C Christopher E. Payne, AP	252 641-1233	cepsmpcs@aol.com	Tarboro, Hertford, Edenton
P/C Robert H. Bruner	252 908-2494	r.h.bruner@gmail.com	Nashville, Rocky Mount

Cooperative Charting

Cooperative Charting Committee Chair Stf/C Phillip A. Benson, JN



I feel obligated to update you on the status of the nautical program, since CCWEB has been discontinued and NOAA has no intention of bringing it back on line. The cooperative charting program has been moved from their Charting Division to the Navigation Division. They intend to continue the program, but in a different form and at this time will only accept reports through their Discrepancy Report System.

The only reports that can be submitted at this time would be reports on chart discrepancies or Coast Pilot updates. They are not interested in Inspection Reports and Range Line Surveys. They ultimately would like to continue to see depth surveys, but have yet to tell us they are prepared to accept this data. Their currently is no system for tracking reports submitted and NOAA has only committed to providing this data at the end of the year. Problems with Aids to Navigation (ATON) should not be reported to NOAA, however, they should always be reported to the Coast Guard.

The National Cooperative Charting Committee is busy working with NOAA and the Coast Guard to develop tracking systems, writing new Memorandums of Understanding and rewriting the Cooperative Charting Manual. The Coast Guard is asking us to participate in ATON Inspections and Bridge Light Inspections and we are working out the details, including procedures and forms of how this is to be done.

There are forms available and procedures available for reporting chart discrepancies and Coast Pilot updates. If anyone has a need for these please contact me at bensonphil028@gmail.com.

Along with all these changes, the Adopt-a-chart program has also been discontinued. This most likely means that with the next update to chart 11553, our adopted chart, the name of our squadron will disappear from the chart. This disappoints me as I have always tried to make sure our outings considered checking parts of this water in order to maintain this chart. This has been our adopted chart since before I became involved.

Ken Forster, who I used to cuss when I first started, has become a close friend over the last few years. He has informed us that he will no longer be involved with the program, but has been very helpful and supportive of our efforts to adopt the new program. I will miss his guidance and wish him well in whatever he does.

Education Report

The Rocky Mount Power Squadron held the ABC-3 Boating course for the second time this year on Saturday 14 May 2016. The class was held at the home of SEO Lt/C Robert H Bruner, AP and Lt/C Barbara Ann Bruner, S with two students in attendance, Heather Pernell and Erin Grimes. Each student scored 100%, and they shared with enthusiasm, how they liked taking a class in such a relaxing atmosphere that was conducive to learning.

Barbara and I attended the D/27 Rendezvous in Washington, which was a fun time for all attending.

The last trivia question was in the January News Letter.

The trivia question for January pertains to the Federal Regulation.

Question? During the day your vessel is engaged in diving activities the A flag is displayed what does it pertain to the vessel or the diver?

Answer: The Vessel.

The trivia question for July pertains to the federal Regulations.

Question? Which side of the line of Demarcation does the Inland apply as well as the International rules?

Be safe on the water.

SEO Lt/C Robert Bruner AP



USPS PLEDGE

*"I do solemnly pledge to:
Abide by the bylaws of the United States
Power Squadrons;
Promote high standards of navigation and
seamanship;
Maintain my boat and operate it legally;
Render assistance whenever possible;
And conduct myself in a manner that will
add prestige, honor, and respect to the
United States Power Squadrons.*

Low Country Boil for Memorial Day

By P/C Lorraine B. Ryan, P

Who says that you have to grill hot dogs and hamburgers for Memorial Day? Thanks to our Commander, Bug Joyner, members and guests of the Rocky Mount Power Squadron enjoyed a delicious Low Country Boil at the Payne summer home in Holiday Island. Cathy and Chris were our hosts for another enjoyable day by the water. No, we did not go ON the water but we did get to travel to the Albemarle Plantation Marina to see Wilma and Clay's new boat.

Other members and guests that attended were Commander Linda "Bug" Joyner, Janice and Scott Turner, Lake and Jacob Wilson, Bonnie and Steve Boshart and Lorraine. Cathy's sister and her husband walked over and a couple of the Payne friends came by golf cart, the vehicle of choice at Holiday Island. Even though Sally and Phil were off to Texas, Phil had already printed out informational sheets for our Geodetic Survey Event. Two groups consisting of Lake, Jacob and Bonnie, and Scott, Bug and Lorraine traveled the roads around Hertford attempting to find the bronze markers buried deep or found close to the ground. Both groups took our sheets, a shovel, a GPS but we forgot a tape measure and we could have used a weed whacker for the high weeds surrounding one area.

Bonnie's group found one marker and Bug's group found two. It was fun to go out and try to find these markers as we had done several years ago. I, for one, am glad that they decided to begin the project again.

Grady White Tour

By P/C Lorraine B. Ryan, P

Nine members of the Rocky Mount Power Squadron enjoyed a fascinating tour of the Grady White Manufacturing Plant on Friday 13 May. Glenn Alligood (no relation to our District Commander) gave us the tour and answered the myriad of questions that we asked. The company had its beginnings in 1959 when Glen “Bud” Grady and Don White established the business in Greenville, NC. Incorporating as G & W Boats, they began in an abandoned tobacco warehouse near downtown Greenville and became Grady-White. Grady came from a boat building tradition in Wisconsin while White was a boat dealer in Vanceboro. They began building 16 ½-foot wooden boats because that is what everyone wanted in the 60’s. Prices for the three boat lengths they made in 1961 (16.5’, 17.5’, 20’) ranged from \$695 up to \$1,995 which only included the boat, no engine or trailer.

Greenville was originally chosen as the place to start the boat business because of the abundance of skilled wood workers in the area. This was due to the furniture manufacturing business in NC.

During the sixties, fiberglass began to overtake the wood boat market, a metamorphosis was afoot. Consumers were clamoring for low maintenance boats and wooden boats did not fit the bill. Some boat companies embraced the new design and materials while other companies did not. G-W did not think that fiberglass was the future for boats but after Eddie Smith purchased the company in 1968, he set the bar high for the entire G-W Team. They finished building the last wooden boats that had already been committed to purchasers and then began the transition to all fiberglass in the early 70’s.

Kris Carroll, a G-W Team Member since 1975 was made president of the company in 1993, the first woman president of a major boat company. She remains one of the few women presidents in the industry today.

Glenn, our tour director walked us through the entire factory. We started in an area where they cut out the layers of fiberglass that are adhered to the gelcoat layer of the boat. They roll up the fiberglass, which are placed into little cubbyholes of the particular model of boat in a large rolling cart. We watched as men applied the fiberglass, by hand, to a boat that had already had gelcoat on it. They sprayed additional gelcoat and then used rollers and small tools to make sure that there were no bubbles in the fiberglass. We saw the composite stringers that are also covered in fiberglass. Foam insulation is sprayed into any compartment that is not being used for storage. In fact, Glenn said that if a G-W boat suffered a large puncture, it would not sink. It would only sink into the water to the waterline of the boat. We saw workers wearing respirators grinding down any rough edges of the boat and hardware in then added. Grady-White boats only use Yamaha engines and depending on the size, you could have one engine with a 54-gallon fuel capacity on an 18’ boat to a three engine, 344-gallon fuel capacity on a 37’ boat.

Exceptional attention to detail is in every boat, which includes an inspired workforce. The average length of time that a worker has been at G-W is 16 years with many belonging to the Captains Club with over 25 years of work experience. Glenn explained that if you work at G-W, you could get a “substantial” discount when purchasing a boat. He told me that I could not just work for a few weeks and purchase a boat – more like at least a year. Oh well, my kayak will last me for a long time.

Pictures from the Grady White tour provided by P/C Lorraine B. Ryan, P



Boat Molds



Boat with just the gelcoat



Adding fiberglass to the gelcoat



Stringers were added



Doing the finishing touches



The visitors in front of a finished product



A wood Grady White boat from the 60's

Additional pictures of the Grady White tour provided by Sally Benson.



Queen Anne's Revenge Lab

by P/C Lorraine B. Ryan, P

Five lucky RMPS Members got to have a personal tour of the Queen Anne Revenge Lab at ECU on Friday, 17 June. Barbara and Robert Bruner, Janice and Scott Turner and Lorraine viewed artifacts that were hundreds of years old resting in a solution of sodium carbonate and water that prevents rust from forming on the metal and preserves the items until they can be restored.

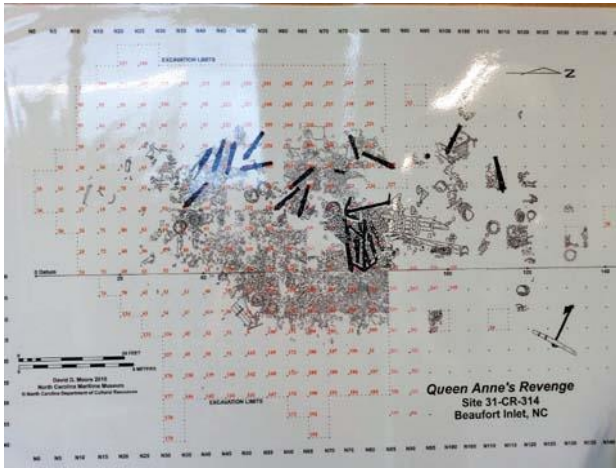
Thus far, 20 of the 40 cannons found on the QAR have been brought up from the wreck located off Fort Macon in about 25' of water. After the items are retrieved from the wreck, they are placed in the solution and sometimes they remain in it for as long as 5 years. We also saw one of the huge anchors that was in a container so large that a ladder was set next to it so that you could climb up to get a better look at it. Plates, glass bottles, bits of wood, nails, armaments and other items from the shipwreck are covered with shells, fishing line, sand and sea junk in a stony casing. Getting at the treasure inside takes years.

Kim Kenyon, a QAR Conservator gave us the guided tour and answered our many questions about the lab itself and the Queen Anne Revenge, Blackbeard's famous ship. Blackbeard used to wreak havoc throughout the Caribbean and along the Atlantic Seaboard from 1717 to 1718 in the ship, he commandeered from the French that was called La Concorde and was a slave ship. The wreck was discovered in 1996 by a private research firm and has become a teaching tool with the restored artifacts housed in the Maritime Museum in Beaufort. Since the shipwreck was discovered, more than 16,000 artifacts have been brought to the Queen Anne's Revenge Conservation Lab at ECU's West Research Campus.

The ship lies in 25' of water with shifting sand having to be blown away each year that divers go down to recover additional artifacts. About 6% of the site has been recovered and it is estimated that fully excavating the site could take several years. The ECU facility is run jointly by the university and the NC Office of State –Archaeology. Conservators use tiny tools similar to dental drills called pneumatic scribes to break up and remove the concretion. The artifacts may also undergo x-rays to determine what might be under the concretion.

Kim, the QAR Conservator said that she would be willing to come to one of our RMPS meetings to talk to the members that missed this interesting visit to the QAR Lab.

Pictures from the Eastern Carolina University Queen Ann's Revenge (QAR) Lab provided by P/C Lorraine B. Ryan, P



Map of the QAR under water



QAR artifacts



Kim and Scott



A cannon from the QAR



Anchor from QAR



Part of the QAR wood

District 27 Rendezvous in Little Washington

by P/C Lorraine B. Ryan, P

The weather could not have been more perfect for the District 27 Rendezvous 17-19 June in Little Washington. Members began arriving on Friday afternoon if they had a reservation for a 1300 pm sailing on the Jeanine B, a 72' Schooner docked on the waterfront. Those traveling on the boat either Friday or Saturday got to assist in raising the sails or even handling the wheel to steer the correct course.

Clay and Wilma, along with Bug, started their trip to the Rendezvous on Thursday from Albemarle Plantation where the Helm's Trawler is docked. Their trip began un-eventful but it did not end that way. Their first problem occurred when they blew a gasket but of course, Clay, being an engineer, had material on board to fashion a new gasket. Therefore, while Bug steered, Wilma and Clay repaired the gasket. Then one of the two engines on the boat decided not to run. Clay change the fuel filter but still had problems. It was determined that there was a hole in the fuel line and after some "Rescue" tape, the air had to be bled from the line. Both Clay and Wilma stayed at Dowry Creek Marina to repair the problem. Lorraine drove to Belhaven to pick up Bug so that she could enjoy the rendezvous and then drove back on Sunday morning so that she could complete the trip she started with the Helms.

The Estuarium on the Pamlico was the setting for the Welcome Cocktail Party Friday evening, which served good old North Carolina BBQ, salsa, black beans and corn and fresh fruit. There was also an open bar on the deck, which was kept very busy by members.

Saturday morning had our flag raising ceremony at Festival Park on the water, next to the Estuarium. All but three squadrons in the District were represented. Ondra and Nelson Gainey and Cathy and Chris Payne came down to spend the day at the Rendezvous. So, the six of us wandered in downtown Washington. The most interesting place we visited was the orange caboose parked on railroad tracks that used to be the end of the railroad in Washington. It has been turned into an Underground Railroad Museum. Washington was designated as a spot in the Underground Railroad nationally, and Washington is a natural fit because of the river. The river was known as an alleyway to freedom to enslave African Americans. Enslaved African Americans used to travel to Washington to hide among freed slaves.

Everyone from our squadron had reservations on the River Rover which is the pontoon boat owned by the Estuarium which travels along the river explaining some of the river history and interesting facts about Washington. Chris and Nelson tried their hand at Corn Hole but lost the trophy by the last throw. Bug and Lorraine went to Blackwater Jack's Bar down by the boat launching area, south of Waterfront Park. They were told that it is always interesting to sit at the upstairs bar and watch the boaters come in after "bending their elbows" all day on the water. We watched some anglers weigh their catch for the day and then release the fish back into the water. Jimmy Buffett is having a sailboat built in Little Washington and has flown down twice in his private plane. He has eaten once at Boss Hog's Backyard BBQ Restaurant, which was next to the Quality Inn where Bug and Lorraine stayed, and he visited Blackwater Jack's Bar another time. His sailboat is a quite unique and modern design. Check it out on his website. Barbara and Robert decided to stay at a local Bed & Breakfast; the best part of their hospitality was the Open Bar all day in the home. They sailed on the Jeanie B on Saturday and because of the heavy winds that afternoon; they healed quite a bit, much to the disappointment of them both. They both prefer their powerboat, which is always level with the water, never tilting!

Janice and Scott Turner also surprised us on Saturday afternoon but missed us when we went into the Estuarium to hear a presentation on the sailing history of Washington. Dinner was served under the tent on the park lawn with another open bar. Dinner guests could not leave the tented area with an alcoholic drink in hand as per the rules of our alcoholic permit. Brad, a Washington policeman stood on the outskirts watching everyone with his sharp eyes. It appeared that we all played by the rules.

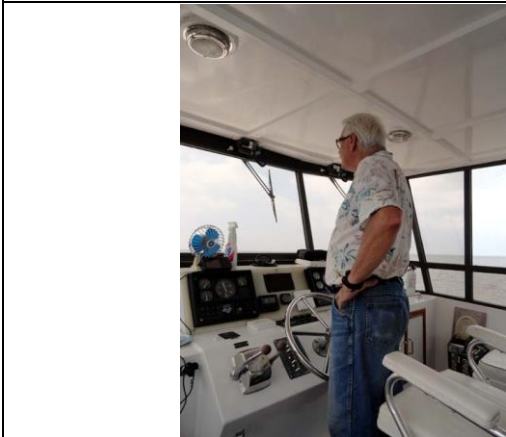
The pictures below of the D27 Rendezvous were provided by Lorraine B. Ryan, Robert and Barbara Bruner and Linda Joyner.



The flags have been raised



Bug giving her salute



Clay at the helm of Naiad



Naiad docked at Dowry Creek



The RMPs group



The Jeanie B



Lorraine Ryan, Paula Schubert and Linda Joyner



More of the RMPs group

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Published by the

ROCKY MOUNT POWER SQUADRON

A Unit of District 27

The United States Power Squadrons®

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1972-2016