

Scuttlebutt

Waterway Radio and Cruising Club

'Serving Radio Amateurs Afloat Since 1963'

Vol. 26 No. 4

50th Anniversary Scuttlebutt

From your Commodore

— Bill Trayfors, WA6CCA



Bill, WA6CCA – 2013 Commodore



*Waterway Radio and Cruising
Club*

As I pen this, Born Free is swinging gently on her anchor amidst some 70 other vessels – mostly sailboats – gathered for the 2013 Seven Seas Cruising Association Annapolis Gam. Actually, it's located some 20 miles south of Annapolis in a lovely protected cove off the Rhode River, which itself is off the West River, which is off of Chesapeake Bay, below the South River. You can see why they still call it the "Annapolis Gam" although it was moved from Annapolis five years ago. It's just easier!

Our Waterway Net was given a prominent place in the opening remarks by the SSCA President, Dave Skolnik (KO4MI) during the dingy raft up Thursday evening, and during his well-attended presentation

on communications this afternoon. Throughout the talk which covered all modes of communication – radio, satellite, cell phones and wifi, digital, etc. – the Waterway Net was highlighted as Dave explained the value of SSB radio to cruisers even in this new communications era, highlighting how our Net has been helpful to him during his frequent offshore voyages. At the end of the talk, he even apologized for the "too frequent mention" of the Waterway Net on 7268! Thanks, Dave. I believe many of the hundreds of attendees got the message.

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Now
Hear
This!



From the Bridge

I was just sitting around last Saturday wondering what I was going to write about in this quarter's *Scuttlebutt* column. In the new schedule of volunteers that I printed up and mailed out I had already told the volunteers what a great job I thought they were doing. So even though everyone deserves a pat on the back, I can't make an entire column out of it. Then came THE FIRE.

Let me tell you how my weekend went, just to give you a feel for what amateur radio is all about. Mid-afternoon on Saturday, June 6, some campers at a lake just south of the Flagler County Airport (FL) had a fire get out of control. We had had four consecutive days of 100+ degree heat and no rain for over a month. It did not take long with the moderate westerly winds for the fire to get completely out of hand. By 1600 hours it had entered the Seminole Woods subdivision of Palm Coast and all residents were immediately evacuated. That prompted the Emergency Management Office to open a shelter for the evacuees. The Red Cross was called in as was the local chapter of the Amateur Radio Emergency Service (ARES) in which three of my family are members. I proceeded to the Emergency Operations Center (EOC) and became the net control on the local repeater between the EOC and the shelter.

The fire spread rapidly. By 1700 it was approaching I-95 causing the complete shut-down of this major thoroughfare. Traffic was rerouted over to U.S. 1 for the entire length of the county. By 1800 the fire had crossed I-95 and was approaching the old landfill. If the winds shifted more to the north the fire would have been headed for some large housing developments in the southern part of Flagler county and the Ormond Beach area of Volusia County. Luckily the winds died down somewhat after dark, but the fire ended up destroying or damaging 35 homes.

My folks are members of the local Citizens Observation Patrol (COPS) and occasionally operate the Sheriff's Sub-station in the Publix Plaza in Palm Coast. When the excitement started they were called in to open it to handle emergency calls. I think they were gone most of the evening from 1630 onward.

Just to make matters interesting, another fire started up in the Belle Terre subdivision, just to the south of the new Wal-Mart Superstore and just west of the now closed I-95. Command posts for the firemen were set up in three different locations and fire units from all over the state responded to help.

We manned the amateur radio setup in the EOC and at the shelter until they were sure that no one else was going to come in. Since the Seminole Woods fire was now only threatening the swamp, and the Belle Terre fire was mostly contained, they felt comfortable just using the Red Cross radio setup and the phones. The EOC manager asked us to start the net back up at 0700 the next day. I got home at 0200 Sunday morning.

Bill, my other half, volunteered to take the watch starting at 0700 so, of course, the alarm went off at 0600...not much sleep for me. Or for him since he stayed home the night before but monitored the repeater till I got home and was able to make some much needed phone calls for us. As you would expect, the phone lines at the EOC were jammed.

After Bill left, I dragged out of bed and started monitoring the Waterway Net, made some contacts, and before the Net was over, I was called in again to the EOC. Turns out that the Red Cross was getting ready to send out their damage assessment teams and wanted communications between the teams, the shelter, and the EOC. Since Bill was mobile with a 25 watt 2-meter on his motorcycle he was chosen to go with the damage assessment teams. I raced out of here just before the end of the Net to cover the shelter. My mother, Marge, also a ham, relieved me at the shelter at 1700 hours. Another long day.

Monday both Bill and I were scheduled for the 12-4 shift at the EOC and shelter. Luckily for us the activities had subsided enough, and Bell South has provided cell phones to the Red Cross workers, so the ARES net was no longer needed. We officially closed the net at 1250 on June 8.

To say the least, I'm beat. But we feel like we helped those in need, and that is what amateur radio is all about, for this family at least.

We feel the same way about the Waterway Net. It is here to help people and we feel good when we can do just that. Sometimes the Net gets a little bit bogged down with details and petty stuff, but overall it is a wonderful service to our members. Keep up the good work. I think I'll go take a nap.

Your humble Commodore, Jeanie,
N4WFM

Editor: This article on the left is from an older Scuttlebutt dated July 1998.

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Judging by the number of cruisers who have sought me out for help with their SSB radios I believe there is still a solid interest. The recession and general decline of some boating pursuits during the past few years have contributed to the decline in WRCC membership, but I'm hopeful that we'll see that trend aborted and even reversed in coming years. All we need do is continue to provide top-notch services on our Net, and encourage and mentor new members who join.

There remains a solid interest in HF radio, both on the marine bands and the ham bands. Thanks to our efforts, those of the SSCA, the Maritime Mobile Service Network, and those magazines which provide a balanced presentation of HF radio vs. other communications modes – such as the excellent article which appeared recently in *Blue Water Sailing* – interest in marine and ham radio is very much alive.

So, also, is interest in cruising and voyaging. Over 100 boats are signed up for this year's Salty Dog Rally which departs from Portsmouth VA in November for Virgin Gorda in the British Virgin Islands. Dozens of additional boats will head that way in the Caribbean 1500 rally, also in November. Many of these boats are equipped with HF gear, and many are hams.

The 50th Anniversary Picnic is scheduled for Sunday, November 17 in Melbourne, FL. Elsewhere

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A SEA STORY With a Fairy Tale Ending

By Rosita Shane, KE4LP

We left Isla Mujeres, Mexico, on Thursday, May 30, 1996, headed for Clearwater, Florida, on our cutter TALISMAN. Our friend, Glenn Osoling, had flown down to Guatemala to sail back to Florida with us.

After two and a half days of wonderful weather (my kind of sailing weather—no wind, no seas, engine running) and about 100 miles west of the Dry Tortugas, we started to experience brisk winds and building seas. I woke Bill and Glenn up and, being the chicken sailor that I am, gladly turned the watch over to them! Because it was such a drastic change in the weather, Bill called our good friend Jim Johnston, WB4GQK, on the radio to ask if he knew what was happening. At that time nothing showed in the forecasts. Our captain altered course for the Dry Tortugas and continued motor-sailing with mainsail only. The current slowed us down, but we had no alternative as the going really kept getting rougher!

About 0500 on Sunday morning, June 2nd, I woke up to a tremendous noise. My first thought was that we'd been hit by a freighter. Bill was on watch, steering by autopilot, braced against the boat's motion, which had increased during the night. I heard some expletives from Bill and Glenn, who knew exactly what had happened. Our mast had come down!

Bill reacted quickly as he saw the mast falling toward him and put the engine in neutral to avoid a fouled prop. Thank God the bimini top's heavy gauge stainless steel bows kept the mast from falling directly on him. Both men yelled at me to stay below and out of the way. Glenn took the helm and Bill ran to fetch the cable cutters. Within about 20 minutes they had cut away the mast and all the rigging, sails, and sheets, made sure it was all clear, and checked the bilges to see that we weren't taking on water. They also pitched the gasoline and water jugs overboard, lest their weight cause some damage because of

the boat's violent rolling, which with the mast gone had become much worse and was even causing the engine to overheat.

After rigging our Hustler antenna on the stern rail, Bill put out a Mayday on a Coast Guard SSB frequency and got a response right away from a USCG station in Virginia. Unfortunately, they kept insisting that we shift to commercial frequencies and, to our dismay, persons using those frequencies refused to move, even when they were advised that it was an emergency. Very frustrated, Bill shifted to 7268 kHz, where WB4GQK's instant response was music to our ears! We knew then that we weren't alone and that our prayers had been answered. I must say I was impressed by how calmly Bill told Jim what had happened and suggested moving to another frequency so as not to tie up the Net! With Bill and Glenn being so cool, calm, and collected, I really had no chance to become hysterical, as I would have liked!

Jim and Tricia (N4TFP) and Genie (KC4YB) made many phone calls to the Coast Guard at Key West and Miami to help coordinate our rescue. An airplane was sent out to ascertain that it was not a hoax. Fortunately, Bill was able to contact the plane with our emergency VHF "rubber duck" when it got close, and report our GPS position—for by then it was overcast and they had requested that we not activate our EPIRB, as that would interfere with other emergency signals. The plane flew over a few times and reported that the seas were six to nine feet, winds 30 to 35 knots, and that, yes, we were in trouble. We could have told them that!

We were very glad to hear that Key West was sending a cutter. The USCGC PADRE arrived on the scene at about 1400. The sea was too rough to come alongside,

so they launched an inflatable and sent their engineer and his assistant to see if they could help with our overheating engine. Bill explained that the overheating was caused by the rolling of the boat which kept raising the seawater intake out of the water. After confirming that, they decided there was nothing they could do about it (which Bill could have told them!), and discussions began as to our dilemma. We were told they couldn't tow us because the cutter's speed would be too high, even at dead slow, and would endanger our vessel. Moreover, they said they couldn't stay with us because they had rescued some Cuban fishermen who had asked to be taken back to Cuba, and that they must take them back as soon as possible. We were stunned! Bill then told them in no uncertain terms that he felt our lives were in danger and that they should render assistance because we were American citizens and taxpayers, and that the Cubans were in no danger. He also told them that we'd had a grueling 24 hours and were already exhausted and that, as captain of our vessel, he might endanger us further by making wrong decisions because of fatigue. He said if they left us he would be obliged to call Mayday again. Apparently his arguments had some effect, because someone decided that PADRE would stay with us, and a crewman was sent over to steer for five hours while the three of us got some food and sleep.

PADRE continued to escort us until about 0130, checking on us every hour and advising all ships to give us a wide berth because we were disabled. By then the wind and seas had abated some, and Bill agreed with PADRE's captain that we could proceed alone to the Dry Tortugas, now 40 miles ahead, and the cutter departed on her previously assigned mission. We arrived at Fort Jefferson,

Dry Tortugas on Monday morning, hungry and tired, but safe, and also very grateful for the help and support we had received throughout our whole ordeal from Jim, Tricia, Genie, John (N3DKZ), Gordo (K14SL), our Commodore, Ed (K4YDO), and Jim (W5KMA) who offered to stay on the frequency all night, in case we needed to communicate, and so many others too numerous to mention. (Cont'd.



Exclamation!



Expletives!
Exposition!

DISMASTED! (Cont'd)

Our insurance company sent a boat to tow us to Key West. From there we continued under our own power to Marathon and our friends Bob and Marilyn Carter (KS4DG & KE4TWY). Unfortunately, we found that repairs there would take too long, so we "limped and rolled" our way home to Dunedin with stops along the way—since I refused to spend another night at sea!

We believe there are some good points to keep in mind about this experience. We had a good pair of cable cutters; a 40 meter Hustler whip antenna and emergency VHF antenna ready to rig; a list of the Coast Guard's continuously guarded HF SSB frequencies; a jackline on deck to clip our safety harnesses to; life jackets handy; important papers, money and medicines in a waterproof container with a long strap attached; and, most important, the crew was kept informed where all of it was!

Once again, our heartfelt thanks to all of you who helped and stayed with us during our ordeal; just hearing your voices on the radio was comforting. Although we did not agree with the Coast Guard's priorities about the Cubans, which we understand came from "on high," we are grateful for their assistance. They were most compassionate and courteous, and we still admire them for the tremendous job they do.

The fairy tale ending to this story is that now we're getting TALISMAN prettied up as good as new so she can sail again into the sunset, and Bill and I are preparing to start a new story. As they say down south, "Hasta luego!"...

Rosita (and Bill, KE4GU) ✨



[This would have been a hair-raising experience for some skippers—but somehow we knew it wouldn't be for Bill. Ed.]

SOCIETY OF YOTI LOVERS (S.O.Y.L.)

The Society was formed to: (a) Study the species, and (b) Protect the YOTI from its natural enemies.

GENERAL: The species Homo Phaselus Detestabilis (Abominable Yachtsman, or YOTI) was, until recent years, a rare and exotic creature. During the past two decades, however, it has proliferated at an alarming rate and is now a common phenomenon in coastal regions.

PLUMAGE: Generally dull brown or blue, but in wet weather tends to turn yellow. There is little difference between the sexes, but some males carry an abundance of hair on their faces (Phaselus Detestabilis Barbus, or Hairy Faced YOTI). All females of the species can be readily detected from a rear view.

HABITAT: Small, cramped and oddly shaped nests, often approached by ladder. A sub-species (Phaselus Detestabilis Parhamensis) spends 20 hours out of 24 burrowing deeply in mud. The nests are built in creeks, inlets and so-called "Marinas" in coastal regions.

CRIES: Generally short and Anglo-Saxon. Typically "LEECH", "QUICK", and "BLUDIFULE". The latter cry is commonly used by male YOTIs to their mates and is thought to be a term of endearment.

MATING HABITS: Somewhat of a mystery at the moment, but under active investigation. Ancient writers claimed that the YOTI sprang from a union between Neptune and a female Hermit crab. Professor Yardarm thinks that the YOTI reproduces by Spontaneous cell division. He points out the difficulty of mating in a nest that is not only cramped, but bobbing up and down.

Professor Bilge disagrees. He claims that the YOTI is viviparous and supports this with experimental data produced with the aid of his assistant, Dr. Ludy Sheet. This would seem to indicate that it is possible, if not enjoyable.

SOCIAL HABITS: Although a rugged individual in its nest, when ashore the YOTI likes to gather in a meeting place called a "Bar". There it sits on high perches and barks at other YOTIs. When a YOTI has been barking for some time it is noticed that other YOTIs tend to become glassy-eyed and fall off the perches.

PREDATORS: Only one has been identified. This is the Marina Dominuis Vulgaris (or Common Marina Owner). This fearsome creature has a similar effect on the YOTI that a snake has on a rabbit. It first mesmerizes its victim then skillfully sucks its blood. YOTIs outnumber the Marina Owner and, acting in concert could tame its persecutor. But, alas, there is no evidence of this happening and YOTIs continue to

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Waterway Net 50th Anniversary Picnic

— Ned Buck, W4KS

WATERWAY NET 50TH ANNIVERSARY MELBOURNE PICNIC

This year marks the 50 years since the beginning of the Waterway Net in 1963:

We are celebrating this event with a special edition of our annual Melbourne Picnic. This year we are providing a catered barbeque dinner with all the trimmings. The menu includes Pulled Pork, BBQ Chicken, Buns, BBQ Beans, Cole Slaw, Tea, Lemonade, and a keg of Beer. We would also like to extend an invitation to anyone who may be interested in membership in the Waterway Radio and Cruising Club, sponsor of the Waterway Net. Come join us for our special celebration.

When: Sunday November 17 at 11:00; lunch will be served at 12:00. This is the same weekend as the SSCA Gam.

Where: Wickham Park, Pavilion #4, 2500 Parkway Drive, Melbourne, FL 32935.

Cost: We are asking for \$16.00 per person to cover expenses. For convenience, this may be paid on the main page of the WRCC website via PayPal (<http://www.waterwayradio.net/>). Payment may also be made by check to the WRCC Secretary, Jeanie Schreiber, N4WFM, 27 Cheyenne Ct, Palm Coast, FL 32137. Other payment options may be arranged by contacting the WRCC Secretary.

Very Important: The deadline for all payments is Saturday, November 9. This is necessary to allow ordering time for the caterer. We cannot guarantee that food will be available if not reserved by the deadline. Please don't miss this opportunity to register early for this special event.

Land Cruisers: The RV campground area has been enlarged and upgraded. Early reservations are encouraged. The fee is \$23.31 per day with tax and includes full hookup. Please call 321-255-4307 for reservations and further information.

Arriving by boat: Transportation will be provided for WRCC members on boats anchored near the SSCA Gam site and the Eau Gallie Library on the west side of the ICW. Contact Ned Buck, W4KS, for pickup at 321-725-1591 or email: nbuck@palmnet.net.

Arriving by Car: The pavilion is located at Wickham Park. Turn East off Wickham Road onto Parkway Drive, and left into Wickham Park. Turn right after entering Wickham Park and follow the road around until you reach Pavilion #4, also called the Sam Fuller Jr. Pavilion. This is also the site of our picnics for the past several years.

Driving Directions to Wickham Park Picnic

From I-95 South Bound: Take Wickham Road, Exit 191. Turn left on Wickham Road East (Rte 509) for about 8 miles. Turn left onto Parkway Drive at the next traffic light after passing Brevard Community College. Turn left into the entrance of Wickham Park, then turn right after entering the park and follow the road until you reach Pavilion #4.

From I-95 North Bound: Take second Melbourne exit, Exit 183, Eau Gallie Blvd. (Rte 518). At the third traffic light turn north (left) onto Wickham Road. Turn right at the traffic light on Parkway Drive. Turn left into the entrance of Wickham Park, then turn right after entering the park and follow the road until you reach Pavilion #4.

Motels

Near I-95 Exit 180 on US Highway 192:

Holiday Inn Express, 321-724-2050 Hampton Inn, 321-956-6200 Days Inn, 321-724-2051

America's Best Value Inn, 321-768-8439

Near I-95 Exit 191 on Wickham Road (Viera):

Holiday Inn, 321-255-0077 La Quinta Inn, 321-242-9400 Hampton Inn, 321-255-6868

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go to their doom like mesmerized rabbits.

PRECAUTIONS: Unless there is an "R" in the month, YOTIs should be approached with great caution.

(Printed in Practical Boat Owner, Jan 1990, and submitted by Bev, KBOBDL for the October 1991 Scuttlebutt).



WATERWAY RADIO AND CRUISING CLUB

SCUTTLEBUTT

.....From W4BKZ

HAPPY NEW YEAR 1987

A BRIEF HISTORY

Newer members of the Waterway net may be interested in how we got started: Back in the mid 1950's, a couple of hams got together on 40 meters and learned they were both interested in boating as well as ham radio.

These two originals were Charlie Burgoyne, W1LHZ, and Jack Horner, K4YBL. They kept a regular schedule.

Other ham boaters, tuning across 40, happily found someone to talk to who had something to say besides "the rig here is...or...the weather here is...". The group grew. It was formalized into a yacht Club in 1963 and was registered in Lloyds Register of American yachts. The column in the registry headed: "Address" said "7268 Kcs."

Jack Horner designed the burgee, a combination of two signal flags, "A" and "R" for amateur radio. Jack's widow, Ellie Horner, is net control for the 20 meter hurricane net which is activated at the beginning of the storm season. Her call is K4RHL.

While it started out as a group of ragchewers interested in boats and how to install ham gear in them, the hundreds of net members who today participate appreciate the value of a more formal net and the advantages that can accrue from filing float plans.

There was no net controller in the early days, but a sort of head man usually took over to prevent doubling and to give each ham who checked in a chance to be recognized. This was an easy job then, since there were about 15 members.

Chet Kucyn, Stuart, FL, W2BTP, handled this job seven days a week for two years in the early '70's. Other old timers of that era included K4FWF, Don Heisner, Key Largo, FL, who sailed the Bahamas when nav aids were few and far between; W1AOL, "Doctor Bill", home base Cape Cod, and Carl Vossberg, Umatilla, FL, and Mitch, W4AIE. Mitch was a working man then---the rest of us had retired---but we always knew when Saturday rolled around as this was the day Mitch was off work and could check in. "It must be Saturday", someone would always say, "there's Mitch".

We had no trouble with the broadcast carrier on 7265 then, skip was short and everyone could hear everyone else.

The net is proud of the services it has performed over the years. One ham dropped hook north of Bimini on a dark and moonless night, and when the rattle of the chain had died away, he heard a cry for help. A man was floating in a lifejacket not too far away. the rescuer managed to get him aboard, even tho the man had a badly strained back. Two men had been in their sports fisherman, the man reported, and had been catapulted from their craft when they drove onto the rocks nearby. The Coast guard was alerted through ham radio and a stateside phone call. Shortly a Coast guard chopper was overhead and an amphibian fixed wing aircraft was patrolling for the possible second survivor. the helicopter lifted the injured man from the sailboat by basket and flew him to Miami. The second man was never found. The whole operation was over before noon.

On another occasion a ham on Staniel Cay suffered a heart attack while operating on the net. His wife rushed out to find the resident nurse while another ham, anchored in the harbor, heard the conversation and dingyed in to operate the ham equipment. A phone patch was set up with a doctor on the mainland. He instructed the nurse in what steps to take. A small aircraft was located on Staniel. The stricken man was flown back to Palm Beach airport, where another amateur, a retired United Airlines pilot, called Flight Service and explained the situation. The airport chief tower controller then stacked up all incoming commercial flights until the small plane had landed and had taxied up to a waiting ambulance. The man's wife, now a ham, is Kay Mueller.

There are many other incidents that could be reported: the two boaters who ran out of food on the way back from Bermuda (plan ahead fellows) the man who had most of his heel bitten off while wading at Warderick Wells; the non-ham who became one when he saw the work amateur radio operators did in getting his son to a hospital after he had sustained severe head injuries after falling from his dinghy and into the outboard's propeller.

In the first instance the C.G. was alerted and flew in food and fuel by helicopter supply drop; in the second, the man was flown back to the states because a ham, anchored at Warderick Wells, was able to contact a ham in Georgetown who located an aircraft there; in the third, the son's father, amazed at the fast service provided by amateurs in the vicinity, became a ham himself and convinced other boaters in his hometown (lighthouse Point) to become amateurs also. If you ever doubted it, you newcomers to the net are in with a great bunch of gals and guys.

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in this issue you'll find more information, as well as on our website. I would encourage you to sign up now for the excellent catered lunch, and to make reservations in the Park if you are planning to come in an RV.

Jeanie, N4WFM, Ned, W4KS, Ron, N1GYX, Bill, N4UMS, Bob, KE4OIL, and others have been busy making preparations for what we hope will be a very special picnic celebration this year. I want to thank them and all others who have helped out in this endeavor.

Finally, I'd like to give a hearty THANK YOU to all those volunteers who have made this a good year for the WRCC and the Waterway Net: Net Controllers, Net Relays, Weather Reporters, Fleet Captains, Coordinators, our Secretary/Treasurer and WRCC Officers

and Staff. These folks have helped keep me out of trouble (mostly) and have made for a very smooth operation.

Happy 50th Anniversary to all. Hope to see you at the Melbourne Picnic.

Bill

WA6CCA



Our burgee flying at the site of the Great Shelby Ham-fest, at the Cleveland County Fairgrounds, Shelby, NC

Leanne - W1WXS



Comments from the Sickbay

— Jim Hirschman, MD,
Fleet Surgeon, K4TCV



What have you heard about HPV? Oh, I know this is not directly “boater’s related” but most of us spend more time on land than at sea, and we have children and grandchildren who warrant important medical guidance.

“HPV” stands for human papilloma virus. Yep, about 20 million Americans are currently infected, both men and women, and this makes it the most common sexually transmitted disease in the U.S.A. There are six-million new cases each year.

Unless you are in the business, or in-the-know, you may not be aware of efforts to control this infection. While many people acquire the infection and remain asymptomatic it does cause cancer of the uterine cervix in some women. It is the main causal agent for cervical cancer and the main reason women must get PAP smears. It may be the causal agent for cancer of the foreskin in uncircumcised males.

The vaccine has been available for about six (6) years and immunization is accomplished by a three dose schedule, one now, one in a month or two, and the third and final dose in six months after the first one; presently recommended for 13 y/o to 26 or 27 y/o.

From the CDC: “[This vaccine can prevent most cases of cervical cancer in females](#), if it is given before exposure to the virus. In addition, it can prevent vaginal and vulvar (1) cancer in females, and genital warts and anal cancer in both males and females. Protection from HPV vaccine is expected to be long-lasting. But vaccination is not a substitute for cervical cancer screening. Women should still get regular Pap tests.”

- Girls are best protected when they get the HPV vaccine before they become sexually active
- The vaccine prevents HPV infection but does not get rid of it once the infection occurs

In teenage girls, the lining of the reproductive tract is still developing. This makes it easier for them to get infected with HPV

There are two vendors that make this stuff and vaccine names are GARDASIL® and CERVARIX®. The cost is a bit high so you more solvent grandparents may even wish to help with the cost. Also the usual vaccines protect against cervical and penile cancer the companies make another that protects against venereal warts as well. Ask the doctor.

GARDASIL® costs about \$500 for the three doses. CERVARIX® costs about \$300 for the three doses. Some health insurance plans may cover the cost of the vaccine. It is cheaper in Canada and much cheaper in third world countries.

Specific detailed information can be obtained on the web at the www.cdc.gov and “search” there for VIS (virus information service).

Keep up with the times! Give the details to your children and grandchildren! Get involved in preventative medicine! Get the specifics from your family doctor!

Regards to all. 73/88 de K4TCV, Doc Jim

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Most HPV infections don't cause any symptoms, and go away on their own. But HPV can cause **cervical cancer** in women. Cervical cancer is the 2nd leading cause of cancer deaths among women around the world. In the United States, about 12,000 women get cervical cancer every year and about 4,000 are expected to die from it.

HPV is also associated with several less common cancers, such as vaginal and vulvar cancers in women, and anal and oropharyngeal (back of the throat, including base of tongue and tonsils) cancers in both men and women. HPV can also cause genital warts and warts in the throat.

There is no cure for HPV infection, but some of the problems it causes can be treated.

Nominations for WRCC Officers

The nominations for WRCC Officers for 2014 will open on October 1 and close on October 31. Voting will be the month of November. Please submit your nominations to WRCC Secretary Jeanie Schreiber at secretary@waterwayradio.net.



Secretary/Treasurer's

— Jeanie Schreiber, N4WFM



Y'all come to the 50th Anniversary Picnic!

The wheels are turning in preparation for our special Anniversary celebration picnic at Wickham Park in Melbourne FL on November 17. We need an accurate head count so the RSVP notice I sent out is really important. I need to know **if** you are planning to attend, **when and how** you intend to pay, and the **names and call signs**, if appropriate, of the people for whom you are paying. If you are not sure and want to hold off paying until the last minute, that is OK. Just let me know so I can put you down as a maybe. I have alternate ways for you to pay, too if need be, so don't hesitate to give me a call or send me an email. We can work it out. I'd really like to have a record breaking attendance this year. \$16 per person, deadline for reservations is November 9th. Invite your friends, former members, former cruisers, prospective members and join the fun.

See you at the picnic!

Jeanie, N4WFM

secretary@waterwayradio.net

Please check out the following link:

<http://www.boatus.com/gov/big.asp>

This link lists all of the Boating Infrastructure Grant projects that are underway this year. Some of them are good for our members, like the new transient docks at Deltaville, VA

Jeanie, N4WFM

WRCC Secretary/Treasurer

Roster Updates

Roster Updates since 7-1-2013

WB2HVN (G)
Engle, Bill & Karen
 21053 Little Magens Loop
 Lutz FL
 33558-5421

Honey Bears
 34' Sea Ray
 (813) 949-3414
 C:(813) 765-6581
 karen.engle1@verizon.net
 2bill2@verizon.net

~~~~~

KI4ELR (E)  
**Sanborn, Michael**  
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**Pagan Chant**  
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~~~~~

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 Finch ONT
 K0C 1K0 CANADA

(613) 984-2731
 evert21@gmail.com

~~~~~

## New or Changed E-Mail Addresses

W4 JXI ann-bob@jule-iii.com  
 AE4 MZ js9@jstorm.com  
 KA3 OCS bgebeaux@yahoo.com

~~~~~

New Members Since 7-1-2013

KG4ARG (G)
Byers, Eddie
 1654 Sumter Ln
 West Melbourne FL
 32904-8741

Ladybug V
 Island Packet 40, cutter
 (772) 359-3707
 ebyers4@yahoo.com

W8SEA (G)
Fischer, Paul
 10909 Circle Oak Ct
 Riverview FL
 33569-5943

Virginia Lee
 34' Catalina
 (813) 600-7910
 captw8sea2@att.net

KA3RUJ (G) KC4VOA (T)
Fleming, Sally & Andy
 411 Walnut St # 8669
 Green Cove Spgs FL
 32043-3443

Seaquel
 38' Catalina/Morgan sailboat
 (561) 512-2949
 sallyandyf@gmail.com

KK4IBQ (G) KK4IBR (G)
Hamilton, Larry & Sue
 156 Spanish Point Dr.
 Beaufort SC
 29902-6126

Serengeti
 Peterson 46, cutter
 (843) 379-2370
 svserengeti@gmail.com
 svsafari@aol.com

VE3LJK (+)
Kretz, Larry
 8 McMaster Ave
 Dundas ONT
 L9H 4M5

Nalani
 Bristol 45 ketch
 (905) 627-9631
 larry.kretz@hotmail.com

KK4SAC (G)
Vogt, Paul & Angelika
 286 W Pheasant Hill Dr
 Duncan SC
 29334

Ocean Maid
 Carver 370 - 40 ft power
 (864) 316-3394
 PaulJVogt@hotmail.com
 ABVogt@hotmail.com

KK4NJI (G) KD8IHE (T)
Vollrath, David
McDaniel, Cynthia
 569 Pitt Rd
 Kingsport TN
 37663-3830

Swell Horizon
 Spencer 1330 44' ketch
 dgv97@hotmail.com

Additional Callsigns since 7-1-2013

KG4 ARG	G	Ed Byers
KK4 IBQ	G	Larry Hamilton
(See KK4IBR)		
KK4 IBR	G	Sue Hamilton
(See KK4IBQ)		
KD8 IHE	T	Cyndi Vollrath
(See KK4NJI)		
VE3 LJK	+	Larry Kretz
KK4 NJI	G	Dave Vollrath
(See KD8IHE)		
KA3 RUJ	G	Sally Fleming
(See KC4VOA)		
KK4 SAC	G	Paul Vogt
W8 SEA	G	Paul Fischer
KC4 VOA	T	Andy Fleming
(See KA3RUJ)		



CQ The Land Cruisers

— Paul VanMeurs, KM4MA

CQ The Land Cruisers

I'll see many of you at the WRCC picnic on NOV 17.

In the last 3 months I got a crazy idea that maybe we should do another net on 20 meters on frequency of 14.275. This "bright" idea came to me listening to N3JUY Ridge talking about a trip he was taking to the west this summer. Thank you Ridge for the inspiration. I Think. Hi hi. There is absolutely no intention of discontinuing the net on 7268. I am just expanding the coverage to stay in contact with our members outside of 40 meter coverage. So far it has been fantastic. I can pick up, or a relay can reach Ridge as we start the net almost every time. Check-ins on the 20 meter land cruisers net have been coast to coast, north and south and including Canada, Belize and Honduras. I have several good stations helping. They include WA5KMA Jim Bowers who some of you may remember. He is my "Big Gun" station out of Texas and has been of great help when he can get on. Remember it's early in Texas when I'm doing this net at 1315 GMT or 0915 EDT. W4AXR helps out of North Carolina as does KI4JDE. Everet K3SPU also lends a hand out of VA with a great signal. KJ4XP/HR9 has also lent a helping hand when in Roatan.

I would like to invite you to listen and participate in one or both of these LC nets. NO membership required and I think you will enjoy the informality of both these nets. YES KM4MA can in fact be informal on the radio despite what you may hear when I'm doing the Waterway Net or the Maritime Mobile Service Net. The 40 meter net is on 7268 at the close of the Waterway Net. The new 20 meter net is on Frequency 14275 at 1315 ZULU or 0915 Eastern Time. Both nets are on Wednesday only. Hope to hear from you soon.

73s KM4MA

Paul VanMeurs in beautiful downtown Titusville.



CW Net

— Chuck Grey, ND7K

SHORT HISTORY of the WW CW NET 1990-2013

In the spring of 1990 at a WRCC lunch in Marsh Harbor 4 members got together and started the CW net. They were N4UAU, K1PT, ND7K and KA1RRT, all still active. There had been a slow net before run by KA3OCS. Morse proficiency was required for ham licenses then. The new CW net met every AM and grew and after about 6 months it was announced on the WW SSB net and accepted as a companion net. It has never had By laws or dues and the only officer is manager now elected once a year. To join just check into the CW net a few times. Within a couple of years the net really grew and a roster was published at least yearly. Over the years we have had check ins from Nova Scotia to Panama and the USVI to Hawaii and one from New Zealand. The average number of daily check ins is now 20 or more. A CW Net Yahoo group and Skype are now also active. We hear paddles, bugs, straight keys and keyboards, QRP to legal limit power and my left foot.

Chuck ND7K



Sunset over Rockland from Broad Cove, ME

Submitted by:
J. Stormer AE4MZ
S/V TROPICBIRD



Recalling the Weather

— Chuck Grey, ND7K

We first cruised the Bahamas in Altair I 1964 and got our weather forecasts by AM Marine radio and AM broadcasts. The marine radios were 2 MHz AM and most cruising boats had one. I was not a ham and there were very few in the Bahamas then. My marine AM radio was typical: Simpson, 50 watts, 5 Xtl controlled channels each tuned in a big tank circuit, cost \$200 or less. The random wire antenna started at the back of the radio, no feed line. They had a range of about 100 to occasionally 300 miles. My 5 channels were: Miami and Nassau Marine Operators; call and distress (2182); two ship to ship. The marine operators gave weather forecasts on iffy schedules. They would not interrupt traffic for weather. AM broadcast stations in Florida giving marine weather included Charlies Locker, Ft Lauderdale at 8AM on WVCG, a disc jockey in Miami with a thick Maine accent and Zed NS Nassau with weather broadcasts, including one in the morning right after "Obituaries on the Air".

Most out island "clubs" used AM marine radios for communication, IDing from their boats like Mizpah, Black Pepper, Yellow Cat, Bessie Virginia and Cleopatras Bardge. Some of these marine radios strangely migrated from the boat to the bar room. Cruising and charter boats met on the air every morning on ship to ship channel 2738 to exchange weather and other info. Some referred to it as "The Childrens' Hour". That's the way it was about the time the Waterway Net got started.

From 1971 to about 1974 AM Marine radios were phased out. The change was not popular but encouraged cruisers (like me) to become hams. The AM radios were replaced with VHF-FM and SSB Marine radios which were big and expensive. VHF Marine weather was started then, but for years there were holes in this system. AM Marine radios (with their QRM) were used for years in the Bahamas after they were illegal in the US. The 1970's also saw new small 12 V solid state ham rigs like SBE, Atlas, Ten-Tec, Kenwood and others: These were big improvements for cruising boats and cost much less than marine SSB.

We became hams 1972, WB4WTR and Chris was WB4WTS. That spring we took Altair III from Panama to Florida and checked into the Waterway net regularly. The net did not have organized weather reporting but members relayed needed forecasts. On June 16 we found shelter in a small harbor on Cozumel, which soon filled with Mexican freight and fishing boats and some yachts as hurricane Agnus formed in the Yucatan Strait. I can remember Altair's little pilot house crowded with Mexican captains as we listened to the Waterway Net on my Swan 500CX and got the only reliable weather forecasts available. We suffered no damage and Agnus went straight north to the Florida panhandle.

Sometime around 1980 Dotty Miller N4AAT started giving the E Florida coastal forecast on the net copied from Charlies Locker. A year or so later Wes Carlseen N5AQJ started giving the marine weather from Gulfport, MS. In 1990 Carolyn C6AGG started giving forecasts from Nassau. Nobody assigned them the job, they just did it. Weather forecasts were shorter then, about as detailed as what we get now from Nassau.

John Stufflebeem N3DKZ did a lot of homework on weather sources and got us reporting the S.W. N. Atlantic in 1986. Many weather reporters got up at 4:30 in the morning to hand copy weather from the USCG on NMN at 5AM Eastern time. Bud KK4MV appointed the first weather coordinator in 1991, Conrad WA3SSB who got us into Weatherbank, a big breakthrough. In 1993-4 John N3DKZ wrote detailed instructions on its use. It was a private company supplying WX info. Each net weather reporter main-

(Continued on page 13)



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GROUP ID: #GA84618B**

(Continued from page 12)

tained a credit balance account with Weatherbank and we downloaded requested weather forecasts using an 800 number, a PC with modem and free software. It cost 25 cents a minute, but sometimes it took longer. It was reliable and fast. For the first time we could get weather forecasts at any time and print them out. Two or three years later we started getting weather off the World Wide Web. A lot of services came along (and some left) about that time, like Weather FAX, NAVTEX and RTTY weather. Unfortunately, USCG ended the most reliable CW weather in '93 and the Navy ended WxFAX in '97.

Since the start of the Waterway Net there have been many advances in weather forecasting: weather computers; satellite images and communication; Doppler radar and more. In spite of this the weather service still "blows" forecasts, and errors still increase exponentially the further out the forecasts go. Forecasts are more detailed, redundant and verbose. Sometimes I think more is less and less is more. 73 ND7K Weather.

Note: Information for this article came from C6AGG, N3DKZ, W4IKV, N4LDX, ND7K, KK4MV, KN4RB, KI4SL, N4UAU, many old Scuttlebutts, Rosters, Net Guide and Marine Electronics 3rd ed by WB6NOA.

Where the WRCC

Meets to Eat



Bahamas, Nassau - Lunch
December-May, every
Thursday, 12:30
Green Parrot Restaurant
C6AGG—Carolyn

Bahamas, George Town, -
Lunch Weekly Jan-Mar
Details on the Net

FL, Marathon - Lunch
Wednesdays @ 11:30
November to May
Lazy Days Restaurant
ND7K-Chuck Grey

FL, Melbourne - Lunch
Dragons Lunch 2nd Wednesday 11:30, Pineda Inn, US Rt 1 North of Melbourne. Contact **W4KS** or **KN4RB**

Melbourne, Wickham Park
November 17, 2013
50th Anniversary celebration and picnic

FL, Pensacola Beach - Lunch
2nd Tues every month —
Hemingway's on the Beach Contact Chuck Cook—**KE4KEA**
(850) 380-4217

FL, St. Petersburg - Lunch
2nd Sat 1230 MIDTOWN Sundries, 200 1st Av S
Ken Cowan **KC4OSZ**
(727) 821-5383

NC, Oriental - Breakfast -
Last Sat 0900 @ Village Restaurant -(Repeater 147.210+ tone 151.4)

Listen to the Net for details: 7.268 MHz at approximately 0800 ET. Please contact the Editor with any changes to this list.

Sunshine

— Debbie Lerner KD4GRR



The following members or their families received a card or flowers from the club:

July

Dick Schlueter KA8OLT Silent Key

August

None

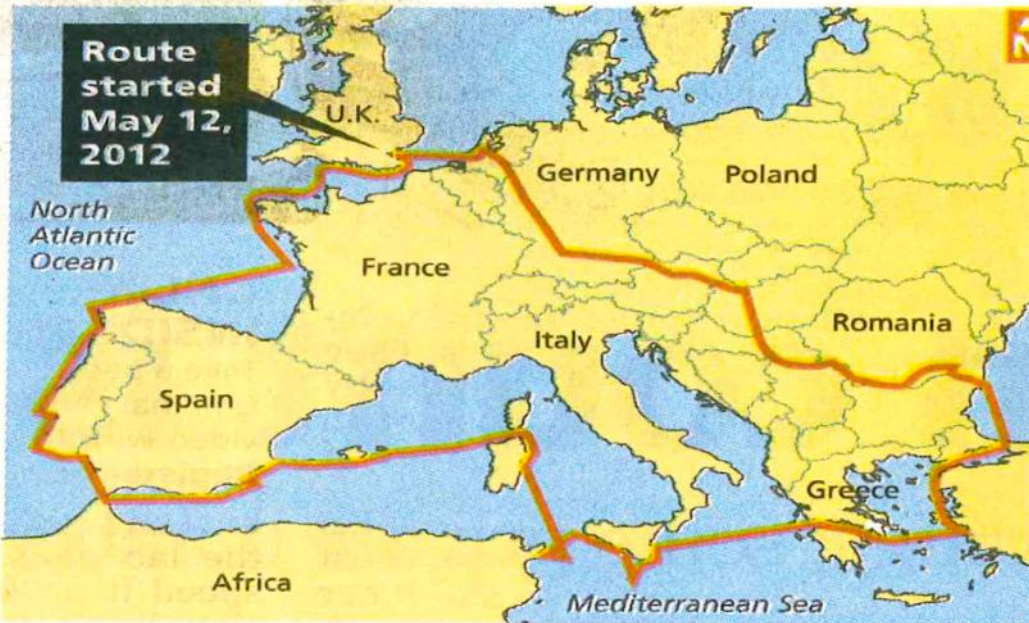
September

None

Be sure to send any Get Well or Silent Key requests or notices to Debbie at sunshine@waterwayradio.net

Iowa couple's European voyage

Des Moines couple Ed and Sue Kelly recently finished a nearly 500-day trip through international European waters. They believe they're the first to accomplish the 6,200-mile route in a sailboat. The route started along the Thames River in London on May 12, 2012, and finished in the same spot Sept. 16, 2013. Here's a look at their journey.



Source: Ed and Sue Kelly

THE REGISTER

Editor: Note that this was an e-mail to our Secretary, Jeanie:

Hi Jeanie,

We will not be back for another year or two. Thanks.

Ed Kelly (aka KOFLA)

Ed & Sue Kelly aboard
USSV Angel Louise

US SKYPE Phone # 1-
(202) 657-6357

You can see map and travel progress at <http://tinyurl.com/EdandSue>

Free! See all Twitter posts with no account

<http://www.allmytweets.net/>
use my name CaptEd-Kelly

The SEA CHEST



Around The Waterways

—Your Name Here, Call Sign

FOR SALE

For sale: 1977 Bristol 29.9 with recent upgrades. Located on Potomac river in Virginia. Contact Bob KA30CS 804 313 5015

WANTED

Place your wanted items here!

Editor — Remember, this is a free. There are no charges to place your item in the Scuttlebutt newsletter.

The Scuttlebutt is still looking for someone to write a column on their travels and information found regarding places to visit, potential hazards, anchoring spots, marinas, dockage places, etc. —Editor

N4AAT

At any time

Dottie Miller, a person with a warm heart and open hands, has devoted countless hours to the WRCC. She earned Class A license W4SPI in 1940 and when she renewed in 1968 received the callsign N4AA T.

During the early days of the Net, she copied the weather reports from Uncle Charlie's Locker radio broadcast and repeated them on the Net. Many came to depend on her reports because they were short and to the point. She compiled a roster in booklet form in 1980 that contained 93 members. She later enlarged and expanded the contents. The format is basically the same today. She accepted the task of the first secretary-treasurer and did an excellent job of keeping track of funds and making complete and accurate reports.

In August 1984 she became Net manager and commodore serving through December 1985. Quietly and with her usual firm, but low-key guidance, she brought the Net together so that it could continue in harmony. She stabilized the Net into one with a defined purpose and a congenial membership. Her favorite accomplishment during this period was asking Phil N4DFJ to be secretary-treasurer and often says "He is doing a fabulous job." She also brought in K4TCV as medical advisor and N4JLE as liaison with the Coast Guard. Many active members of today's Net became involved because Dottie asked. To allow more time for traffic and still provide the

increasing requests for more weather reports, Dottie changed the starting time from 0800 until 0745. A small change that made a tremendous difference.

She and Jeff N4AAO (At Any-Opportunity) have spent their 62 years of married life enjoying radios and boats. She built their first TV set in the 1940's. She painted a mural on their patio wall showing their many boats - large and small, power and sail, canoes to sportfishermen to ketch. A criterion when considering another boat is "Where can I put it in the mural?" Racing in offshore sail clubs has netted her 35 wins including seven Ladies Day. Her skills are unlimited and varied - plays the organ, grows best avocados in Florida, conducts seminars on investing, does offshore charters. Her career includes Civil Defense coordinator, air traffic controller (first female) in New York, and beachside motel owner/manager in Florida



As W4SPI in Civil Air Patrol, Dottie taught test pilots CW

Waterway Netters have a great friend in Dottie-
AT ANY TIME



Scuttlebutt

Waterway Radio and Cruising Club
27 Cheyenne Ct.
Palm Coast, FL
32137-8966

Vol. 26 No. 4, Fall 2013

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Waterway Radio and Cruising Club

Scuttlebutt is published quarterly to inform membership about Waterway Net news, activities and items of interest.

Club Officers and Staff:

Commodore: Bill Trayfors **WA6CCA**

Vice Commodore: Bob Norman **KE4OIL**

Rear Commodore: Jeff Winfield **KI4JDE**

Sec/Treas: Jeanie Schreiber **N4WFM**

Send Roster Updates & Address Changes to:
secretary@waterwayradio.net

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Safety Officer: Tom Rader **K4WJC**

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alhowar@attglobal.net or

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Editor@waterwayradio.net

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Fleet Surgeon: Jim Hirschman **K4TCV**

Sunshine Fund: Debbie Lerner **KD4GRR**

Requests: sunshine @ waterwayradio.net

Weather Coord.: Peter Colket **K3PKC**

Historians: Tom Elliot **KE3JO**

Carol Elliott **N3EGM**

Webmaster: Bill Boyle **N4UMS**

Contributions Please send to:

Jeanie Schreiber **N4WFM**

Membership Application may be
downloaded from the **WRCC** web-site:

www.waterwayradio.net



This was a fun issue to put together since I was the first to read the all articles from our old historical Scuttlebutts that were submitted to me. We have to thank those who helped make this Waterway Radio and Cruising Club net what it is today. My hat is off to all of you who contributed to this 50th Anniversary issue!

This was our "land cruise" summer. The states visited included Florida, Georgia, South Carolina, North Carolina, Tennessee, Kentucky, Illinois, Missouri, Iowa, Minnesota, Wisconsin, South Dakota, Wyoming (where we visited Devils Tower), Colorado, New Mexico, Arizona, Texas, Oklahoma, Arkansas, and Alabama. Once we left Tennessee it became very difficult to check into the morning net so we went silent for most of the summer. This was over 10,500 miles of travel through some interesting sights. It was very nice visiting friends and family however it is great to be back on the boat.

Please share your news, stories, photos, items of interest, comments and suggestions. Send them to Editor@waterwayradio.net or alhowar@attglobal.net.

73,

Art — KCOTPG

