

CIYC

Member PRYCA

Boat/U.S. Accord
#GA83611Y

COBB ISLAND YACHT CLUB NEWSLETTER

The Mission:

*Boating Safety
 Education in seamanship
 Partnering with the community
 Sail and Power events
 Organized cruises, raft-ups and
 gunkholing
 Monthly newsletter
 PRYCA events and
 so much more...*

The People:

*We have the boats
 We have the will
 We have the style
 We have the right stuff for a
 new millenium...*

On The Inside:

*A new look from the
 new kids on the block...*

follow me...

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**VICE COMMODORE
JOHNSTON NAMED
EDITOR**



JOHNSTON... (from an early photo)

In a surprise cost-cutting move, the board of the CIYC newsletter announced that **Chuck Johnston** would assume the duties of editor, effective immediately.

In a hastily-called news conference, CIYC power-broker **Bernie Williams** said: "this move makes sense... **Monika Lynde** was overworked... and although Chuck isn't the sharpest tool in the shed... he works cheap... which is what we were after."

Reached at his exclusive Atlanta estate, media mogul **Ted Turner** said: "Hell, Ah dunno... I guess as long as we get Monika back full time she can turn this situation around before one of them Internet Yahoos or somebody swallows up Time-Warner."

Ben Bradlee, former editor of the *Washington Post* was less sanguine: "Geez... I don't know... I don't like the looks of this... this could set print journalism back to the time before Gutenberg."

HOW TO GO AGROUND

(a public service guide from the Don Thayer Maritime Institute)

As a boater who has "been there and done that," Bernie thinks it would be good of me and helpful for other boaters who might venture into this unique status of boating, to provide my professional thoughts on the subject.

It is helpful to pick the time and place to go aground. The only time this has happened to me was when I decided to beach my cat to clean the bottom. This, in my view, does not qualify as "grounding." Grounding is where inattention, extra low tide, places not indicated on the chart (includes misreading the chart), plumb dumbness, and other such things leaves it to chance to select your grounding spot.

Wrong time, wrong place. Wind on the port beam about 15K. Mid-November, cold rain, temperature upper thirties. The brave skipper tries to figure from the chart where the next x&*@ mark is--feels a bump on the rudder; glances to the rear and finds he is starboard of a starboard marker--oh oh! Tries to power off but the bow will not turn into the wind. He raises the drive unit and the rudder and professionally assesses the situation. Since he just left a marina, and it is in plain sight about 1/4 mile away, he is sure they will immediately render assistance. He makes a friendly call on the radio

and is informed that they have no means of rendering assistance. He swears he hears snickers in the background. Skipper reverts to plan B--simple, he will run out an anchor and "kedg" her off. He explains to his crewperson that he will bring the dinghy around to the bow, whereupon, she will lower the main anchor to him, and we will proceed with kedging. Breaks out oars, life preserver, oarlocks (wishes he had ear muffs), launches the dinghy, rows to the bow, obtains the anchor, and sets out to windward. He gets about 15 feet from the boat when his helper helpfully securely ties off the anchor line on the windward cleat--returns to the boat--she is under the impression that the skipper will pull the boat from aground with the dinghy. He calmly provides a dissertation on the finer points of "kedging." With the anchor secured to windward, the line run back to the main winch, we proceed to pull her off--line becomes taut--skipper sweats--skipper cusses--nothing happens!! I knew that every boat passing us in the waterway was laughing at us. I guess they presumed we were anchored because none even called to find if we were in trouble. Plan C is brought into play.

Skipper strips to coat and skivvies, and bravely steps off the lee side of the boat. I do not recommend this practice for a boat that draws more than 18." That water was coooold!

I waded to the bow, applied back pressure to the bow while my helper cranked on the winch. I got the bow off, but was not satisfied with my angle of pull, so back to the dinghy, break out the second anchor, run it at a different angle, and back to the second winch. With me pushing, my helper running back and forth and cranking on winches, we were able to get her off, lower the drive, and then go through the interesting problem of retrieving two anchors without going back aground.

Total elapsed time--45 minutes. Damages: bruised ego and cold feet.
Lesson learned: give careful attention to the chart in the future, while retaining awareness of surroundings and drift.

When waiting for bridges to open, make sure you take some bearings and watch your drift and depth. On two occasions, boats went aground (one boat twice). It would seem simple to power off if you slowly drift aground in that situation, but since the breeze or current put the boat there, it is apparently not easy to just power off.

When the ICW crosses an ocean inlet, there is often shoaling and the buoys may not be accurate. We never had a problem, but there were a number of reported groundings, some with serious damages. It pays to listen to the radio chatter, and ask about changes at local marinas, towboat U.S., or the Coast Guard. The guides may also warn about passing certain areas at low tide.

Storms cause shoaling. The hurricanes this past year caused numerous problems. We passed a 80-90 footer that was being helped off. It was difficult to find any channel in which to pass. At another spot, dredging was taking place and again there was difficulty finding the channel and no radio response from the dredge when we asked for advice.

Entering Jeckyl Island channel, we did receive advice from one dredge, but then, after we were safely passed, erroneously presumed the channel was to starboard. Fortunately I was proceeding at idle and was able to back off after touching. When in doubt, proceed with utmost caution!!

Watch your depth in the channel. The flip chart has a magenta line that will indicate the preferred channel within the marks. If your

depth starts to lower, glance back to see where you are in relation to the last mark, or if there is no mark, slow or stop until you can determine where the channel is. Sometimes, it takes a bit of fishing to find the channel. When the chart indicates a preferred channel, I like to stay on one side of the channel, so if my depth starts to drop, I have an idea of where the channel is. This does not always work! One day, a whole line of boats had just past through a bridge, when some boats went to port and others to starboard. Thinking the channel was to port, I went thataway. Wrong! Being a slow grounding, I was lucky enough to be able to back right off and then feel my way to deeper water.

Adventures on the ICW--ain't nothing like it. Next time you go aground, make sure you are wearing clean skivvies!!

* * * *

Happy Xmas and Merry New Years See you-all next year

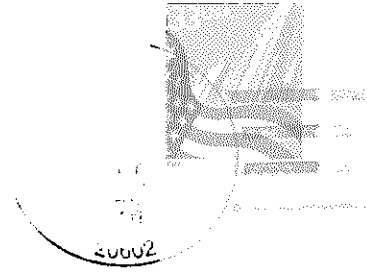
Ta!

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FREE BOOZE! FREE BOOZE! FREE BOOZE!

The CIYC Hospitality Suite is scheduled for operation January 29, 2000 at the annual Change of Watch Dinner-Dance. This popular venue marks the fourth time that we have contributed to the delinquency of anyone within earshot. The practical aspects of splicing the mainbrace are dealt with in depth at this seminar and is recommended for anyone wishing to increase their knowledge of things nautical.

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