
The Shallow Water Sailor

Number 111

Founder: John Zohlen

August 2003

The Bo'sun Chair

For those of you who have both used campgrounds and have anchored out, the following excerpt from Morry Kapitan's renewal letter will likely hit home:

I regret missing the cruise on the St. Marys River on Memorial Weekend. Linda and I had a good, semi-soggy time camping at the Delaware shore. It was a great time out doors and Linda could "walkaround" which is her issue with small boats and rainy weather. I, on the other hand, kept looking at all the other people crammed into that campground and thinking about how I could be doing the same thing on my boat, but tucked into a cove listening to birds rather than RV generators. Oh well.

I am reminded of a technique I have used to get away from noisy campgrounds while in the Shenandoah National Park. The backcountry rules in the park allowed you to camp anywhere, but you had to be out of sight of any trail and could not build a fire. So I'd bring my backpacking gear and just hike a half mile from the car by a nice stream. No noise except for the chickadees.

Today I do as Morry suggests, and anchor alone somewhere. If in unfamiliar waters, I check the charts for marshland, figuring there will be no houses to ruin the privacy.

SWS is a BoatU.S. Cooperating Group

When you join or renew your BoatU.S. membership, remember to remit only \$9.50 and indicate that you belong to the Shallow Water Sailors, and give our group number, GA84562B.

The easiest way to enroll is to call:

1-800-395-2628

You save half of the annual membership.

I know many SWSer members have the same urge for privacy. On the last MO on Lake Champlain, while in a cove crowded with boats, Charlotte Soechting complained about the crowd. She said she much preferred to anchor off alone then in a crowd or worse yet a marina. The next day we found the Bouquet River with no one else but the SWSers!

May you find only peaceful anchorages,



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Harvest Moon Cruise Planning

John Zohlen

Ken asked me to schedule a full moon cruise for this fall. September's Harvest Moon is on the tenth. I propose launching Friday noon, Sept 5th at Wye Landing (Talbot county ramp permit required: annual in-state \$10, annual out-of-state \$35, daily \$10).

Sail to Woodland Creek for Friday night, alternatively, Shaw Bay on the Wye East River if the winds are not cooperative.

Saturday, watch the 1:00 PM log canoe race off St. Michaels on the Miles River. The log canoes sail a triangular course. Normally we get inside of the triangle and watch at one of the corners.

Saturday night, anchored in one of the three creeks at the head of the Miles River above the bridge, or Hunters Creek or Leeds Creek (same as Spring Cruise '03).

Sunday, come back down the Miles and watch the 11:00 AM and 1:00 PM log canoe races. Sunday afternoon, return to Wye Landing and pull out.

Those not able to launch on Friday may want to launch at the St. Michaels public ramp on Saturday morning. Channels monitored will be 16 and 71 on VHF and 6-1 on FRS. Let me know if you are coming.

PS: Speak to the Rain Gods using a vertical stick to request a delay in any planned precipitation until Monday!

Family Radio Service

By Kenneth Murphy

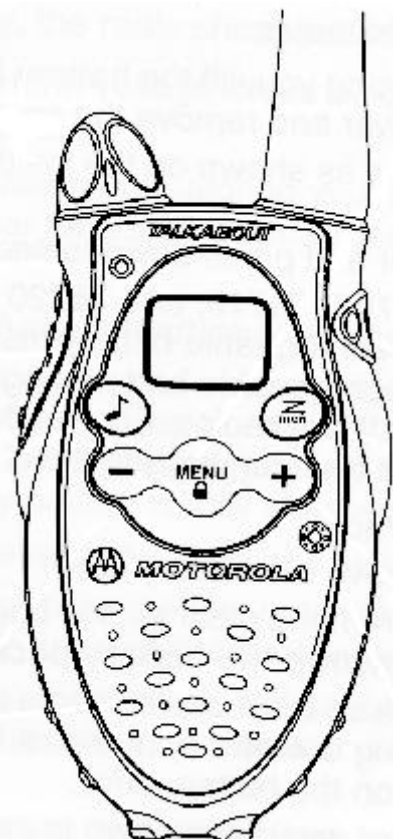
In the last issue we introduced the use of the modern walkie-talkies using the Family Radio Service frequencies. In the past the SWSers used exclusively the marine VHF radios for boat-to-boat communications. Such use is fine for a short conversation, say about location, progress, and meeting place. But the VHF channels can be crowded and are not meant for passing the time of day. There are so many times when I'd like to

be able to talk with other cruise participants, about what I see at the moment or about an idea that pops into my head. These little FRS radios fit the bill.

Several years ago these radios cost about \$100 dollars. Now they are going for less than half that price. They use three AA batteries, that last about three days of use that includes about 40 hours of standby and an hour or two of transmitting. Most models have all 14 channels and up to 39 CTCSS codes (see Protocol page following this article). They're compact and easy to use. You can keep them in a breast pocket while sailing and use with a single hand. Recent conversations include warnings about shallow waters and descriptions of bald eagles and where to look for them.

These radios transmit in the 462 and 467 MHz frequencies at 0.5 watt. Their range is 1-2 miles depending on terrain and conditions. At the extreme range, care must be taken to keep the radio vertical and to speak in a normal tone about 3" from the mike (to avoid distortion). The 0.5 watt radiated power is in contrast to the 5 watts used in the hand-held marine VHS radios and the 25 watts used in the permanently installed marine VHS units.

There is a lot of regulatory activity associated with the FRS. Just one example is that the FCC approved, in September 2002, the use of small bursts of data transmission on the FRS channels. Garmin, the maker of GPSs requested the approval of such use



so that it could produce a GPS/Radio that shows the locations of radio users on the GPS screen. Most of the regulations are designed to limit the use of these radios to “family” use and disallows commercial use. The SWSers have found no traffic on any of these channels while sailing. But that may change as the radios grow in popularity. Their limited range actually helps keep the channels clear.

There have been times when SWS members go out of range, like when we are on an upwind tack and we watch the super sailor amongst us disappear below the horizon. But then we switch to the marine VHS.

Recently, on one of my stops at CostCo, I found a pair of Motorola Talkabout T5710 family radios for \$49.95. This deal included a charger and rechargeable NiCd batteries. Couldn’t beat the price. But as discussed a little later this radio has a hidden additional cost.

The T5710 is among a new class of radios referred to FRS/GMRS. The GMRS stands for General Mobile Radio Service. This is a service that allows higher radiated power. These family units use the 14 FRS channels as well as 8 additional ones as follows:

<i>Channels</i>	<i>Description</i>	<i>Power</i>
1-7	FRS/GMRS	1.0 watt
8-14	FRS	0.5 watt
15-22	GMRS	1.0 watt

My grandson, Mitch, and I tested these new radios. Mitch stayed put with his radio while I jumped in the car with the other one and with my GPS. We first set the radios at 8-1, transmitting at 0.5 watts. The channel remained clear even at 2 miles. At about 2.3 miles we began to get strong static and at 2.5 miles voice communication became hard. Beyond 2.5 miles we could still hear the beep-beep tone generated when the radio’s key is released, but could not understand or hear the other’s voice. I can see using this key release as a signal to go to a higher power channel. We then reset the radios to channel 6-1, a 1.0 watt channel. At 2.5 miles we, again, could hear each other clearly. I then drove out to

about 4.3 miles, where again, communication became hard and the static pretty loud.

The test with Mitch, and my limited use of these radios on the water seem to suggest that: in most cases, a clear communication can be expected to 2 miles for the 0.5 watt power level and to 4 miles at the 1.0 watt level.

The bad news concerning these FRS/GMRS radios is that, to be legal, you need an FCC license. The FCC web pages are poorly done and give you little clear help as to getting the license. Thank goodness for the radio lovers that put helpful information on the Internet; see the Web resource listing.

A five year license costs \$75; more than the radios themselves! I went through the process to be perfectly legal and paid my \$75. But the way these radios are being sold and the quantity that will soon be on the street, I imagine the number of illegal users will far out number the legal ones. I expect that these licenses will go the way of the marine VHS license. The whole point of the license is, presumably, to keep some control over poor usage. These FRS/GMRS channels are supposed to be shared in a gentlemanly way, meaning you find an open channel first, before transmitting. The government assumes if you pay for a license you will be a gentleman. Though, nowadays, the marine VHS radios need no license and I see no real change in the ratio of gentleman vs. dimwits. So time will tell as to whether this license requirement will last. Also, with so many of these radios around, I can’t see how the government boys will be able to discriminate between legal and illegal radio use; the government has more important things to focus on.

Web Resources:

- FCC’s pages concerning FRS*
<http://wireless.fcc.gov/services/personal/family/>
- FCC’s pages concerning GMRS*
<http://wireless.fcc.gov/services/personal/generalmobile/>
- FRS Reviews*
<http://www.frszone.com/>
- GMRS Web Magazine*
<http://www.gmrsweb.com/gmrsinter.html>
- Instructions for filing for a Mobile Radio Service Licence*
<http://www.hrden.com/gmrs/gmrsapp.html>

Shallow Water Sailor Radio Protocol:

When using Marine VHF Radios

When planning to meet other SWSers for a cruise, discuss your planned VHF protocol. You should be familiar with the standard VHF radio usage.

It is suggested that while waiting for the first contact from other SWSers, you keep your VHF on the calling channel (Channel 16). The caller should repeat your boat's name three times and give his boat's name. Once you respond, the caller should request a change to a specific open public channel.

Once contacted on the public channel, you may decide to either stand-by on **Channel 16** or remain tuned to the public channel. Standard practice by SWSers is to stay on **Channel 71** after the first contact.

If you are one of the last boats to arrive on the water, you should first try making contact using Channel 16 and if no response, try Channel 71. If there are a number of SWSers on the water, you may either use specific boat names or call out for "Shallow Water Sailor" as a general call to be responded to by any member that hears your call.

If you have a high capacity battery powering your radio you should keep a constant radio watch on the agreed upon channel while underway. If your battery capacity is limited, e.g. handheld radios, agree to check in on the top (and maybe on the bottom also) of every hour while underway.

When using FRS or FRS/GMRS Radios

As there is no standard calling channel on these handheld walkie-talkies, you must discuss channel selection at the planning stage. These radios use a combination of a channel setting and a continuous tone coded squelch signal (CTCSS) code. So the notation, 8-1, means channel number 8 and CTCSS code 1. Care must be taken to assure the CTCSS settings between two radios of different manufacturers are compatible. When you set a CTCSS code, it prevents you from hearing others using the channel when transmitting a different code. Test your radios to assure the CTCSS codes of the radios are compatible. The following settings are suggested for SWSer use:

SWS calling channel for first contact and use beyond 1 or 2 miles:

Channel 6-1 (use 7-1 as a backup if others are using Channel 6)

SWS normal use channel when within 1-2 miles or when at anchor nearby:

Channel 8-1 (use 9-1 as backup if others are using Channel 8)

The newer radios that use both FRS and GMRS frequencies generally use 0.5 watt for channels 8 thru 14, and 1.0 watt for channels 1 thru 7 and channels 15 thru 22. So it is preferable to be on Channel 8-1 when you are less than 1-2 miles apart, and only use Channel 6-1 when the stronger signal is needed or when first calling.

If you are using 8-1 and find you are going out of range, key and release the talk button twice and wait for the other person to use the same signal before changing to Channel 6-1.

Norm's Divining Rod

The *Spring Cruise No. 24 Report* article in SWS #109 got lots of positive comments from members. They got a kick out of all the viewpoints concerning that wet and wonderful cruise. Morry Kapitan's contribution concerning John Z talking to a piece of wood topped the list for humor. Watch for a reprint of the article in *Messing About in Boats*.

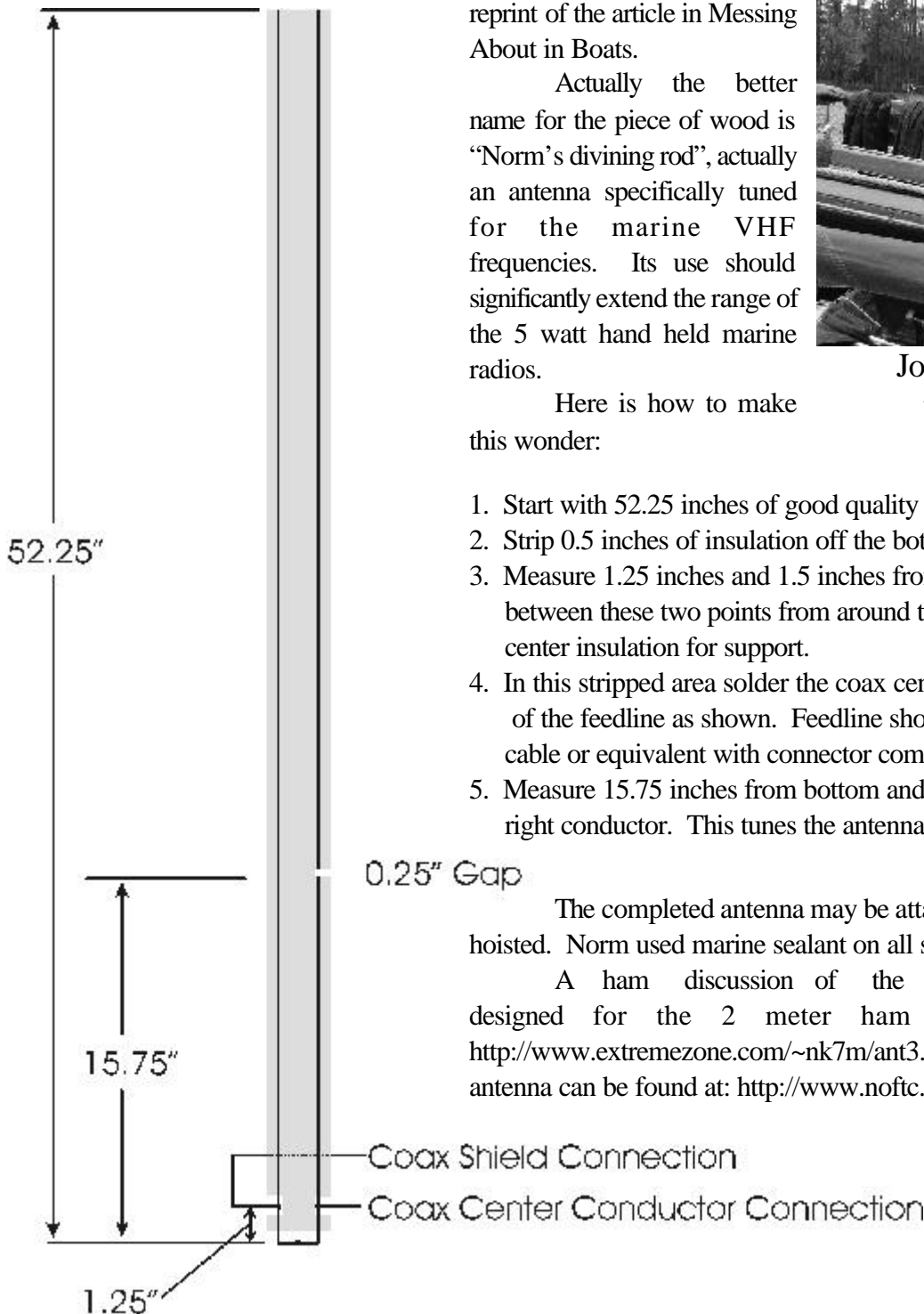
Actually the better name for the piece of wood is "Norm's divining rod", actually an antenna specifically tuned for the marine VHF frequencies. Its use should significantly extend the range of the 5 watt hand held marine radios.

Here is how to make this wonder:

1. Start with 52.25 inches of good quality 300 ohm flat TV lead.
2. Strip 0.5 inches of insulation off the bottom and solder wires together.
3. Measure 1.25 inches and 1.5 inches from bottom and strip insulation between these two points from around the wires only, leaving the center insulation for support.
4. In this stripped area solder the coax center and shield conductors of the feedline as shown. Feedline should be a length of RG58U coax cable or equivalent with connector compatible with your radio.
5. Measure 15.75 inches from bottom and cut out a .25 inch notch in the right conductor. This tunes the antenna for 158 MHz.



John Zohlen talking to the piece of wood



The completed antenna may be attached to a mast or rod, or may be hoisted. Norm used marine sealant on all solder connections.

A ham discussion of the antenna performance, but designed for the 2 meter ham band can be found at: <http://www.extremezone.com/~nk7m/ant3.htm>. A commercial version of this antenna can be found at: <http://www.noftc.com/prod01.htm>.

North to Alaska, Part II

John Zohlen

The second of a two part series

6/10/03 (Tue) - Underway as before. 0354. Sunrise. 0630 500 yards off Pt. Adolphus on Chichagof Island watching about 10-12 humpback whales feeding on the upwelling of herring. Air temp: 49 degrees. Also watched adult and immature bald eagles and kittiwakes catching herring on the surface. I know Jake Millar would enjoy this sight. The sun is trying to break through a low cloud layer. Continued whale watching after breakfast. Moved to within 150 yards of the beach and saw about a dozen eagles in flight, on spruce limbs or in nests on the rock promontories. Saw five eagles within the field of view of the 8 X 21 binoculars. Mary had more in the Steiner 6 X 30's. At one time the ship had bald eagles and diving Stellar sea lions on one side and a surface feeding humpback cow and her calf on the other side. I could not decide which to watch. Mary said she was going to the warm, windless side! "Whale up at nine o'clock!" This one rolled on its side and showed its 15-foot flipper. These whales are over 40 feet long. The bald eagles with their white heads are easy to spot on the tree limbs. Almost like Christmas tree ornaments. The 1100 slide presentation on baleen whales was interrupted to watch an active humpback whale on the surface. It breached and rolled on its side and back and slapped its 15 foot long pectoral fins on the surface. 1230. Enroute to Elfin Cove. 1330 Anchored 200 yards off Elfin Cove. The Activities Director went to the village dock in a Zodiac and returned with a woman who has lived in this small Alaskan fishing village for over thirty years. She gave a presentation on life and work in the village. Afterwards we went ashore in the Zodiacs. Elfin Cove is a very small, isolated village. Commercial fishermen founded it in the 1930s. It has no roads. The only ways to the village are by seaplane or boat. The residences and few commercial buildings are built on pilings between the high water line and the sheer sides of a tree covered 1600-foot mountain.

There is no sidewalk but a boardwalk for walking around the protected harbor. The combination of declining fish harvests and termination of state funding for the one room school has dramatically changed the social-economic future of the village. Sixty persons use to live in the village year round. Now there are about 200 summer residents and 15-20 winter residents. Fishing lodges and tourist gift shops have replaced commercial fishing as the principle economy. We walked the boardwalk, stopping at the newly opened museum in the former one room school and Patti's Smoke House. Bought smoked king and chum (dog) salmon. Patti talked a lot about life in the village. On the way back to the pier Mary saw a sign for fresh rhubarb pie. We went into the restaurant/bar/pool hall and had a slice of pie with a cup of coffee. Returned to the ship. Ate cod for supper. 2010. U/W. Proceeding through the Middle Channel of the Inian Islands. Drifted for awhile in the tidal eddies and currents watching sea otters, sea lions and bald eagles. Viewed the transit from the bridge. Old Navy ship drivers just naturally gravitate towards the bridge. 2208. Sunset. Turned in. 2220. Anchored on the East Side of Inian Island

6/11/03 (Wed) - Anchored as before. 0200. U/W. Enroute to the Glacier Bay National Park and Preserve Visitor Center at Bartlett Cove. 0350. Sunrise. 0430. Moored to the GB Visitor Center pier. Took on potable water and a Park Ranger. 0610. U/W for Glacier Bay. Bright and sunny. Air temp: 50 degrees. Calm. 0745. Passed close aboard South Marble Island. Observed tufted puffins, a colony of kittiwakes, pigeon gillamonts, cormorants and several hundred male sea lions on the rocks. The sea lions sounded like grumpy old men. Over cast and cooler now. Hot oatmeal at breakfast was good. Proceeding up Glacier Bay to see the Grand Pacific Glacier at the head of Tarr Inlet. 1000. Passed Gloomy Knob close to starboard. Looking for mountain goats. Saw only kittiwakes. 1105. Russell Island abeam to port. This was the location of the glacier face in 1892. The glacier has receded over 65 miles in the last two hundred and fifty years. Sighted Lamplugh Glacier to port. Took a

picture of the glacier and the Fairweather Mountain Range behind. The Fairweathers are the world's tallest coastal mountain range. Mt. Fairweather is 15,320 feet high. 1138. Bright and sunny now. Air temp: 54 degrees. Water temp: 38 degrees. Passed the Holland-American cruise ship *Zaandam* outbound from the Great Pacific Glacier. 1200. Arrived at the faces of Margerie and Great Pacific Glaciers. Margerie is clean and white. A mile wide at the face. The Great Pacific is dirty and barely distinguishable as ice. It is two miles wide. The Margerie Glacier is 250 feet tall. We are in 240 fathoms of water! Saw some calving of the ice the size of a small house. The calving starts with a cracking sound like a large tree branch snapping. 1430. Began standing down Glacier Bay past a colony of kittiwakes in the rock face. Bound for Johns Hopkins Inlet. Past the cruise liner *Dawn Princess* bound for the Margerie Glacier. 1500. Entered Johns Hopkins Inlet. 1515 Jaws Point abeam to port. Depth of water: 185 fathoms. Johns Hopkins Glacier is at the head of the inlet with the Fairweather mountain range behind. Took a picture for Christine (our daughter is a JHU grad). Continued down the bay to Bartlett Cove. Supper was fresh king salmon. 2100. Moored to the GB Visitor Information Station pier. Liberty call. Walked twice around the forest loop and down the beach with Ron, about three miles. It seemed strange walking in the deep forest at 2200 with plenty of daylight. Saw a large dugout canoe on display near the ranger station. It was 25' long and 4' wide, carved out of a single Sitka spruce log. 2300. U/W. Enroute to Peril Strait and Baranof Island via Icy Strait and Chatham Strait

6/12/03 (Thu) - Underway as before. Enroute to Peril Strait between Chichagof and Baranof Islands. 0352 Sunrise. 0900. Anchored in Hanus Bay on the south side of Peril Strait. Overcast, light rain and air temp 55 degrees. Went ashore with Pete and a group of eight for a long hike through the temperate forest along a stream to Lake Eva. This is old forest with Sitka spruce and Western hemlock. Saw at least six different sets of brown bear tracks along the trail. The stream was fast flowing and had a small rapid. Saw about two dozen salmon in the stream, 18-24 inches long. The Zodiac picked us up in a small shallow pond with a narrow, deep outlet to Hanus Bay. As we were loading the boat we saw three bald eagles fly overhead. One dove down and snatched a fish out of the

water. Returned to the ship and ate lunch. 1300. U/W. Enroute to Kelp Bay on the Northeast end of Baranof Island. 1530-1745 sighted a single humpback whale bubble net feeding on the north shore of the South Arm of Kelp Bay. The whale would dive and blow bubbles in a clockwise circle (bubble netting) from 15-60 yards off the rocky shoreline, then surface inside the bubbles with its mouth open. It would swim on the surface for a minute or two and then dive again. This pattern continued every 3-5 minutes for four hours. The whale went around the point into the Middle Arm, halfway up the Middle Arm, crossed over and began going down the Arm to Kelp Bay. The ship continued to trail the whale until supper (1900). Supper was rockfish. 2010. The Expedition Leader announced that there were three orcas (killer whales) off the starboard side. The dining room cleared instantly. Went topside to watch the interaction between the humpback whale and three orcas whales. The humpback was not pleased with the company and thrashed about on the surface. The orcas moved on. The naturalists onboard were thrilled to witness this "interaction". The humpback whale was later identified as 1524, The dorsal fin of the largest orcas was curved over. It was identified as No.T-40. The whales headed SE out of Kelp Bay towards Chatham Strait. The ship broke off trailing the whales and proceeded across Chatham Strait and Frederick Sound towards Petersburg. 2201. Sunset.

6/13/03 (Fri) - Underway as before. Rough seas crossing Chatham Strait. 0352. Sunrise. 0715 Mooring to a floating pier in Petersburg. Petersburg is a working fishing village of about 4,000 persons founded by Norwegians 100 years ago. Walked ashore after breakfast with Ron and Edie. Sunny and bright with clouds moving in. Air temp: 64 degrees. Passed a spot on the waterfront where it was low tide. Counted seven bald eagles inside a 50-yard circle with twelve in the air over head. The waterfront was busy but the only store open in town was the Hammer & Wikan general store. They had shelves and shelves of fisherman foul weather gear. No boutique stuff here. Walked back to the ship where we met our ride to the airport. 1030. After getting our safety briefing we (Ron, Edie, Mary and I) boarded a little Hughes 500D helicopter with Rick as our pilot. We lifted off and flew NE over Frederick Sound at an altitude of 3000 feet. We flew up Patterson Glacier and landed at an altitude of 1700 feet. We spent twenty minutes

on the glacier. What an experience! Returned to Petersburg at a lower altitude looking for moose and bear. 1300 Underway. Enroute to La Conte Bay and the La Conte Glacier. The glacier is so active in calving that the ship had to stand off by at least ten miles. The Zodiacs were launched and motored to the glacier through the ice flows. 1900. Left La Conte Bay and began transiting to Takatz Bay on the East Coast of Baranof Island. Dinner was King and Dungeness crabs. 2130. Mary checked e-mail. Thomas (our oldest son) sent a message today from Staffonstorp Sweden where he was visiting his brother Peter. Thomas' e-mail announced the arrival of Ida Zohlen on June 10, 2003. She weighs 3.44 kg and is 50 cm long. Congratulations Maria and Peter. Mary kept saying all along the baby was going to be a girl. 2202. Sunset.

6/14/03 (Sat) - Underway as before. Full moon. Enroute to Takatz Bay on Baranof Island. 0351. Sunrise. 0615. Anchored in the southern arm of Takatz Bay. High overcast skies. Air temp: 55 degrees. Ate breakfast. 0930. U/W in a Zodiac to explore the bay. The high tide is + 16 feet and the low is - 4 feet today. Normal tidal range is 15 feet. Water depth in the center of the arm is 92 fathoms. There is deep water right up to the rocky shore. The bay is surrounded by snow capped mountains. There is a large waterfall about 300 yards from the ship. Light rain, off and on, all morning. When it was not raining the sun was shining. 1315. U/W. Enroute to Kelp Bay. 1515. Anchored in the South Arm of Kelp Bay. Went kayaking along the shore and then across the bay to a waterfall. The water was gray with glacial silt. Could not see any marine life. A strong wind made kayaking difficult. Took the Zodiac to the head of the bay and walked the tidal wet land. Saw evidence of deer and river otter. 1830. U/W. En route to Sitka via the Peril Straits. 2045 Sighted two humpback whales and an orca in the straits. 2202. Sunset. 2245 Transited the Narrows at slack water. The current with a 20-foot tidal range reaches 7.5 knots at this choke point. The lack of total darkness makes the transit through these narrow waters easier. 2203 Sunset.

6/15/03 (Sun) - Underway as before. Transiting Peril Strait, enroute to Sitka. 0352 Sunrise. 0538 Moored at Sitka. Sun shining through the clouds. Air temp 55 degrees. Said goodbye to Captain Martin. He said the weather this morning was exceptional. Four bald eagles were circling

overhead the ship. I have grown accustomed to their call, like I am accustomed to the cardinal calls in Maryland. Left the ship on a bus tour of Sitka. Visited St. Michael's Russian Orthodox Church, The Raptor Center, The Sitka National Park visitor center and a Tlingit Indian dance ceremony. The bus then dropped us off at the airport. 1357. Boarded Alaska Airlines flight to Seattle. Everyone's luggage was opened and inspected by the TSA. Spent the night at the airport Marriott.

6/16/03 (Mon) - Barbara picked us up at the Marriott and drove us to their home in Montesano, WA. We ate lunch with Erik and then drove to Mount St. Helens National Volcanic Park. Stopped at the Washington State Visitor Center, Johnson Ridge Observatory and Clearwater Ridge Visitor Center. Visibility was excellent. Left the park and began to look for a place to eat. 1900 Greasy hamburgers and cherry cobbler at the Toutle Village Restaurant because ever other place closed at 1800. Drove back to Montesano.

6/17/03 (Tue) - Drove from Montesano to Bremerton. Passed by the Puget Sound Naval Shipyard. Saw many ships in mothballed status. 1140 Boarded the car ferry *Chelan* for Seattle. Walked through the Pike Place Market. Watched the fish mongers throw fish. Walked to the monorail and rode it to the Space Needle. Went to the top and eat a very expensive, but delicious lunch. Wild-line caught salmon. Visibility was clear for miles. Even Mt. Ranier was visible. Warm: air temp was 84 degrees. Rode the monorail back to the downtown area and walked back to the ferry terminal. There must be at least 100 coffee shops in downtown Seattle. 1715 Boarded the car ferry *Hyak* for Bremerton. Landed and drove back to the Dairy Queen in Shelton for Frozen Blizzards. Then on to Montesano. When we arrived the temp had dropped to 60 degrees and dark clouds were blowing in from the SW.

6/18/03 (Wed) - Drove to the SeaTac airport in a light rain. Our first rain experience in the State of Washington. Said a hurried goodbye to Erik and Barbara. 1210. Northwest flight to Minneapolis. 1854. Northwest flight from Minneapolis to BWI. 41,000 feet and the bumpiest ride in five years. Mike and Lyn picked us up at the airport. Katie Dog was glad to see us when we got home. A hot shower and then to bed. A great vacation.

Some Favorite Shots



Show-and-Tell Time - After Brian beats out Ken with his 4 vs 3 LED head lamp, he proceeds to inflict a coup de grâce with his swinging mountain climbers stove during a late May cruise on the St. Marys River



Kay Besom in her Bay Hen is surrounded by two other Bay Hens in a raft of SWS boats on this year's Spring Cruise

On Wye River cruise, Jake Millar captures a male osprey protecting its nestlings



Participants of the First Annual Sailstice Cruise, May 30-June 1, on the Wye River. Paul McGovern, Norm Wolfe, Jake Millar, Ken Murphy, Morry Kapitan, John Zohlen, Phil Samson, Dana Gunnison.

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Listed below is the outline of the draft of the Dovekie manual with what I need help from members. The old timers can be of great assistance here. Please let me know what the manual needs to include and what sections you are willing to help write. I will “mine” the old Dovekie manual by Peter Duff, and will fill in general boat information from the Hen Manual. The overall format will use the same headings and quotes as the Hen Manual.

Introduction	Looking for several paragraphs concerning the joy of sailing the Dovekie
Safety	Done, need review
Rigging	Have diagram, need a Dovekie expert to explain the rig.
Cruise Preparations	Done; would nice to add a food section and an overall review.
Trailer	Done in genera; need review and Dovekie trailer specific facts and information.
Seamanship	Got some general sailing facts from the Hen Manual, but need a review of the entire section and Dovekie specific information.
Navigation	
Getting Underway	
Sailing in Light Air	
Sailing in Heavy Air	
Sail Alternates	Done need review
Maneuvering	Need a section
Anchoring	Done; need review
Maintenance	Need reprise of all SWS articles on maintenance
Modifications	Same as above
Bibliography	E-mail me info on all your favorite books

Will need a full proof read of entire manual when it is completed.



By Dawie

refer to:

<http://www.dawie.co.za/>