



## Executive Officer's Report

Lt/C HJ South, S



Well it's February and we can start looking forward to warmer weather. I'm wrapping up my Executive Officer duties and planning for my next chapter in my continuing support for the Nansemond River Power Squadron.

Note worthy: We had our cruise planning meeting Thursday 16 January with 27 of us attending. It was our 3rd year doing this meeting to discuss our cruise desires in this open forum. There was a good cross section of members, those with boats, some that have sold their boats, and some that are in the market to buy a boat. All in all, it was an excellent exchange of ideas and at the end of the meeting, we had enjoyed a dinner of pizza, good fellowship, and a good cruise plan for the coming season (see page 8 for pics and details!).

### Tracking our Vessel Safety Checks—Our 2019 Total was 334

We are 2<sup>nd</sup> as a squadron in D5



#### Save the date information:

**Mid-Atlantic Sports and Boat Show** 7-9 February. (Va. Beach)

**USPS 2020 Annual Meeting** this winter, Feb. 9–16, at the Sawgrass Marriott Golf Resort & Spa in Ponte Vedra Beach, Florida.

**Mariners' Museum** has assembled a team of experts to lead an Offshore Safety at Sea course, Saturday, February 29, 2020. For more information visit the [Safety at Sea website](#).

**NRPS Change of Watch** 1 March 2020, Cedar Point Country Club

**May Schedule** ... We are planning an event around Safe Boating Week in May, where we could schedule an activity at Bennett's Creek Park with our Vessel Safety Checks, SeaVester, and some hot dogs and hamburgers. More details to follow.

**District 5 Summer Council & Rendezvous**,  
Smith Mt. Lake, Virginia  
Monday 20 July through Sunday 26 July.  
**FOR MORE INFO.** Call or email Randy Stow  
at 540-588-0270 or [smlstow@gmail.com](mailto:smlstow@gmail.com).

Contact me if you have any questions or concerns at 757-284-1432 or email me at [hjsouth@outlook.com](mailto:hjsouth@outlook.com).



## Educational Officer's Report

Lt/C Carl Smith, SN



It's still a little nippy to go out and play on the water. The cruise schedule has been set up for the next year, so some planning can be started. Time for a GPS refresher or cruise planning seminar is drawing nigh. I can arrange for the Fire Station classroom or another venue

with a week or two notice.

The Mid Atlantic Boat Show in Virginia Beach is upcoming, which presents an opportunity to find people in the area who are in need of the safe boating card, and we can then schedule an ABC course. If you are working the booth at any time there, remember to ask folks if they might be interested. Please check to see if any of your neighbors and their kids need to get their basic operator card. I am thinking that late February or early March would be a good time frame. Instructors are always needed, please let me know if these dates are viable for you.

Any educational questions, concerns or ideas, please contact me [captcrs@cox.net](mailto:captcrs@cox.net) cell 757-672-5893. More Classes announcements coming soon

# USPS® Member Benefits

Information Provided By Lt Cheryl Hanbury



## Introducing Travel safety benefits from DAN Boater

United States Power Squadrons, America's Boating Club has partnered with DAN Boater to offer safety and travel benefits to our members effective December 2019. Your new benefits include a 24/7 emergency medical hotline, a nonemergency medical information line, worldwide medical evacuation, medical repatriation to your home country when traveling abroad, search and rescue expenses, and much more. Travel safety benefits take effect when you are more than 50 miles from home, so you don't have to be a world traveler to use them.

DAN Boater is providing these benefits for free until your next dues renewal date. If you choose to keep the benefits after that date, you'll be asked to add \$25 to your dues when paying online. If your USPS membership includes family members, they receive the same coverage at no extra charge, a huge savings over the regularly priced DAN Boater family membership fee.

If you don't wish to continue receiving these benefits, simply elect not to add DAN Boater travel safety coverage when paying your annual dues.

To learn more about this new member benefit visit [danboater.org/ABC](http://danboater.org/ABC) or call the DAN Boater Support Team at 919-490-2011.

**NOTE: You can log on to [usps.org](http://usps.org) and click on the member benefits button to learn more about your USPS benefits!!**



## Members Corner



### February Birthdays

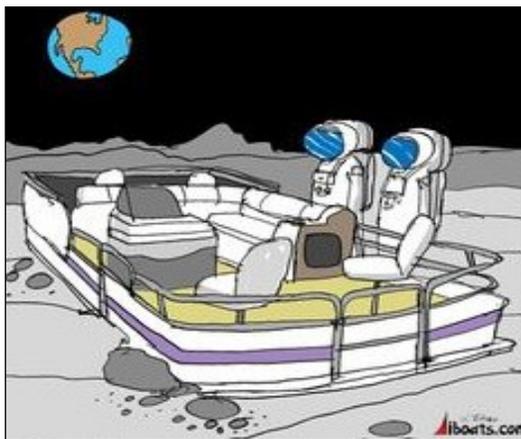
Cdr Frank Hudson, P (associate member)	1 February
P/C Thomas Andrews Jr., P	23 February
Beth Beebe	26 February
Michelle Thornton	28 February



At our last General Meeting, P/C Bob Wallace, SN presented to our own retired general and squadron member Jeff Horne, a wonderful antique portrait of General John J. "Blackjack" Pershing. Pershing was an army general during WWI, and when Bob saw this picture, he just knew that Jeff had to have it!

**Q: What's the difference between a lawyer and a dock line? A: One should be whipped at both ends: the other keeps your boat tied**

"I think we finally found proof that there once was water here on the moon..."



---

## ABC Nansemond River Boating Experiences

### ***“Bad Things Usually Happen in Threes!”*** by John M. “Jack” Leach Jr, AP

Beautiful September day, 1975. Four White Marlin, two small Tuna and several Dolphin. Three pm, time to go home the 72 miles from the other side of Norfolk Canyon. Pull everything in, plug in the loran numbers for Cape Henry Inlet, nail the throttles, sit back and let the autopilot do the work.



Problem one, the RPM has dropped a hundred or so on the port engine. Well, let's see what happens. Yes, after a time, another hundred. Now, this was my first trip on the Amazing Grace, a new Viking 40 with 6-71 Johnson Towers diesels. Well, I know what must be wrong. The primary fuel filter must be clogging up. My former boat was a Viking 35 with gasoline engines, and I had a similar problem. The new fiberglass tanks had dust or something that clogged the filters. I removed the filter and replaced it. I know the filters must be filled with fuel to prevent air locking. I had been warned that this is a necessity.

Now, problem two, where to obtain fuel to prime the filter. Oh, here is the answer, drain some fuel out of the petcock on the other engines filter. Wrong, guess what! The other engine stopped. Well, at least now I have plenty of fuel. Three hours later, I still haven't been able to start the engine. I have it tightly airlocked. I tried the other engine with the same results.

Here is the number three. The weather reports a norther is coming in about nine pm with winds of 70 knots. Only one thing to do, I contacted the Coast Guard and they dispatched an 82 foot cutter. I gave them my co-ordinates, and the distance to Cape Henry as 67 miles.

I went back to work, smelling more diesel fumes. I was at this for four hours before becoming exhausted.



We were in contact from time to time with the Coast Guard. Each time, they requested our position. After awhile I asked why they continue to ask and the reply was that our position, as reported, was different each time and they wanted to be certain we were correct. Yes, there is wind and a current drifting us at about one knot to the south.

After an hour or so, they handed me over to the cutter. When I talked to them, they reported that they were five miles out from Cape Henry at eight knots. It was now eight o'clock. This could get to problem number four unless something was done. I suggested that they speed up

and the reply from the chief was that this is their speed unless the duty officer approves their 20 kt. speed. I humbly requested that he contact him. A short time later he reported his speed at 21 knots.

We decided to rig the tow lines now as the seas continued to build and they were now at what off-shore fishermen refer to as "sporting". I tried to prime a couple of other times but being below was like being in a mix-master.

The cutter arrived about ten o'clock. You could tell that it was an older chief in charge by the way he handled his boat and the commands he issued. We were ordered to lay down on the forward deck so the heavy monkey fist (a rope lead on the end of a heavier line) doesn't kill one of us. Great idea!

Now under tow, salvation, hope there isn't a problem number four. There almost was. After an hour or so under tow, the chief radioed, asking how I was doing. Actually, I was fine, just sitting in the chair. The chief said he was being thrown from one side of the bridge to the other due to the seas being on the port side and the wind at 70 knots with ten-foot waves. (A cutter is very narrow, and the bridge is high). He reported that he was going to turn into the waves and "hove-to" until the seas dropped.

As it began to get light, the seas were dropping so the tow resumed and I, rested, went back to work. After a few-hours, I was able to start the first engine. We were rounding Cape Horn and I contacted the chief, reporting my progress and requested that he cut us loose. He was willing as he couldn't get under the Lynnhaven bridge and would have to request a smaller boat to complete the tow. At least, we avoid the embarrassment of being hauled in on a "string". My mate suggested that we thank him for saving us fuel, didn't think that was a good idea.

Conclusion: Most problems occur in threes. Preparation would have prevented these problems. I began to carry a gallon jug of diesel and I acquired a priming pump that would have solved everything. Most new diesel boats have one built in the system. I also know not to drain fuel from a running diesel engine. Education!

---

**AMERICA'S BOATING CLUB** 

**Nansemond River**

**CHANGE OF WATCH 2020**



**Sunday, 1 March 2020**  
**Cocktails 4 PM \* Dinner 6 PM**  
**Cedar Point Country Club**  
**Suffolk VA**

**Come join the members of our Squadron as we install our new Bridge and Officers for the 2020-2021 year. There will be a Cash Bar that will open at 4 pm, and dinner will be buffet style, starting at 6 PM.**

\* \* \* \* \*

**Cost is \$35.00 per person.** Complete the form below and return to the Treasurer **not later than 20 February 2020.** Absolute deadline to give Cedar Point a Final Headcount is 26 February...any later than this cannot eat!! Mail them or bring them to our 11 February Meeting!! All reservations must be paid in advance of the Change of Watch.

----- Detach and Return -----

Name(s): \_\_\_\_\_

Phone #: \_\_\_\_\_ Email: \_\_\_\_\_

Buffet : Petit Sirloin, Chicken Marsala, Tossed Green Salad, Roasted Red Potatoes, Green Beans, Rolls & Butter, Coffee & Tea, Ice Cream Sundae Bar.

Total Number attending: \_\_\_\_\_ Amount enclosed: \_\_\_\_\_

Please send your check made out to

**Nansemond River Power Squadron**

Lt/C Mary Fisher AP, 1485 Cherry Grove Rd N, Suffolk, VA 23432-1819

# Nansemond River's Newly Elected Bridge and Officers



**Commander  
H. J. South, P**



**Executive  
Officer  
Art Aikin, SN**



**Administrative  
Officer  
Mark Barnes**

## Executive Committee

### Members at Large

Susan Faurot, S  
Cheryl Hanbury  
Art Hitch

### Nominating Committee

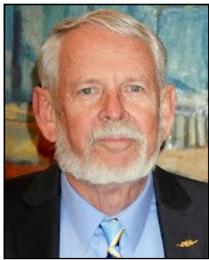
P/C Frank Brown, AP-IN  
P/C Bob Wallace, SN  
Cdr Butch Baxter, P

### Rules Committee

P/D/C Drex Bradshaw, AP  
P/C Jack Eure, JN  
P/C Mike Michael, AP

### Audit Committee

Betty Sue Burris, P  
P/C Frank Brown, AP-IN  
Gail Aikin, S



**Educational  
Officer  
Carl Smith, SN**



**Treasurer  
Mary Fisher, AP**



**Secretary  
Frank Brown,  
AP-IN**



## Some Interesting Historical Finds from the Krise Home, and donated by the Barnes'



While settling the estate and going through papers at Buddy Krise's home, Linda and Mike Barnes unearthed some interesting documents that they have now shared with P/D/C Drex Bradshaw, AP to give to his wife, Lt Joyce Bradshaw, S (our historian) and to be made part of our records. These were Coast Guard and Marine Engine Qualification docs, both dated in 1944, and issued to Buddy's father, Albert Elsworth Krise Jr., known as Captain Krise, who was also a founding member of Nansemond River Power Squadron when it was formed from Elizabeth River Power Squadron.

### *Some boating funnies.....*

Give a man a fish and he will eat for a day. Teach him how to fish and he will sit in a boat & drink beer all day. All sailors and fishermen are liars except you and me. and I'm not so sure about you.

"I finally snapped," the man said. "Last night while I was going over the bills, I discovered how much money my wife squanders and I hit the roof." "What did you do?" asked his friend. "I stormed into the bedroom and gave her a lecture on economy and thrift." "Did it help?" "I'll say. Tomorrow we're selling my boat and sailing equipment."

A very nervous first time crew member says to the skipper, "Do boats like this sink very often?" "Not too of-



# Safety Officer's Report

Lt Theresa Abercrombie, S



## What's in the water?



Most of us do the majority of our boating in and around the Chesapeake Bay, so I looked up creatures that are local and could be dangerous. Of course one of the first things you think about as being dangerous in the water are sharks. And yes they live among us. Shark attacks in our area are rare but do happen. You might remember the 10yr old boy who died after being attacked by a shark back in 2001 at Sand Bridge. According to VirginiaBeach.com article of Feb 2018; "Since 1852, there has been only **five bites** with one fatal shark attack in Virginia Beach. The shark bites and sightings start becoming more prevalent from North Carolina to the coast of Florida. This is because of warmer water temperatures and more sources of food for the sharks to feast on." According to the International Shark attack file, a person is 30 times more likely to get hit by lightning than bitten by a shark. And so, yes they are here, but seldom are a problem for us, other than *The Fear Factor*.

Now the **Jellies or Sea Nettles** are another story. Chances are you have been stung by a jelly fish. If stung, pour vinegar on the affected area. The active ingredient being acetic acid. According to the Medical Journal of Australia the vinegar "could alleviate pain and "rapidly and completely" prevent the release of more venom." Don't pee on it or pour alcohol on it. Save the alcohol to drink... to ya know, relieve the pain and trauma. Use the bathroom to..... Well you know.

Not all jelly fish sting or if they do it is often not even noticeable. For example I know you have seen the **Moon Jellyfish, (Aurelia aurita)** The moon jelly is present in lower the Chesapeake Bay during the summer. Their sting is very mild or unnoticed.



The **(Beroe ovata)**. The pink comb jelly is Bay in late summer



same is true of the **Pink Comb Jelly**, present in the lower Chesapeake and fall.

The Sea Walnut or (Mnemiopsis leidyi, or

comb jelly, Ctenophores)



do not sting at all and are very common throughout most of the Chesapeake Bay year round. Sea walnuts are transparent or white. They can produce light when agitated, and can often be seen flashing brightly in boat wakes at night, (Phosphorescence)

### Now for the Bad Boys, Bad Boys.... what ya gonna do

The Bay or Sea Nettle, *Chrysaora chesapeakei*, though typically whitish or clear. Some have purplish coloring and markings. They are the most common of the jellies in the Bay and are present from May to Oct. preferring water temperatures between 78 - 86° F.



And Don't forget the stingrays. We often see them winging their way across the water. The danger comes more often when you are walking in the sand or mud and accidentally step on one. If you shuffle your feet as you walk it alerts them to your approach and they move away. Cause they don't want to get stepped on!

Remember, this is their environment, their home, we are just visitors.



Stay Safe



# 2020 Cruise Planning Meeting!

Faith Lutheran Church, Rt. 17, Suffolk VA \* 16 January 2020



## And here is our Tentative Cruise Schedule for 2020:

- 1-3 May Shakedown Cruise-Bluewater Marina, Hampton
- 5-7 June Harbor Fest Cruise-Tidewater Yacht Marina, Portsmouth
- 3-6 July Kings Creek Marina, Cape Charles
- 31 July-2 August- Norfolk Yacht Club, OD's-Horne's
- 4-8 September York River Yacht Haven, OD's-Aikin's
- 9-11 October Smithfield Station, OD's- Brown's (Note date change)



# NRPS 2020 Calendar of Upcoming Events

- |               |   |
|---------------|---|
| 4 February    | Bridge Meeting, The South home, Suffolk   |
| 11 February   | Annual Meeting-Election of New Board<br>George's Steakhouse, Holland Rd., Suffolk |
| 9-16 February | America's Boating Club Annual Meeting<br>Ponte Vedra Beach, FL                    |
| 7-9 February  | Mid Atlantic Sports and Boat Show<br>Va Beach Convention Ctr, Virginia Beach      |
| 1 March       | NRPS Change of Watch<br>Cedar Point Country Club, Rt 17, Suffolk                  |



## 2019-2020 Bridge Officers

Commander	Cdr Butch Baxter, P
Executive Officer	Lt/C HJ South, S
Education Officer	Lt/C Carl Smith, SN
Secretary	Lt/C Frank Brown, AP-IN
Treasurer	Lt/C Mary Fisher, AP
Safety Officer	Lt Theresa Abercrombie, S

## Publisher's Statement

THE NANSEMOND LIGHT newsletter is published monthly. Deadline is the 24th day of each month for the following month. We welcome articles & photographs of interest to our members. THE NANSEMOND LIGHT published for the members of the Nansemond River Power Squadron, District 5 of the United States Power Squadrons®.  
 Publisher: Cdr Butch Baxter, P  
 Editor: Lt Grace Brown, P  
 Ass't. Editor: Lt Cheryl Hanbury

Copyright 2017 United States Power Squadrons®, we are America's Boating Club®