



# DISTRICT 5 MARK 5



VOLUME 68 No. 3

2018 SUMMER ELECTRONIC ISSUE

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## **D/5 SUMMER COUNCIL & RENDEZVOUS**

**19-21 JULY 2018**

**CANYON CLUB RESORT MARINA, CAPE MAY, NJ**

### On the Way to Cape May

This year's District 5 Summer Council and Rendezvous promises to be like no other! Make the trip north to see what beautiful South Jersey has to offer. R/C Ralph Bernard has planned a northbound cruise to get everyone started (see the article in this issue).

Once you arrive at the Canyon Club Resort in Cape May, your fun begins. Thursday 19 July begins with the arrival of the cruisers. Later that evening Docktails and Karaoke fun will begin. Dinner will be on your own. There are many restaurants around the area. The marina has complimentary travel service.

Friday 20 July brings us games, crafts, Coast Guard boat tour and the Commander's Reception. Dinner again will be on your own.

Saturday 21 July is the flag raising ceremony, council meeting, more games and crafts, followed up by the two-hour dinner cruise around the Cape May area.

The reservation form for the marina and the rendezvous are both on the District 5 website. Area accommodations, attractions and places to dine as well as up-to-date schedules will be posted on the Summer Rendezvous website: <https://abseconislands194.wixsite.com/summer2018>

Hope to see you there!

D/Lt Apryl Bernard, P  
Absecon Island Power Squadron



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## Commander's Message

Cdr Bradley Humphrey, JN



I'm delighted to be here today representing District 5 as your Commander. About 10 years ago, Megan and I joined America's Boating club because we were interested in education. We had just upgraded from a 12 foot to a 37-foot boat and thought we should expand our knowledge of the subject.

Each year, our enjoyment with America's Boating Club has grown as we became more and more involved. Thank you to those in the District that helped me grow to the position that I'm standing in tonight.

As incoming District Commander, I have the privilege of choosing a slogan for the year. I've selected "Building Better Boaters." The logo shows the front of a boat also known as a prow. In the graphic, the prow is underneath a gantry. Building blocks are being hoisted from the station onto the ship. These building blocks represent the grades and electives within our great organization. Seamanship, Piloting, Advanced Piloting, Navigation. Each block builds our knowledge and expertise. We pass this onto our fellow boaters.

There are countless books written about recreational and commercial boating. A few days ago, I was scouring my bookshelf and I came across one about a guy who rounded Cape Horn solo on his sailboat.

His name is Jeff Hartjoy and he wrote about the experience in a book titled Cape Horn, Ahead or Behind, Forever on my Mind.

He asked a friend for advice on how to accomplish this endeavor.

His friend replied rather succinctly, "Don't do it."

Jeff described in his book how he prepared for the challenge of rounding the Horn. He spent five years when he first started sailing, studying with the United States Power Squadron out of Tacoma, Washington.

He took just about all the classes they offered right up through Junior Navigation. He taught the sailing classes for several years as an appreciation for all the knowledge our wonderful organization helped him acquire.

Recreational boating is one of the few activities that still entail a sense of adventure. Whether it's going out for the day or cruising for the week, boating tugs at our desire to explore and rejuvenate.

I often find myself describing America's Boating Club in a short 30 second Elevator Pitch. This could be my response to "what did you do this weekend?" "what are your plans for the weekend?" "Oh, I see you're off Friday, what's going on?" I may say something like, "I'm heading to the Summer Rendezvous of America's Boating Club. We're an organization dedicated to the advancement of safe recreational boating. We learn together and boat together. We help each other. We help other boaters on water and on land."

It's a great mission.



# DISTRICT 5



## 2018 District 5 Council and Summer Rendezvous 19-22 July 2018 \* Cape May, NJ

### MEMBER

Rank \_\_\_\_\_ Name \_\_\_\_\_ Grade \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_ Squadron \_\_\_\_\_

### SPOUSE/OTHER ATTENDEES

Rank \_\_\_\_\_ Name \_\_\_\_\_ Grade \_\_\_\_\_

Rank \_\_\_\_\_ Name \_\_\_\_\_ Grade \_\_\_\_\_

Rank \_\_\_\_\_ Name \_\_\_\_\_ Grade \_\_\_\_\_

Boat Name if travelling by boat: \_\_\_\_\_

### ACTIVITY FEE (Required per person except children 12 and under-free)

Covers all fees, navigation contest, games, special activity materials, contestant awards, event rentals, etc.

# \_\_\_\_ @ \$ 5.00 \$ \_\_\_\_\_

### SATURDAY NIGHT AWARD DINNER CRUISE

Herb Encrusted Hand Carved Prime Rib, Chicken

Portabella, Garlic Mashed Potatoes, Fresh

Steamed Vegetables, Mixed Greens Salad,

Focaccia Bread, and Cheesecake

Per Adult # \_\_\_\_ @ \$55.00 \$ \_\_\_\_\_

Per Child (12 & Under) # \_\_\_\_ @ \$25.00 \$ \_\_\_\_\_

### Navigation Contest on Saturday

Boat Name: \_\_\_\_\_

TOTAL ENCLOSED \$ \_\_\_\_\_

**Reservations must be submitted by 9 July 2018.**

**Make checks payable to: Absecon Island Power Squadron**

**SEND RESERVATIONS WITH CHECKS TO:**

**1<sup>ST</sup> Lt Nance Bernard**

**1127 Riverside Drive**

**Mays Landing, NJ 08330**

**Phone: 609-625-0031**

**E-mail: rb3513@comcast.net**

### MARINA:

**Canyon Club Resort Marina**

**Cape May, NJ**

**\$2.95 per foot**

**Reservation form for boats on Special Summer Council website:**

<https://abseconislandps194.wixsite.com/summer2018>

**Check out special website for land accommodation suggestions.**



**Tentative Schedule**  
**2018 District 5 Summer Council & Rendezvous**  
**19-22 July 2018**  
**Canyon Club Resort Marina, Cape May, NJ**

Date	Event	Place	Time
Thursday 19 July	Boats arrive		
	Registration/Raffles	Marina office	1200-1500
	Docktail Party	"B" Dock	1700
	Karoke	"B" Dock	
	Dinner on your own		
Friday 20 July	Registration/Raffles	Marina Office	0900-1600
	Bridge Meeting	Marina Conference Room	TBA
	M & R Meeting	Marina Conference Room	TBA
	Games	TBA	1100
	Coast Guard Tour	Either end of dock or Coast Guard station (need trolley if @ base)	1300
	Commander's Reception	Poolside	1700
	Dinner on your own		
Saturday 21 July	Registration/Raffles	Marina office	0900-1200
	Flag Raising Ceremonies	Flagpole	0900
	Council Meeting	Poolside	1000
	Crafts	Marina Conference Room	1100
	Games	TBA	1100
	Navigation Contest	Ocean or Bay	TBA
	Dinner Cruise on Spirit of Cape May	Trolley to Event (trolley will depart from 1730-1800)	1830
Sunday 22 July	Boats Depart		







## **2018 District 5 SUMMER CRUISE** **BRADLEY'S BOATERS**

On 14 July District 5 will commence its Northern Summer Cruise (Bradley's Boaters) to Cape May for the Summer Council & Rendezvous at the Canyon Club Marina. The southern part of the cruise is being coordinated by District 5's Treasurer, Rick Marinelli. He is going to start from the Solomons.

We will meet at the Anchorage Marina in Baltimore. We will stay there on 14 & 15 July, which is Saturday and Sunday. This marina is close to a tremendous number of restaurants and the plan is to obtain tickets to an Orioles game either on Saturday night or Sunday afternoon. If you have any plans to join us, please let me know which day would be best.

From Baltimore we travel to Great Oak Marina and stay two nights, 16 & 17 July. Great Oak is a great marina although the entrance is a little tricky but exciting.

Leaving Great Oak, we will travel to Summit North, which is on the C&D Canal and stay one night there.

For those who have not traveled the Delaware Bay, my experience is to get there early in the morning and run the bay before the wind kicks up. Of course, we would love to have the sail-boaters join us and they would love to have the wind. It is approximately 48 NM from the mouth of the C&D Canal to the mouth of the Cape May Canal and that would be the longest part of the cruise. There are not a lot of options to stay once you are in the Delaware Bay.

Experiencing a Summer Cruise with District 5 has always been outstanding. Boating is a great experience, but boating with friends makes it even that much more rewarding. As in the past, we plan to have a get-together every night for an hour or so where some provide some snacks. We take turns and everyone brings their own liquid refreshment.

Please contact Ralph Bernard ([rb3513@comcast.net](mailto:rb3513@comcast.net)) and/or Rick Marinelli ([rick.marinelli.usps@gmail.com](mailto:rick.marinelli.usps@gmail.com)) if you have any interest in joining the cruise at any juncture.



# 2018 Spring Conference Awards

## National 2017 Communications Awards for Websites

District 5	Patapsco River
Delaware River	Patuxent River
Delhigh	Potomac River
Kent Narrows	Richmond
Miles River	Rockville
Nansemond River	Smith Mountain Lake
Nanticoke River	Susquehannock
Northern Neck	Wilmington
Northern Virginia	York
Ocean City	

## National 2017 Communications Awards for Newsletters

Mark 5	District 5
Anchor Watch	Annapolis
Choptank Currents	Cambridge
The Barometer	Delaware River
Delhighlights	Delhigh
On The Horizon	Dundalk
Tidelines	Kent Narrows
The Pilot	Main Line
Nansemond Light	Nansemond River
The Lighthouse	Northern Neck
Of Tars & Terns	Northern Virginia
True Readings	Patuxent River
The Bull Horn	Richmond
The Skipjack	Rockville
Cape Henry Flashes	Virginia Beach
The Lubber Line	Wilmington

## Snyder Award

3 <sup>rd</sup> Place Rockville	The Skip Jack
2 <sup>nd</sup> Place Nansemond	Nansemond Light
1 <sup>st</sup> Place Delhigh	Delhighlights

## District Membership Growth

Honorable Mention Smith Mountain Lake 1.85%; Northern Neck 4.65%; Cambridge 5.12%; Susquehannock 6.45%  
3<sup>rd</sup> Place Annapolis 11.26%  
2<sup>nd</sup> Place Dundalk 11.76%  
1<sup>st</sup> Miles River 13.33%

## Educational Proficiency

Annapolis	Mike Maszczenski, N
Annapolis	Bruce Arey, JN
Dundalk	Glen Haldeman
VA Beach	Walter Thomas

## Full Certificate

Delhigh	P/D/C Chris Brown, SN
Dundalk	P/D/C Bernie Karpers, SN

Dundalk	David Blades, SN
Dundalk	Susan Rudy, SN

## National Training Aid Award

Dundalk	William Brooks Riley, AP
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## Vessel Safety Check Individual

5 <sup>th</sup>	P/C Lily Stone, JN	101
4 <sup>th</sup>	James A Brown, JN	103
3 <sup>rd</sup>	Cdr Frank C Brown	220
2 <sup>nd</sup>	John L Paulus	221
1 <sup>st</sup>	Edward Hurst	

## Vessel Safety Check Squadron

3 <sup>rd</sup>	Smith Mountain Lake	319
2 <sup>nd</sup>	Ocean City	339
1 <sup>st</sup>	Nansemond River	400

## Education Fund Honor roll

Annapolis	3 years
Dundalk	10 years
Nansemond River	5 years
Patuxent River	10 years
Rockville	11 years
Smith Mountain Lake	3 years

## National Awards

### National Geodetic Mark Recovery Program Honor Roll

P/D/C Randy Stow, AP National Ranking – 22

### Chief Commanders Award for Outstanding Service

P/D/C Marty Lafferty, AP

## 25 Merit Marks

Colonial	P/C Herbert F. Rambow, AP
Dundalk	P/D/C Bernie S Karpers, SN
Hampton Roads	LT/C Timothy J. Miller, AP
Main Line	P/C Meredith S. Barrett, AP
Nansemond River	P/C David A. Michael, AP
Nanticoke River	P/C Steve Robinson, P
Patapsco River	P/LT/C Elizabeth J. Parks
Potomac River	LT Arline Leggett, P
Potomac River	Daniel A. Parker
Wilmington	P/C Dennis M. Wallace, P

## 50 Merit Marks

Delhigh	Edward Muschlitz, SN
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# 2018 Spring Conference Awards







# 2018 Spring Conference Thursday





# 2018 Spring Conference Friday







# 2018 Spring Conference Hospitality Suites











# 2018 Spring Conference Cdr Reception





# 2018 Spring Conference Saturday Dinner







# 2018 SC New Commander Reception





## Save the Date!



The District 5 Meetings and Rendezvous Committee is busy at work preparing for the 2018 Fall Conference. This year's conference will be in Annapolis, MD at the Annapolis Doubletree Hotel on 26-28 October.

Look for more information in the Fall edition of the Mark 5. Anyone wishing to volunteer at the registration table, please contact Apryl Bernard (609) 432-7449 or e-mail [aprylber@msn.com](mailto:aprylber@msn.com).



2018 United States Power Squadron  
Governing Board in Minneapolis, MN.  
12-19 August 2018

For additional information and hotel  
reservations visit [www.usps.org](http://www.usps.org).

### United States Power Squadron Annual Meeting, Jacksonville, FL D/Lt Micky McNelis, P

For a change, the weather in Orlando in February was warm and welcoming. In recent years, although the sun is shining, even members from the north did not venture out to the pool deck because of the chilly wind, but this past February, lunches and cocktails were consumed outside.

Inside, there were meetings and seminars enough to keep everyone busy. There was a nice choice of topic and those who attended made their way from one to another on Friday. Friday began with another guest speaker at breakfast, which has become a regular occurrence at these meetings. Saturday's meeting also had speakers and ended with the Change of Watch, with C/C Gary Cheney replacing P/C/C Louie Ojeda.

A most remarkable thing was that, at the Life Member ceremony, only one member of D/5 was there to pick up his plaque in person! Bernie Karpers, from Dundalk squadron, graciously accepted his plaque and pin smiling broadly.

Other D/5 members who earned their Life Membership are: Meredith Barrett and Herbert Rambow, Colonial; Timothy Miller, Hampton Roads; David Michael, Jr., Nansemond River; Steven Robinson, Nanticoke River; Elizabeth Parks, Patapsco River; Arline Leggett and Daniel Parker, Potomac River; and Dennis Wallace, Wilmington.



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## 2018 Youth Poster Contest

**Sponsored by the National Membership Committee**

**(New Contest Period: Contest ends August 17, 2018)**

The USPS Youth Poster Contest Awards promote youth appreciation and respect for recreational boating, and the message that safe boating is always fun boating.

The Contest is open to children ages 6–14, which is divided into three age groups:

1) Ages 6 – 8    2) Ages 9 – 11    3) Ages 12 – 14

Squadrons should conduct local contests and submit winning posters to their respective District for judging. Posters submitted to the National Membership Committee for judging must be endorsed by each District Poster/Membership Chair as the point of contact.

The 2018 Poster Theme:

### ***"America's Boating Club Saves Lives"***

Artwork should illustrate how safe boating through education, on the water skills, and proper use of equipment save lives.

## Rules

- Each district may submit one poster in each age category.
- Each entry must be submitted on poster board or heavy construction paper; size 15"x20" or 14"x22"
- Entries must be judged at the district level to select winning entries for submission at the National contest level.
- Squadron and District judging deadlines are a local decision.
- Only District First-Place winners in each age category will be accepted for judging at the National level.
- Posters may be sketched lightly with pencil, but the result must be in color suitable for photography.
- Professional illustrations, photos, copyrighted or trademark material, purchased or computer generated are not allowed and will disqualify the entry.
- Posters must not be folded.
- Posters will be judged on the Theme, message and artistic representation.
- Only one entry per person is allowed. All entries become the property of the United States Power Squadrons, which reserves the right to display and reproduce.
- Contest entry forms must be complete, legible, and attached to the back of their poster.
- Annual Contest entries must now be delivered to the Fall Governing Board Meeting. This year's meeting will be held in Minneapolis, MN. Posters must be received by Friday, 17 August 2018, for judging.
- First, Second and Third Place Winners will be announced for each age category during the Minneapolis Meeting. Awards are underwritten by a grant from the OMC Foundation.

# DISTRICT 5



## 2018 Youth Poster Contest Submission Form (Attach to back of Poster)



Artist Age Category: 6-8 ☐ 9-11 ☐ 12-14 ☐

Artist Age is determined to be the day the poster is submitted for local judging

Artist Name: \_\_\_\_\_

Home Address: \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_\_ Zip Code \_\_\_\_\_

Was this a School/Group Entry? Yes ☐ No ☐ (If Yes, enter School/Group Info Below)

School/Group Name:	
School/Group Address:	
School City:	Teacher Name:

### MANDATORY SQUADRON & DISTRICT INFORMATION

Squadron Name:	District Number:
Squadron Contact Name:	
Contact Telephone #:	Email:
District Contact Name:	
Contact Telephone #:	Email:

- Please complete submission forms as neatly as possible.
- Unreadable and incomplete forms will be disqualified.
- Attach all completed submission forms to the back of each poster entry.
- Squadrons must work with their respective Districts to determine District submissions to National Contest.
- District 1<sup>st</sup> place winners in each age category should be submitted for National Judging.
- The District Poster Contact/Chairperson is responsible for delivering all 1<sup>st</sup> Place winners to the National Annual meeting and returning awards to respective winners. Contact information must be provided.
- National submissions become the property of USPS, which reserves the right to display or otherwise use the submission.
- Further information on the National Competition will be posted on the National Membership pages of [www.USPS.org](http://www.USPS.org).
- All submissions are due 17 August, 2018

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## ASK THE EXPERT



By Craig Ritchie

**M**ost of us don't give a second thought to our sacrificial anodes – those curious knobs of raw metal found on outdrives, shafts, rudders, and other metal components that dangle under the boat. We know that the anodes somehow react in the water to protect those important metal bits from corroding, and we know that every now and then, over time, they will dissolve in the course of doing their job and need to be replaced. But that's about it. Beyond that, no one really gives them a second thought.

### MAYBE WE SHOULD.

Anodes are actually pretty cool devices. Metal corrodes in water as a result of naturally occurring electro-chemical reactions. Anodes are made from metals that have a particularly attractive electro-chemical voltage range, so these corrosive reactions tend to concentrate on the anode while ignoring other adjacent metal parts. It's a bit like catering a kid's birthday party by serving cake and broccoli at the same time – the cake gets devoured while the broccoli escapes untouched. It's a simple approach that works equally well on small boats, large yachts, commercial ships, and shoreline installations such as docks and lock gates.

Anodes have traditionally been made of zinc – to the point they're pretty well known universally as “zincs” rather than by their proper name. While zinc is an effective anode material, and small amounts of zinc are essential for human health, in higher concentrations it can cause real problems. Prolonged exposure to zinc has been found to be highly toxic to plants, invertebrates, and fish, for example. Worse still, zinc anodes typically include some amount of cadmium, which has been associated with serious illnesses including kidney disease, atherosclerosis, hypertension, and cardiovascular diseases. Further, there is growing concern that exposure to cadmium

For years, we've all used zinc anodes to protect our engines and other metallic parts from corrosion, but growing evidence of its long-term toxicity has brought zinc under the microscope. With newer alternatives proving to be more effective and less expensive, why do we keep buying the stuff?

may be linked to immune system deficiencies, with recent studies revealing a significant correlation between cadmium exposure and the occurrence of disease in human populations.

Such findings have inevitably raised concerns about the continued use of zinc anodes in marine environments. South of the border, bans on the use of zinc anodes have been proposed in California and Maryland after studies identified high levels of the element in local environments located near large marinas. With our shorter boating season, there so far haven't been specific calls for zinc bans here in Canada, but some feel it's only a matter of time as the evidence against its use continues to mount.

### ZINC ALTERNATIVES

Fortunately, zinc isn't the only game in town when it comes to protecting our boats. Non-toxic alternatives exist, starting with aluminum.

Aluminum anodes have numerous advantages over zinc, starting with being far more effective. In fact, aluminum's superiority to zinc as an anode material is so overwhelming that it has completely displaced zinc as the number one choice of engine manufacturers worldwide.



"All of the engine manufacturers now put aluminum anodes on their product," says Michael Szwed, with Canadian anode manufacturer Canada Metal Pacific (CMP). "He should know, since CMP makes anodes for virtually every major engine builder in the marine industry. Mercury, BRP, Honda, Suzuki, Yamaha, Volvo Penta – all of them use aluminum. It's by far the most effective anode material there is."

The greatest benefit to aluminum over traditional zinc is that modern alloys simply allow aluminum anodes to do a better job of reacting in the water to focus corrosion on themselves. Beyond that, aluminum anodes last up to 50 percent longer than zinc anodes of comparable size. Aluminum is also much lighter in weight than zinc, and most importantly, it's completely non-toxic. There really isn't a down side, which is why aluminum anodes are considered to be a premium product compared to the old-style zincs.

Ironically, the greater life span of aluminum anodes has led to sales resistance when boaters come to buy replacements. "Aluminum doesn't erode anywhere near as quickly as zinc does, so customers look at the anode and think it isn't working," says Szwed. "If anything, we haven't done a good job of communicating the fact that aluminum anodes simply last longer."

The company also needs to do a better job of teaching customers that not all aluminum anodes are the same, says CMP president, John Mitchell. The best anodes are either made from virgin aluminum, or recycled from high-quality alloys that might have been originally used in precision equipment or as high voltage power lines.

"It's one thing to repurpose premium alloy, and quite another to melt down low-grade scrap," says Mitchell. "It sounds unbelievable, but there are suppliers out there who buy old, used-up anodes from shipyards, melt them down, then sell them right back to the same shipyards they sourced them from. No one is any the wiser until the next haul-out, and that's when the finger-pointing starts. We sell anodes to a number of buyers around the world including military customers, so we



adhere to a strict ISO 9001 Quality Management System, and our alloys are chemically tested constantly, so they're guaranteed to meet the most stringent specifications. Otherwise, without some sort of third-party quality certification, how do you know what you're getting?"

CMP applies the same quality focus to its magnesium anodes, which provide an even more effective option for boats that operate strictly in fresh water. Magnesium offers an extremely active electro-chemical voltage range, giving it a substantial protection edge that surpasses that of zinc and even aluminum.

"In fresh water, nothing beats magnesium," notes Szwed. "We don't recommend magnesium in saltwater environments because it's too effective, to the point it dissolves and disappears in such a short time it could leave the hull temporarily unprotected if the owner doesn't notice. In saltwater, it dissolves like an antacid tablet. But in freshwater, it's far and away the best protection you can get."

Both aluminum and magnesium not only out-perform traditional zinc anodes, but they're also less expensive. The cost of zinc has increased substantially in recent years, rising from a level of approximately US\$0.70 per pound in December 2015, to approximately US\$1.44 per pound today. "Zinc costs have basically doubled," says Szwed. "Beyond that, it's a heavy material so warehousing is a pain, and the shipping costs are enormous. You could probably justify the expense if it was a premium product, but it isn't. Aluminum and magnesium are both much better alternatives, and they're both



less expensive."

So, non-toxic alternatives work better than zinc, last longer than zinc, and cost less than zinc. Why on earth do we keep using the toxic stuff?

## GETTING THE WORD OUT

Szwed notes that although CMP has sold non-toxic anodes for a long time, zinc continues to represent about 60 percent of its total anode sales. To help change that, the company has come up with new packaging that he says better communicates the advantages of its premium aluminum and magnesium alternatives. They're also working with their distribution network to help get the word out.

"The big thing is, we have to let people know there are alternatives to zinc that work better and cost less," he says. "When a boater walks into the parts counter they just say, I need new zincs, and that's exactly what they get. We need to change that, and make people aware that they're not stuck with this stuff." \*





## Restoration of Mr. Breeze, a 1942 Century Runabout P/C David R. Bernard, AP, Absecon Island Power Squadron

I have been a boater all my life. My mother water skied while six months pregnant with me. My father bought his first boat with his mustering out pay from the Navy in 1946. Going from the lower Chesapeake to as far north as New York Harbor in our old 1930 wooden boat in my early years sealed my fate as having an addiction to boating. I have had rowboats, small outboards, and access to the family runabout, a 1957 17' fiberglass boat with 35 HP Evinrude and 75 HP Evinrude motor. Thousands of hours were spent with family and friends traveling up and down the mid-Atlantic coast and plying the Great Egg Harbor River and its tributaries in various boats that we/ I owned.

We were very friendly with most of our neighbors and one had, over the years, a couple of mahogany boats. I helped him work on them on a regular basis. The sight of the shiny varnish and overall beauty of those wooden boats have stuck with me.

Shortly after my wife Nancy and I were married, the neighbor did not put his mahogany runabout in the water. When I asked him why, he said it needed too much work and he didn't have time. I asked him if he wanted to sell it. After a little imbibing, we agreed to a price. The boat is a Century, registered as a 1959 with a 307 cu in converted Chevrolet engine. I patched it up enough to run for a year or two before it became very apparent that the bottom needed some serious attention. A good friend said I could put it in his out building. We pulled the motor and I proceeded to replace five disintegrated ribs and some partial planks. My friend, who was in charge of the engine, and a marine mechanic, did not winterize the motor causing the block to crack. He promised to build me another motor, and boy did he build one. It was a 360 HP Chevy 327 cu in beast. I did some strengthening of the hull to accommodate the extra horse power. In the meantime, I had corresponded with Century Boats about the boat and was told by a Century expert that they did not build a boat like mine in 1959, but they did in 1942. Conrad Adamski from Century sent me brochures from the 1942 catalog which matched up with my boat perfectly; pictures, layout and everything.

We used the boat for the next four or five years. I trailed the boat to a few USPS District 5 Summer Councils

and plied the local waters all the while recycling the outside water through it several times a day. When I pulled the boat out one fall, the boat dropped and the bottom was punctured. The engine was removed and the boat put in covered storage. There it sat for ten years in the yard until I built a home and was able to have it garage kept.

Once in the garage and turned upside the progress was slow; 17 years slow. Sure, I worked on it from time to time, but soon it was covered with junk again, dormant and stayed dormant.

Fast forward to November 2016. Our one twin daughter Britne was to be married at Lake George, NY in mid-July of 2017. Britne came to me one day and looked at me with the cutest puppy dog eyes and pleaded, "Daddy, could you get the Century ready for my wedding?" How could I say no to that? It was just the kick in the butt I needed. I told her I would give it my best shot but could not promise anything. It was after all, a big project. I tied up some loose ends and got started.

I did several preliminary things at first. such as squaring up the hull and rough cutting replacement battens and ribs. It was February of 2017 before I got started in earnest. Nights in the garage grew longer and longer and I was beginning to wonder if my wife Nancy remembered who I was. Some friends and family helped from time to time, but early on it was mostly just me, numerous power tools and wood.

I used white oak which came from a tree I cut down from my yard, milled to 2" by 12" boards and had drying in the garage. As things started to progress friends and family started helping out more and more. My future son-in-law, Doug helped cut knees, applied CPES (Clear Penetrating Epoxy Sealer) to all parts cut and fitted. These parts were then bedded in 5200 adhesive caulk and installed. Progress seemed slow for a while but as things started taking shape spirits rose. All ribs were replaced, all battens replaced, bottom planks were reset with three new planks made and installed. A bottom coat sealer was applied along with bottom paint. Meanwhile, my wife Nancy started the task of stripping the hull sides, sanding and prepping it for stain, CPES and varnish.





During this time, I had been building a motor for the boat, a 350 cu in Chevy with Chris Craft "F" engine marine parts. I built it from the block up and I believe it pushes about 330 HP. The original engine was a 75 HP Gray Phantom Four. This was a slight increase in horsepower. I paid in sweat for every little change I made to the motor in time and effort.

Once the bottom was done, my brother Ralph helped me turn the boat over. This started a flurry of activity all over the boat. My daughters Ashle & Britne removed the cross braces and painted the interior of the hull; Nancy prepped the hull and my son-in-law Jared started redoing the front deck. The front deck had been covered in plywood with nautilus on it and it was falling apart.

While everyone was busy at their tasks, I focused on the engine. My friends Frank and Joe came over for the starting of the engine. The cam had to be broke in so the engine had to run at 2500 RPMs for ½ hour to accomplish this. When Frank & Joe came over to install the engine, we often stuck our hands in wet varnish which had to be sanded out after drying as work was going on simultaneously on several aspects of the boat.

On 7 July the day finally came for sea trial. This was seven days before the wedding. All went well except for the water pump impeller. This was my own fault, but it was an easy fix. The boat was ready for the wedding and was used for many of the pre-wedding pictures. There were some problems, but after all it is a boat.

This was one enormous journey, but well worth it. I kept my deadline and made my daughter and son-in-law extremely happy. Mission accomplished! It will always be a work in progress, but it is a strong & dependable boat. Many thanks to all the family members and great friends who helped to make Britne's dream come to life.

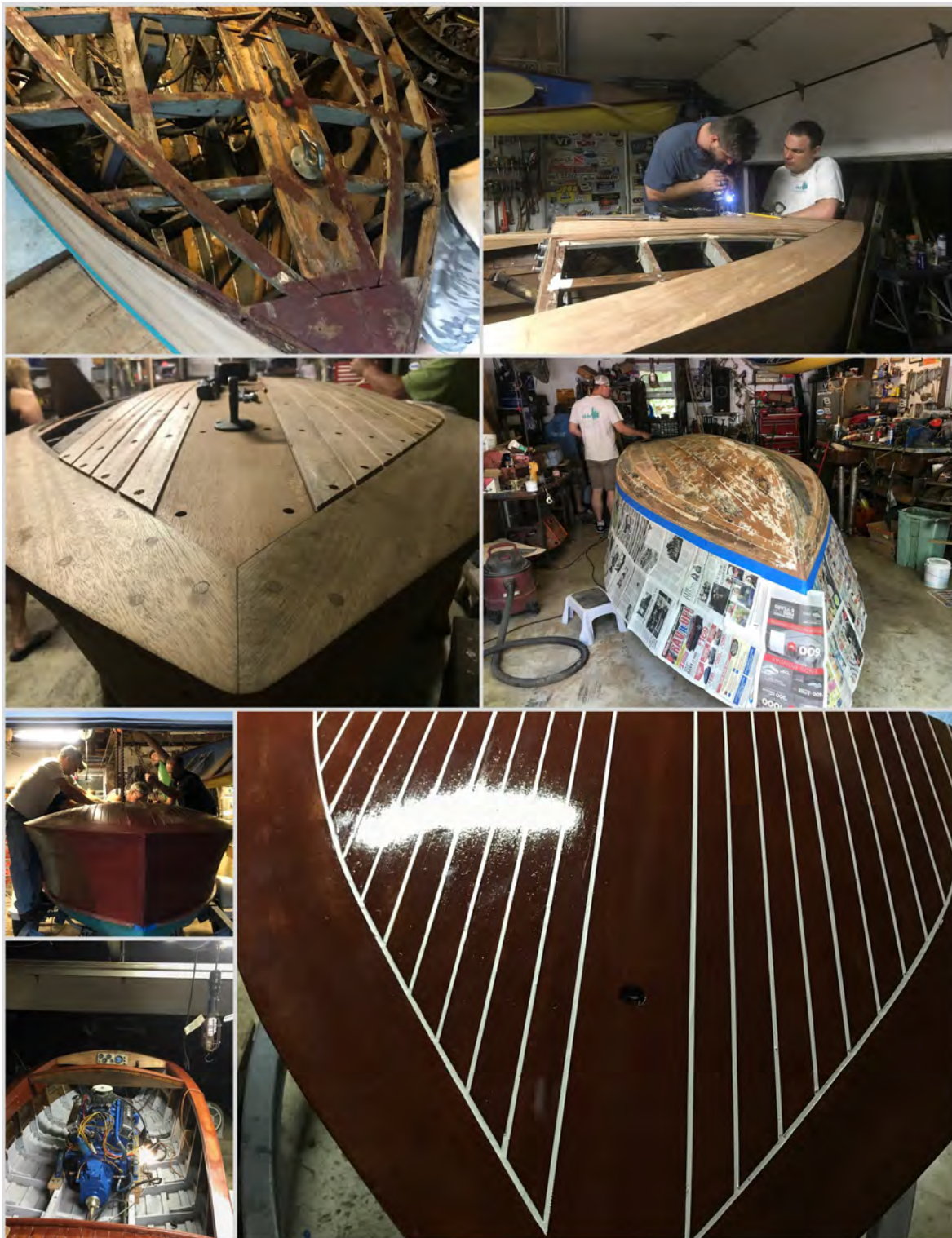
Many boats are thought of as females, but this boat's name is Mr. Breeze. It purrs like a lion, not a kitten, way too masculine for a female, although it is beautiful in the eye of the beholder.



*Mr. Breeze with the hull removed.*



*My wife Nancy sanding the sides planks.*



Row 1: L-R, Superstructure of deck removed. Sons-in-law Jared & Doug working on the deck,

Row 2: L-R, New planks on the hull;

Row 3: L-R, Putting the engine in. Finished deck,

Row 4: New engine.





Row 1: L-R, Old transom. New transom

Row 2: Restored Mr. Breeze at Lake George. Wedding picture of son-in-law Doug and daughter Britne.

Row 3: Another view of restored Mr. Breeze.



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## 2018 Spring Conference Wrap-up

This year's Spring Conference focused on the Bay as a result of members Underway putting forth a tremendous effort to coordinate the Bay-theme. They emphasized different aspects of the Bay throughout the overall schedule of events. Thanks to all of you for your thoughtful and unwavering building of the schedule. Nanticoke River hosted associated with Salisbury and Ocean City plus members from Patuxent River, Richmond and Dundalk Squadrons, they made the wheel turn. Since we enjoy the Bay in many ways, it seemed like the Bay was suitable as a primary theme from the available food options, hospitality suites, exhibitors and presentations. One member referred to the event as powerful while looking at the schedule that the committee created.

I hope you had time to browse and enjoy visiting the super exhibitors. I hope this trend continues in the future. It appeared members found items to put in the empty space in their cruising bag, myself included.

P/C/C Ernie Marshburn's presentation on his grant program from Homeland Security was a golden opportunity on how we can participate in improving boating safely, have fun and provide data. This can be a neat outing for one or more boaters underway. Being involved during our upcoming Summer Cruise could provide an ample amount of data.

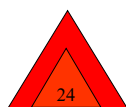
Matt Kroll's, Deputy Chief of Navigation Services Division, was the guest speaker at the member's lunch and provided some of the potential interaction between D/5 and NOAA. Perhaps we may even see some interaction with Ernie Marshburn's program previously mentioned above.

We were honored to have C/C Gary Cheney as the national representative. It was a great opportunity to hear his views on our America's Boating Club and future views on this was very interesting. There are bright silver linings ahead on the America's Boating Club course.

It was great seeing Mario Martins, Portuguese Embassy Representative, at the Spring Conference. I believe this is the first time we have had this type of privilege to expand our friendship between D/5 and the Portuguese Embassy.

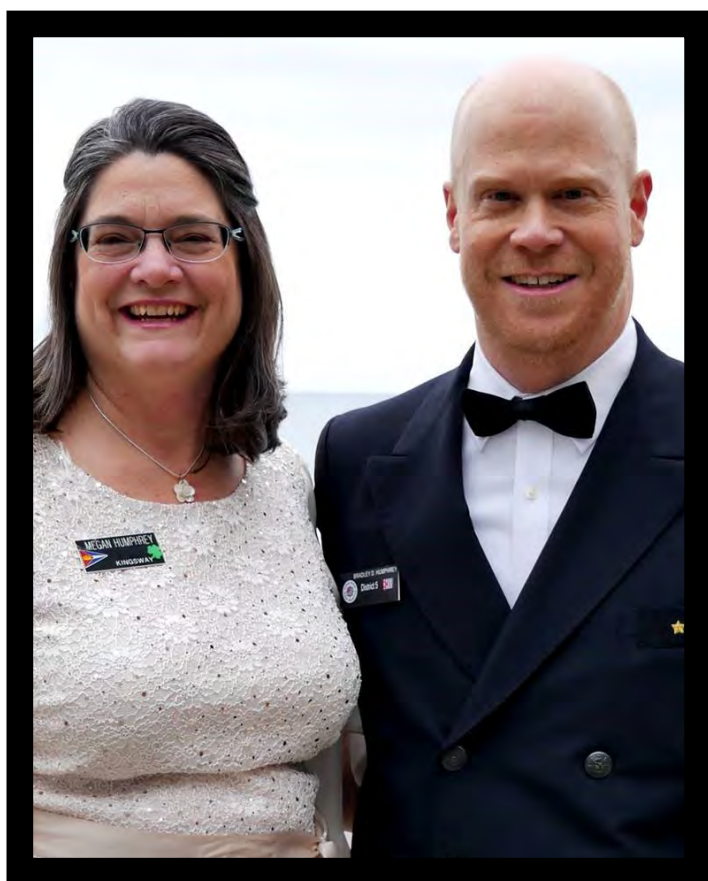
Squadron Hospitality Suites made Friday night a very relaxing and enjoyable event. **THE MORE THE MERRIER** was obvious as you looked around and saw and heard the good times. Thanks.

Take Care,  
P/D/C/ C.M. Kohlenberg, P  
Nanticoke River Sail & Power Squadron



## UPCOMING EVENTS

May	Delaware River Education Cruise	Philadelphia, PA
19-22 July	District 5 Summer Council	Cape May, NJ
12-19 August	USPS Governing Board	Minneapolis, MN
26-28 October	District 5 Fall Conference	Annapolis, MD



*Congratulations to our new District Commander  
Bradley Humphrey, JN and his wife Megan  
Humphrey, JN*

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