

# Nauti News



## UPCOMING EVENTS

- **Snowflake Luncheon – March 17: Paul will present the cruise schedule for this season**
- **Opening Day – May 19 @ Skipjack Cove Marina**
- **Crab Feast – August 11 @ Skipjack Cove Marina**
- **General Membership meeting – September 8 @ TBD**

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## **Captain's Cabin with Commodore Lee Cohn**

### **"DISCOVERING THE SASSAFRAS"**

As some of you know, my family started in boating in 1947, when I was seven years old.

Initially, our boating activities were centered around fishing every weekend out of Margate N.J., and Atlantic City.

In 1950, my father-and about 12 other "fishermen"- decided to form the Great Egg Harbor Yacht Club, with our clubhouse and docks located in Longport New Jersey. By this time, and in our case in particular, the members became interested in adding cruising to our fishing portfolio; and in 1953 we embarked on our first cruise.

The club had grown to 25 boat owners, and for our first cruise, we were 15 boats going from Margate to Georgetown, Md. Because of limited gas tankage in the smaller boats, our scheduled fuel stops along the way, would be Cape May, and Chesapeake City (yes, in those days all the boats traveled together, at the speed of the slowest boats). It is noteworthy to mention that seven of the boats dropped out at Cape May-their "pioneering spirit" satisfied at that point (or maybe it was their fear of facing the often rocky Delaware bay).

Halfway through the bay, one of the boats lost an engine, and couldn't restart it. We decided to stay with them, and try to find the closest boat yard/marina that might have a mechanic.

I called one of the local boats fishing nearby, and they suggested to leave the bay and enter the Maurice River, and follow the river to Dorchester Boat Works.

It was a slow trip as our friend only had one working engine. The remaining six boats would continue on to Chesapeake City, and then on to Georgetown.

The people at Dorchester were great, and took care of the engine problem right away; but we were now three hours behind schedule by the time we reached Chesapeake City where we stopped for fuel.

We also found that three of the six boats decided to stay over at Chesapeake City for a day or two, and then head back to Margate NJ. The other three boats had fueled up and left for

Georgetown.

We fueled up and headed out to what we thought would finally be an uneventful balance of the trip. BOY, WERE WE WRONG! By the time we came to the end of the canal, it was already dark and starting to "blow".

Now, you have to remember that in 1953, the only instruments that pleasure boats had, were a "ship-to-shore" radio phone, a compass, and a newly available "Mickey mouse fathometer". No Radar, no Loran, no GPS.

A squall (heavy rain and wind) was blowing a steady 30 knots. It was rough, pitch black, and very wet. Visibility was extremely poor, but amazingly we came upon a set of unlit and unmarked "temporary" buoys. The Coast Guard must have yanked the regulars for maintenance. Had it not been for the torrential rains, we probably could have seen the next few sets of lighted buoys. Certainly the winds on the beam were moving us sideways, and in the dark it was very disorienting. We were in a 46' boat, but our friend following us was only 31', and they were scared to death.

After what seemed forever, the storm passed, as we desperately tried to find our position. We could see lighted buoys way off in the distance, but not knowing exactly where we were-and in the dark-we were hesitant to head for them as we didn't know what was between us and those buoys. Our only choice was to proceed-at idle speed- in a southerly direction.

After a while, we saw a brighter than usual yellow glow directly ahead, albeit far off, so we proceeded towards it at idle speed. As we got closer, we noticed that those lighted buoys on our beam -while still far off-seemed to be merging with our course.

Now the glow was starting to have some shape, and we could hear music off in the distance. Finally by looking at the light, the merging buoys (which turned out to be the main shipping channel); and yes the lively dancing music coming from the well-lit dock; we realized we were at Betterton, MD with a "party going on".

We decided to ask if we could tie up for the night, as we slowly glided to the side of the dock, when the "dancers" started to holler "stop-stop-rocks rocks. Slammed it into reverse, almost backing into our traveling partner, who thankfully was also backing up.

Alas, we were not able to tie up there. While the locals warned us it was foolish to attempt a first trip up this particular river (which would become our beloved Sassafra) in the dark-with all its twists and turns, and very few lighted navigational aids. But by this time, we were not in favor of anchoring out in strange waters, at the mouth of the river, and the still very black night (you know how us New Jersey "trolling only" fishermen are). We decided to push on up river even though it was close to midnight.

Finally we saw some lights which-un-be-known to us- were coming from the Sassafras Boat and Engine Works, and to our starboard, the dock (yes one dock) from Kitty Knight house. In those years there was no Georgetown Yacht Basin, No Skipjack, etc. This was the only act in town. Kitty Knight house was our destination, and we saw what was the remainder of our yacht club's boats. Even at 2:00 am, they were on the dock waiting for us.

After a few hours of sleep, we awoke to the most beautiful, and unspoiled river view, completely opening up a new boating world for us Jersey "salt marsh" fishermen. From that year on, while fishing in the summers out of Atlantic City, we always kept a slip at Sassafras Marina for one -and a half months in the spring, and one-and a half months in the fall.

"GREAT MEMORIES OF A THIRTEEN YEAR OLD"



**Ship's Stores with Vice Commodore Cheryl Murphy**

Ahoy Fellow Yachties! I am so excited to be moving up the Bridge this year as Vice Commodore! As VC my duties include the Ships Store. The Snowflake Luncheon is coming up on March 17 and my friend Annette Brunton will be with me to take orders for all of your "must haves" for this boating season. Annette can put your logo, initials, and boat name on ANYTHING!! She will have new items for sale this year too. Perennial favorites are beach towels, bath towels, bag chairs, beach bags and rain gear. If you have a great idea and need it personalized you can bring it with you or Annette can order it from her catalogue. Annette does all the personalization for my own nonprofit and we are proud to wear her beautiful items. See you at the Snowflake. This event is always well attended and usually very entertaining. I cannot wait to see what our other officers have planned for this season.

The Commodore's Ball was a great time as usual with excellent food, dancing (and I danced all night!) and fellowship. I am so happy to see Lee take command as Commodore this year. He is such a personable and knowledgeable guy. I love talking to him and our First Lady Fayne.

It has been a tough winter for me personally as my son Zach was diagnosed with a rare cancer in September. He went through chemo during the fall and last week had a successful surgery at Sloan Kettering in NY. At the present time, he is recovering at home and is cancer free! We are ready to move on with LIFE and celebrate every day. I am more excited about getting to the Sassafras and enjoying everything our piece of paradise offers than I have ever been.

I look forward to seeing all of my friends this summer on the docks!



### On the Beach—Land Events With Rear Commodore Mark Fabere

Thank you to all our members that attended our recent Commodore's Ball, honoring Lee and Fayne. Has everyone taken the time to bookmark a pdf on your phone showing the international maritime signal flags? Congratulations again to table 'Ordinary Point' and our past commodores for figuring out the night's game. From this day forward, should any of us want to know anything about Lee's favorite boat builder, you know where the definitive book can be found!

Our Land Events for this year will be similar to prior years, with an emphasis on ease and fun for all. We continue to look for ways to make our club enjoyable, social and maybe a bit educational. To the 'educational' aspect, for this year we have designated the Chesapeake Bay Foundation, [www.cbf.org](http://www.cbf.org) as the recipient of a portion of the funds we receive from our various auctions throughout the year. Our intent is to help support our home waters.

Our next Land-event is our Snowflake Luncheon March 17 at Schaefer's Canal House in Chesapeake City. You should have received your invitation via email from Nicki White. If you have not received your invitation, please contact Nicki at [nicoledwhite44@verizon.net](mailto:nicoledwhite44@verizon.net), or (302) 593-5334. We intend to have a some local (to the Sassafras River) merchants join us as guest speakers so that they can let us know what they offer and how we might enjoy their services, either as SRYC or individually.

Key Land Event dates:

- Snowflake Luncheon – March 17: Paul will present the cruise schedule for this season
- Opening Day – May 19 @ Skipjack Cove Marina
- Crab Feast – August 11 @ Skipjack Cove Marina
- General Membership meeting – September 8 @ TBD

Lani & I are looking forward to the upcoming boating season and having the opportunity to enjoy our river and our bay along with all our members, new and classic. If you're in the vicinity of Skipjack Cove Marina, slip B24, please stop by.



### At Sea with Fleet Captain Paul Davison



Greetings, fellow boaters!! Regina and I excitedly look forward to another boating season. I'm honored to be the Fleet Captain for the SRYC this year. Regina and I have been members for 5 years. We've enjoyed great cruises, meeting new friends, learning about boating and having lots of fun during the land-based activities over those years!! It's time to give back, and that starts with designing the Cruise Schedule for 2018. It will be a mix of the familiar favorites and some exciting new destinations.

We've been boating on the Chesapeake for 19 summers. Our two boys Tom and Mike were between the ages of 2 and 4 years old when we started out on a used 1990 Four Winns Horizon 190 named "Impulse". A 19 foot bow rider with a huge 300 HP sterndrive was a fun way to get into boating. We learned all the basics over five years of traveling around the Upper Chesapeake Bay out of our homeport of Pat's Marina on the North East River. The next three seasons were spent aboard our Four Winns Vista 260 named "Transcendence" that we kept in the High-and-Dry at Tome's Landing on the Susquehanna River. That extended our cruises to much farther places like Washington DC, St. Michaels and Annapolis. As the boys got older (and Bigger!), we made the jump to our current boat. "Transcendence II" is a 2007 Four Winns Vista 358 Express Cruiser (Notice a trend with Four Winns yet!). A bigger, faster boat really extended our cruising range. Virginia Beach/Norfolk VA and Williamsburg VA (James River) were our farthest destinations! However, it is always nice to come home to the gorgeous Sassafras River and Skipjack Cove (Slip F-36)! We still marvel at the sights and pleasures of anchoring in the No Wake zone with friends. One of our favorite places, which is why you'll find us anchored out there every weekend when we're not traveling on the Bay.

Looking forward to the big cruise reveal at the Snowflake Luncheon and getting together with both new and familiar faces at the winter event!! Transcendence gets launched mid-April and then the games begin. Looking forward to another beautiful season on the Sassafras with Regina and all the SRYC members.



**Secretary Nicki White**

Hello all SRYC members! Hopefully, everyone has had a fun winter and is ready for our new boating season to start!! Ralph and I are anxiously awaiting spring so we can get back on the Sassy. We plan to spend more time on the boat since Ralph is retiring in April. Wahoo!!!

Please get your membership renewals back to me soon! Your BOG has a lot planned for everyone this season and I wouldn't want anyone to miss out on the fun!

Remember, we are always looking for new members to join in on our fun – if you know of anyone interested, please give them my name and number. I'm always happy to answer any questions or provide assistance.

Our Snowflake Luncheon is fast approaching.... get your registration back to RC Mark Fabere...he's been working hard to make this year's event the best ever!!!! See you at the Snowflake on March 17<sup>th</sup>!!



**Treasurer Steve Bartelt**

See you on the River!!!

## **JUST IN CASE YOU GET THE FEVER**

If you're getting out on the water and taking advantage of the recent mild winter weather, bring along ski goggles. Regular sunglasses won't give your eyes any protection from biting-cold wind, but a pair of ski goggles will keep your eyes from tearing up while you cruise!

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**WebMaster: Kathi Johnson**



**Editor: Don Johnson**

Another boating season will begin soon! This year we will be upgrading **Special K** to a 2014 Formula 48' Express Cruiser! Kathi's upcoming retirement from Pfizer will allow us more time on the boat. Although the retirement isn't until April 1, 2018, we got the fever before the 2017 boating season ended. We started our boat search during the coldest week this winter. Timing was right, and we took advantage of the off-seasoning opportunities. Bigger boat also caused us to look at docking the boat at a marina with 50' floating docks. Our new dock (D26) will be at Osprey Point Marina in Rock Hall, MD. We will miss our friends on the Sassafra River's marinas, but will visit regularly as transients.

So here is to 2018 boating season and the best wishes to all for a safe and adventurous season! See you on the water!

### **Boat US Membership Discount**

***Club members can get Boat U.S. membership at half price. Our Cooperating Group Number is GA 81008Y; use this number on your Boat U.S. application or renewal.***

### **Yacht Club Reciprocity**

***As a card-carrying member of a yacht club, you are usually entitled to special courtesies from other yacht clubs around the country as well as on the Chesapeake Bay. These courtesies may range from simply being allowed to enter their facilities, to discounts on slip rentals. SRYC Officers have CBYCA roster books, which have information on member yacht clubs in the Chesapeake Bay area. Contact a SRYC officer for more information.***

## Jim Welday: Five Reasons Recreational Boaters Get Into Trouble on the Water

February 19, 2018 (Prop Talk Article sent in by Glenn Davis)

Call him Mr. Rescue. It started in the early 1980s, when Jim Welday's 21-foot runabout got entangled in crab lines. The Coast Guard dispatched rescue boats only in cases of emergency, as towboat services were rare, and routine radio calls often went unanswered. Jim and his wife, Mary, finally attracted attention by waving a spare diaper they'd brought for their then-baby daughter, Michelle.

"Four boats came over to help," he recalls.

After a second such stranding several months later, Welday decided that recreational boaters needed a helping hand and that he could help provide it. He began monitoring channel 16 and responding whenever he heard a trouble call, even towing the disabled vessel back to a marina if necessary. A former Army helicopter pilot, he viewed it as a public service.

"It's a kick for me to do this," he told friends at the time.

In 1992, Welday formalized his rescue efforts, joining the U.S. Coast Guard Auxiliary, whose members patrol Chesapeake Bay tributaries on weekends and holidays. Within a few years, he became a patrol boat commander and eventually qualified as a radio watch stander at Coast Guard Station Annapolis, near Thomas Point, to help handle emergency calls.

Over the past 18 years—as far back as current records go—Welday has put in 2800 hours on Auxiliary patrols, assisted 88 recreational boaters, and taken part in 21 search-and-rescue cases. He has become one of a handful of Auxiliarists whom the station dispatches on more serious search-and-rescue calls. He's also racked up 3400 hours as a radio watch stander.

He still gets a kick out of it. "It's a satisfying feeling," he says.

In 1992, Welday formalized his rescue efforts, joining the U.S. Coast Guard Auxiliary.

Welday hasn't been a lifelong boater. Although he paddled a canoe occasionally as a high schooler, he didn't get into water sports seriously until he'd graduated from the University of Maryland and finished a seven-year stint in the service. He and Mary began renting boats and eventually bought the 21-footer. Helping boaters who got in trouble became a family pastime.

Welday's current boat is a blue and beige 19-foot center console, rigid-hull inflatable called Delta 4 that, not surprisingly, looks a bit like a 21-foot Coast Guard patrol boat without the insignia and bright-orange color. Besides going out on patrols (Auxiliarists use their own boats for such activities), Welday trains other Auxiliary coxswains and crewmembers.

His skills have become legendary. Putt-putting into the Sandy Point State Park basin for a training session one time, Welday spotted a recreational boat that had run aground at the side of the narrow entry channel. With a green crew, he clapped towlines on the stranded boat and towed it into the basin, hardly stopping in the process. Other boat crews just shook their heads.

Welday strictly follows Coast Guard procedures as a watch stander and as a patrol-boat coxswain, but he adds his own touch when he's on the water. Instead of just looking for boaters in distress, he keeps a close eye on vessels that he thinks may be heading for trouble and stays in their general location so he can be there if they run aground or break down.

As is often the case with patrols, the workload is erratic; some days are chock-full of action, while others pass with hardly a ripple. On one memorable day, Welday helped right an overturned sailboat, rescued a couple from a sloop beset by sudden strong breezes, extricated a grounded runabout, and pulled five boaters off a stranded powerboat in rough seas.

Now 73, Welday continues to work full time as manager of a data-storage center in Northern Virginia, but going out on patrols and standing watches at Station Annapolis remain his hobby and his passion, and he has no plans to quit either. A patient teacher, with a calm demeanor and a dry wit, he's quick at problem solving and slow to lose his temper.

Boaters can quickly get into trouble if they fail to check the weather.

Based on his experience with rescue operations, Welday lists five frequent reasons that recreational boaters get into trouble on the water:

1. They don't check the weather or even take time to study the forecasts properly and often get caught by heavy seas, summer storms, or squalls. Welday says, "Nothing can get you into danger more quickly."
2. They don't pay attention to their fuel levels and run out of gasoline or diesel fuel in the middle of the Bay. The Coast Guard recommends that you carry three times as much fuel as you'll need for your day's outing: one third of a tank to get there, one third to get back, and one third for reserve. "That's just a minimum," Welday observes.
3. They suffer more than their share of equipment failures. Some are normal breakdowns that can't be easily prevented, but many stem from poor maintenance or inattention. "You've got to maintain your boat properly, or you're asking for trouble," Welday says.
4. They often become lost. "Too many boaters don't even own a nautical chart, let alone look at one, and they get out on the water and don't know where they are," Welday says. That invites running aground or hitting a rock. It also makes it hard to tell rescuers where you are.
5. They have poor boat handling skills. "Too many people think that just because they can drive a car, they can operate a boat, but cars and boats are very different," Welday says. "People need to learn how to handle their boats and continually work to improve their skills."

For more on boating safety, click to our latest Safety Series article, [Training Your Crew to Help Onboard](#).

About the author: Art Pine is a Coast Guard-licensed captain and a longtime power boater and sailor on the Chesapeake Bay.

**2018 SRYC Board of Governors and other information**

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## Classified Ads

### JBA Embroidery

I would like to announce the opening of JBA Special T's!! JBA Special T's division of our JBA Embroidery Company which offers custom heat transfer screen-printed designs. Send us your design, photo or artwork of your boat, or transom for example, or any design you would like to have placed on T's, sweatshirts or any apparel of your choice. We also have 1,000's of stock designs to choose from. Browse the attached link for stock orders.

[www.art4myshirt](http://www.art4myshirt)

Apparel will continue to be available through the JBA Embroidery imprintable link.

SpecialT's --- Where "Your T's are our SpecialT!"

Annette Brunton  
JBA Embroidery  
215-359-8621

### SYRC Owned Inventory List

Contact Cheryl Murphy to place order: Home 215-219-1809 Email: [ccarmody@comcast.net](mailto:ccarmody@comcast.net)

	Style No.	Manufacturer	Description	Qty	Size	Color	Catalog	logo place	Embro	Total
1	8030CC	Comfort Colors	Unisex SS Pocket T 100% Cotton	1	l	Crimson	10.56	Left Chest	7.00	17.56
2	"	"	"	1	xl	True Navy	10.56	Left Chest	7.00	17.56
3	C4410	Comfort Colors	Unisex LS Pocket T 100% Cotton	1	l	Granit	16.80	Left Chest	7.00	23.80
4	"	"	"	1	xl	White	16.80	Left Chest	7.00	23.80
5	1568	Comfort Colors	Sweatshirt Crew Neck 9.5 oz heavy quality				29.00	Left Chest	7.00	36.00
6	1567	Comfort Colors	Hoodie Sweatshirt 9.5 oz heavy quality	1	xl	Midnight	38.00	Left Chest	7.00	45.00
7	3400L	Next Level	Ladies SS V Neck T lite Wt. 100% Cotton	1	l	Royal	6.40	Left Chest	7.00	13.40
	N3601	Next Level	Mens LS No Pocket 100% Cotton				9.70	Left Chest	7.00	16.70
	3600	Next Level	Mens SS No Pocket 100% Cotton				5.84	Left Chest	7.00	12.84
10	L3587	LAT	Ladies SS V Neck T 97 cotton 3% Poly 5.5 oz	1	l	White	11.12	Left Chest	7.00	18.12
11	8530	Ultra Club	Ladies Feminine fit 6.2 oz 100% Cotton Polo	1	XL	Black	13.98	Left Chest	7.00	20.98
12	8530	Ultra Club	"	1	L	Black	13.98	Left Chest	7.00	20.98
13	8530	Ultra Club	"	1	M	Black	13.98	Left Chest	7.00	20.98
14	D100	Devon& Jones	Mens SS Polo 100% Cotton	1	l	White	21.98	Left Chest	7.00	28.98
15	D100W	Devon& Jones	Ladies SS Polo 100% Cotton	1	l	White	21.98	Left Chest	7.00	28.98
16	G188	Gildan	Mens Heavy Weight 50/50 Full Zip Hoodie				29.00		7.00	36.00
	G188L	Gildan	Ladies Heavy Weight 50/50 Full Zip Hoodie				29.00		7.00	36.00
	G188	Gildan	Unisex Heavy Blend Cadet Collar 14 zip Sweatsh	1	L	Tweed	18.60	Left Chest	7.00	25.60
19	75066	Ash City	SS Womens Colorblock Polyester Polo 75066	1	L	ROYAL/WHITE	30.00	Left Chest	7.00	37.00
20	85105	Ash City	SS Mens Colorblock PolyCotton Polo 85105	1	XL	ROYAL/WHITE	30.00	Left Chest	7.00	37.00
	BX002	Big Accessories	Stuctured Low Profile D Ring Slider HATS	1	OS	Stone	4.50	Front	10.00	14.50
				1	OS	Kakhi	4.50	Front	10.00	14.50
				1	OS	Navy	4.50	Front	10.00	14.50
	BX020	Big Accessories	Stuctured Low Profile Velcro closure HATS	1	OS	KAKHI	3.60	Front	10.00	13.60
				1	OS	White	3.60	Front	10.00	13.60
				1	OS	Navy	3.60	Front	10.00	13.60
							401.58		200.00	601.58
Notes:										
				21			401.58		200.00	601.58

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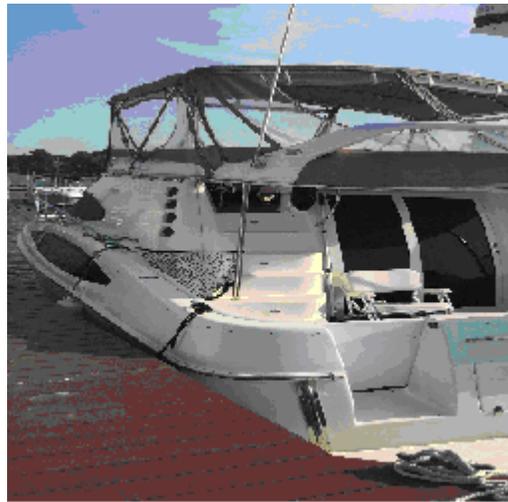




### Don and Kathi Johnson

For Sale-

- 2010 Mercury 3.5 HP 4-stroke outboard motor. 20" shaft. May 2016 serviced and inspected at Boatworks by Roman. Asking \$350.00. Never used during CY 2017 boat season. Stored inside basement. Starts and runs great.



\* Deck (2) folding chairs white cushioned. Bought in 2014 new (\$271.00) from West Marine. Always stored in salon when leaving dock. Good condition. Asking \$125.00.

\* Marincor Y adapter 50 AMP to (2) 30 AMP shore power connector. Bought new in 2015. Asking \$40.00

\* (2) 30a 25' lines. Asking \$30.00

Call Don Johnson at 610-405-0130 or email at [dhjohnson1415@gmail.com](mailto:dhjohnson1415@gmail.com).