



Delhigh Power Squadron

Delhighlights

DELHIGH POWER SQUADRON *SWEEPS* PRIZES IN D/5 NAVIGATION CONTEST

The 2008 District 5 Navigation Contest was held during the D/5 Summer Council and Rendezvous in Baltimore Inner Harbour on Saturday, 19 July 2008.

The weather was clear and *hot* but with enough rough seas to make the course a physical “challenge” for some crew members. Tension mounted as the boats gathered; the contest began without incident.

After approximately three hours, the boats completed their course and began returning to port. On board *Miss Kelsey III*, the D/5 Bridge along with Past Chief Commander Ernie Marshburn, stood on deck - in full summer uniform - (in 100° temperatures) to salute each returning boat.

At the dinner that evening amid loud applause and cheering, Bob Hannabery took center stage to receive the first of three awards he and his crew (Joe Stemrich, Mike Lebeduik) won. Bob's *KOKOMO* won second place in the Individual Category, first place in the Novice Category and with *ANGEL ANNE* and her captain, Russ Fontana, and crew, Jim Ziegenfuss and Tony Carugno, first place in the Team Category!!

Congratulations to *KOKOMO* and *ANGEL ANNE*'s captains and crews.
It was very proud evening for Delhigh Power Squadron.



2008 SOUTHBOUND CRUISE

Submitted by Amy Fontana

Started cruise by anchoring out at Fairlee Creek for two nights.

Obviously we had a great time with cocktail parties on our raft out and lots of good friends.

Under dark skies we cooked out on the beach, celebrated three anniversaries, and presented a best hors d'oeuvres award to Warren Stevens.

Terrific conditions to cruise over to Annapolis Yacht Basin.

Hanging out and walking around the town with so many shops and so much food made the time pass quickly.



Bright sun and hot weather accompanied us to Pleasure Cove Marina in Bodkin Creek.

Out at the pool most of us swam and relaxed.

Unbelievable hors d'oeuvres and cocktails on the dock.

Not much to do but swim in the creek, kayak, and relax.

Dinner at Props restaurant for snow crab feast.



Cruise to Baltimore Inner Harbor in a fourteen boat flotilla.

Russell Fontana, Tony Carugno, and Bob Hannabery did a super job arranging the trip.

Unlimited heat accompanied us the entire week.

In town for Baltimore Orioles vs. Detroit Tigers...thanks Bob for getting all the tickets.

Splash award was not awarded to anyone on the trip.

Every day was fun, relaxing, and spent with new and old friends.



2008 SOUTHBOUND CRUISE PHOTOS

Fort McHenry Flag Raising

By D/Lt Rich Norris



All participants in the D/5 Summer Council & Rendezvous were invited to participate in the Flag Raising Ceremony at Fort McHenry on Saturday morning, 26 July .

Dundalk Sail & Power Squadron hosted and organized the weekend's activities, including arranging bus transportation to and from Fort McHenry. They even accommodated those (whose names are being withheld and protected under the 5TH Amendment) who couldn't read and therefore were not aware of their scheduled departure time.

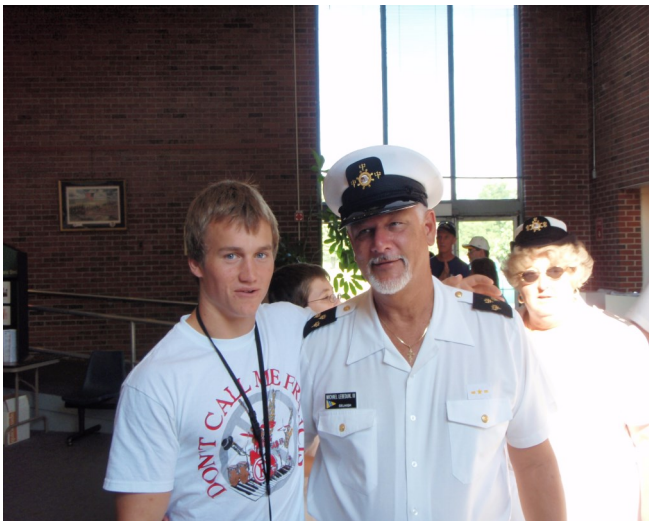
The Flag used is a replica of the Flag flown in 1814, during the War of 1812, which inspired Francis Scott Key to write what today is our National Anthem. This Flag, by all description, is HUGE!!! It measures 42 feet long by 30 feet wide, with 15 - 2 foot wide stripes and 15 - 2 foot stars. It took a group of 20 - 30 volunteers, most of which were uniformed D5 attendees, to help unfold and raise.

Although it played part in many events in our history from 1776 through WWII, its most significant role was the defense of Baltimore during the War of 1812 by roughly 1,000 dedicated Americans. In fact, its defeat of the British Navy in 1814 was a turning point in the war that up until then, America was losing badly.

The Flag Raising or "changing" as it's officially titled, takes place every day. The wind had to be cooperating, not blowing too hard or not hard enough, for them to raise the large Flag that we described above. If not, a much smaller version is raised, so we were fortunate.

Bea and I have been to Baltimore many times before, but never took the time to visit this National Monument. What a mistake. Despite what felt like 150 degrees outdoor temperature, it was well worth the visit. We encourage all to dedicate some time to visit this fine Monument during your next visit to Baltimore. Or should I say, "Balmor."

FORT MC HENRY PHOTOS



Hmmm, what's wrong with this picture?



D/5 SUMMER PHOTO & REVENUE SOCIETY PHOTOS



D/5 SUMMER
CONCOIL & REZDNDOS
PHOTOS



Navigating the D/5 Contest

(93 Minutes Aboard the *Angel Anne*)

by Lt/C Jim Ziegenfuss, JN

Early this Spring, Bob Hannabery put out a challenge to our squadron that we should have a boat entered in the 2008 District 5 Navigation Contest. This would be the first time in several years that anyone would enter from Delhigh, and if, he reasoned, we were ever going to elevate our status in District-5, "we should compete."

I have to admit that when Bob made the challenge, my heart raced a bit. It had been about 7 years since Delhigh had a real Navigation Contest at the Delhigh Rendezvous, and I recalled how much fun and excitement it brought the attendees. I thought about the courses Dave Evans put together for the participants, and of the days I crewed as the navigator with George Kelchner on the *Cathie Jean*, and then with Howard Steckel on *High Bid*. It's a bonding experience for any crew. I remembered getting up early to review 60D = ST. Getting my navigation tools ready. Going over each detail with the captain and crew. Leaving the dock, and then returning to the cheers of our families. And yes, we even won a couple of first places. But more importantly, we always had lots of fun. Now I hoped I could be a navigator again.

By now everyone knows what happened at the D/5 event. Delhigh entered two boats in the contest, *Kocomo*, captained by Bob Hannabery, and *Angel Anne*, captained by Russ Fontana. *Kocomo* came in second overall, and *Angel Anne* came in fifth overall. But this story is not about our finishes or the trophies we brought back to the Lehigh Valley. It's a recap of what happened aboard the *Angel Anne* during that 93 minute contest.

I actually did get my wish. Russ asked if I would be the navigator aboard the *Angel Anne*. Just like old times, I jumped into getting organized and reviewing things with his crew. Russ couldn't make the practice at Rock Hall several weeks before the D/5 event, so I worked with the crew of the *Kocomo* at the practice to freshen up my skills. We all learned a lot that day, helped each other, and agreed that teamwork and cooperation between our crews was paramount to our adventure in the District contest. Our goal was to get two boats in the top five, but we'd be happy with one good finish.

July 19, 2008: The day of the contest. After an inspirational flag raising ceremony at Fort McHenry, all boats entering the District Navigation Contest began leaving for the bay. First wave of boats was to start at 1330. We were in the second wave, four boats in all, starting at 1340. I felt good about our crew, although we entered the contest without a Lookout. Russ was Captain and Helmsman, I was the Navigator, and our Timekeeper was Tony Carugno out of Cape May, NJ. Although we were shorthanded, Tony gave me some confidence that our Team could stay on top of everything. He's is a NJ State Trooper, cool and calm, fit and trim, ready to tackle his duties. He's got some salt in his veins, too, as he keeps his boat in Baltimore, spends lots of time on the bay, and just spent the entire week on the Southbound Cruise on his boat, along with Russ's. These guys are ready, I thought.

I felt good about the *Angel Anne* too. She's a 37 ft Sea Ray Sundancer: sleek, clean, and seaworthy. It has all the equipment, and Russ knows how to use it all. Amy Fontana had cleaned the salon area, and I had a good table on which to work. Tony could bounce in and out of the lower area and work with me on courses and fixes. Everything looked good, including the super-sized hoagies, sliced fruit, chips, and drinks Amy prepared for us.

So we're off to the starting line. "What's your speed curve look like, Russ?" I asked. "Well, at 1400 RPM's, we're between 6.5 and 7.0 knots", he confidently answered. For those boaters who have run a Navigation contest, you know that speed is critical. For those of you who have not been in one,speed is critical. So I thought we needed to get better numbers. "We have some time, so let's try to tighten that up", I said. "If possible, we need speed to the tenth of a knot". But unbeknownst to me, Russ's tunnel hull boat had about ½ knot variation in it at the slow speeds we'd be traveling. Tony and Russ began calculating a new curve, and although we felt better about trying, I don't think we got what we needed.

The trip to the starting line would take about 45 minutes, and as we traveled out the Patapsco River, it was obvious the winds were getting stronger. I suggested to Russ that we stop the engines when we reach the bay, set the GPS, and see how far we drifted in a ten minute timeframe. Then I could calculate set and drift if we needed it. "Sounds like a plan", Russ said. "How about a hoagie in the meantime" he said. Not for me, but Tony grabbed one, and our observer, Tom Clark from Dundalk, had one too. I planned to have mine on the way home after the contest. Like I said, they were big and looked great.

One half hour to Start: We made it to the bay. While the weather was calm at Inner Harbor, the winds on the bay were very noticeable. They obviously started in the morning, and were blowing up the bay from the south, which gave us 3 to 4 foot rollers. I heard Russ stop the engines, and Tony and he were now calculating the drift. A ten minute test should do it. Then after about three minutes, Russ has the engines going again. Not much to go on, I thought, but I'll try. "What are the number's Tony?" I asked... "She's really blowing hard up here....we had to move...no numbers." he said. OK...forget the drift!

Ten minutes to Start: The first wave of boats takes off at 1330, and we now see our 10 minute flag from the committee boat. I think we're ready, but we start to take water over the deck, and there's now a spray coming in the hatches. My charts are getting wet, along with everything in the forward stateroom. Better close the hatches. Earlier I had told Russ I didn't need the air conditioning. Bad move. That salon gets hot and stuffy in a hurry.

Five minutes to go: We get our course from Tom and start the plotting. Tony's in the salon with me. It's going great. I'm starting to plot, and he's starting to calculate the turning times. Russ is bringing the *Angel Anne* around to approach the start line. What a team!

Seconds before the start: Tony goes up top. I'm plotting, but it's too rough to sit and plot. So I push back the seat and decide to stand and bend over the table to be more stable. Russ guns the engines. We're off....at 7.0 knots. (We think). The course shows us going at 093 along the red main channel markers. They should stay on our Starboard side the entire leg, so it will be easy for Tony to get some beam bearings. I'll plot the times to each marker, just to be ready. When Tony gives me the time, I'll get a fix.

"Mark" Tony shouts. Excellent. Boy, are we good, I thought. Now I'll plot the fix.... and.....seems like we're falling behind. Could we be ¼ mile behind ALREADY? Where's your next marker, Tony? I'll keep plotting. Boy is it rough down here.

Second beam bearing coming up.: Mark! How's that look? Holy smokes, that wind must be strong. Still behind. Now I began to think how we were going to make up the time when we hit the last leg. But let's see where we are when we get a leg *with* the wind. Better get some fixes. I tell Tony to get the GPS ready. We'll need it. Boy it's hot down here.

Then it hit me: I look at my t-shirt and I'm soaking wet. My head is spinning, and my stomach's hurting. I need some air. I leave my navigation table to go topside. Wow... Just in time.

but my thoughts go to the Delhigh Christmas Party, and the "Splash Award". I can just see Norris and Brown coming up with an "Upchuck" or "Puke" award, and I am resolved not to be the first recipient. No awards for me. Back to navigating.

Tony's back in the salon: He's looking a little white too. But I didn't say anything. I begin drawing one course line at a time, then standing up. No air and the water's getting rougher. I drink some soda...clear 7-up. That'll help, I think. As I turn, Tony's running up the ladder, and say's "I gotta get out of here or I'll be sick". WOW. Tony? Now I don't fee so bad. We're dealing with the same condition. Sweating bullets, I chase him up the ladder. Tom, our observer, takes a long look at both of us, thinking, I'm sure, about the story he had just told us about the crew on his Navy ship getting seasick during the entire trip across the North Atlantic. We were quite a sight.

Russ, in the meantime, has his head over the rail. Is he looking for something? His eyes should be glued to the compass. I just knew we should have had a lookout. What's up, Russ? "Just getting ready", he said. "I felt it coming". Russ Too? He's been up top the whole time. Remember when you wanted us to calculate the drift?" he says. "Well, I almost got sick then. That's why I started the engines and began to move the boat".

And that was before the contest started! That made it three for three.... we're all feeling a little woozy.

Survival: Now it's a matter of getting through this thing without making a mess. Plot a little, get some air. Don't go too long without getting air. Tony finds a beer bucket and brings it to the salon. It's a tiny thing, too small for both of us at one time, should we both need it. Russ reminds us to use the sink if we need it. Amy would appreciate that too, I thought.

Finally: We're on our second to the last leg. Number 5. We got a GPS fix at the end of leg four. Now all I have to do is plot leg five, get a DR, and then get my last heading to the start/finish line. My course line tells me it will be 265. Only looked once, though....still lightheaded. Forget the double checking and all that stuff. I was lucky to get the first measurement. The wind is still pushing us from the south. Better make it 255. I pop my head up. It's *really* windy. Can't calculate drift. Forget USPS training. It's now gut decision time. I'll make it 245. Plus, I now think we were running slow. "Steer 245, Russ....And the distance tells me to adjust your speed up to 6.5 knots.

After nearly a 30 minute run, we approach the finish line, and our observer tells us we can make one last turn to hit the line. "Bear left to 225, Russ". We make the adjustment, and probably delay our finish by 15 or 20 seconds. Enough, we find out later, to get us fifth place. We cross the line 2 minutes, 13 seconds early.

It's over: Russ pushes down the throttles. It feels good to get on plane. We head up river to the Francis Scott Key Bridge, and look for the review boat. That's an easy one for us to find. It's Rich Norris' boat, and he's anchored right in front of Fort McHenry. They salute. We return the salute. And dip our ensign. Then back to Inner Harbor.

As the competing boats docked back at the marina, stories began to circulate about conditions aboard each one. It seems most boats had crew members that felt sick. There was no question the weather had affected us all. And yet the serenity of the harbor was all we knew right now....along with our stories. Everyone made it back. All 12 boats. Everyone now felt fine. It's funny how fast a bout of seasickness can leave you.

The banquet and awards ceremony were still several hours away. We bid a fond farewell to Tom Clark, who took all the paperwork, thanked us for the ride, and gave us some suggestions on ways to improve. We appreciated his input. Tony and I gathered up our stuff, and headed back to our own boats. We did it. We had become a Team. And we had fun! Never did get my hoagie. Maybe next year.....



CAPTAIN AND CREW OF THE ANGEL ANNE

L to R: Russ Fontana, Tony Carugno, Jim Ziegenfuss

Great Job Abby!!

Taking second place in the 9 - 11 year old category of the D/5 Youth Poster Contest was Abigail Fontana. Abby's colorful poster was based on this year's theme:

BOAT SAFELY-- KEEP OUR WATERS CLEAN



For all those members who want to head North for an enjoyable day
on the Lake.....Mark your calendars for Delhigh's annual

2008 Trailerboat Rendezvous

Where: Doc Tinsley's
Wallenpaupack Hideout

When: 20 -21 September 2008
Saturday and Sunday

Activities: By Boat: Boats will meet "On the Water" at Mangan Cove at the northern end of the lake on Saturday (adjacent to the dam, between the dam and the Mangan cove public ramp) between 1200 and 1300 hours. Spend the day on the water.

By Car: Arrive anytime in the afternoon at Doc's Hideout. Enjoy the mountain setting all day! (Directions below)

Dinner: We will all meet at Doc's for Dinner at 1700. Cost \$7.00 per person. Delhigh will supply the burgers, dogs, and soda. Please bring an appetizer, salad, side, or dessert to share. AND... BYOB / adult Drinks. You can drink only yours, or swap, barter, trade, or beg to try some else's brew. But bring at least enough for yourself.

Launching: At Lighthouse Marina. (It's near Doc's Cabin) \$35.00 covers the ramp fee, trailer parking, and a slip for the night. Pay Lighthouse Marina directly when you arrive there. (We'll contact/notify Lighthouse if you want us to).

Overnight: Doc has graciously opened his house to us for the night. If you'd like to stay, they have bedrooms, some bunk beds, a game room, sofas, and plenty of floor space. Continental style Breakfast on Sunday @ 0900. If you'd like, Motels are nearby.....see listing for details.

Directions to Doc Tinsley's Hideout:

FROM Interstate 84, take Rt. 507 north until you arrive at Lighthouse Marina on your left. FROM THAT POINT, travel .6 to .8 (tenths) of a mile to Estate Road on RIGHT. DIRECTLY across from Estate road, turn left into Tinsley's Drive. After entering this main drive, Tinsley's cabin driveway is about 25 feet in from road, on left. Turn into this drive. Parking area should be marked.

Contact Bob Rendish H (610) 967-2210

C -(484) 429-5817

Jim Ziegenfuss H (610) 498-3742

C - (610) 533-0815

**Motel Information and Reservation
Form on Page 11**

Lake Wallenpaupack Motel Information

Ehrhardt's Waterfront Resort
(800) 678-5907
Rt. 507
Tafton, PA

Pocono Pines Motor Inn
(570) 226-2772
Rt. 507
Tafton, PA

Sandy Beach Motel
(570) 226-3858
Rt. 6
Hawley, PA
(Located near the Tafton Beach area)

Greshan's Lakeview Motel
(570) 226-4621
Rt. 6
Hawley, PA

Tuck-Em-Inn Motel
(570) 226-6460
Rt. 6
Hawley, PA

Questions?....we'll try to help:
 Bob Rendish H (610) 967-2210
 Cell: (484) 429-5817
 Jim Ziegenfuss H (610) 498-3742
 ao@Delhigh.org



2008 Trailerboat Rendezvous

Saturday, 20 September - Sunday, 21 September
 2008

Number Attending: _____ @ \$7.00 = _____

I plan to bring: Side/Salad _____ Snacks _____
 Dessert _____

Name: _____

Phone #: _____

Send Checks/form to:

Lt/C Jim Ziegenfuss
 5175 Depues Road
 Bangor, PA 18013

Checks Payable to: Delhigh Power Squadron.

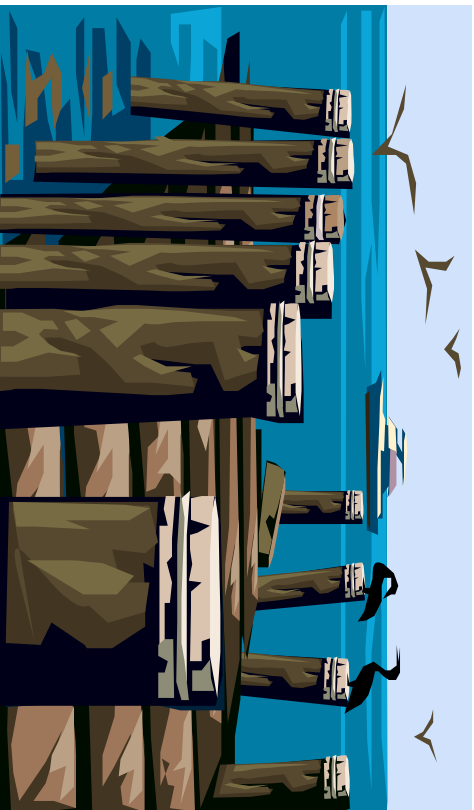
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Delhighlights

SUMMER 2008
SPECIAL COLOR EDITION

SOUTHBOUND CRUISE
D/5 SUMMER COUNCIL AND RENDEZVOUS



A Unit of United States Power Squadrons®