I would like to take this opportunity as Commodore to get to know some of our long-time WRCC members. Being relatively new to the club, I am fascinated with the history of our organization, and the people who contribute to its operation on a daily basis.

On October 14th, 1947, World War II ace fighter pilot, Chuck Yeager became the first person to break the sound barrier in the X-1 rocket plane built by Bell Aircraft. The X-1 was taken in a B-29 bomber to an altitude of 25,000 feet and released through the bomb bay doors to achieve this feat.

One hundred twenty five years earlier, Greece was struggling for their independence from the Ottoman Empire, and a little town in Northwestern New York decided to name their town “Greece” after the ongoing struggle in Europe. Fast-forward to Chuck Yeager’s flight in 1947, and Paul Van Meurs was born on that day in Greece, New York.

In 1947, one of the best jobs in Greece, NY, was working for the Eastman Kodak Company in neighboring Rochester. During World War II, Kodak was a major contributor to military contracts, and was thriving. Paul’s father was among those employees serving the company as an electrician. When Paul’s dad was not working at Kodak, he could be found building Heath Kit radios and teaching Morse code to fellow Ham Radio operators in his area. Paul developed an interest in Ham Radio when he was 12 or 13 years of age, and learned CW from his father.

But the lure of fast cars and motorcycles took precedence over ham radios at that time for the teenaged Paul. The Harley-Davidson Company had produced a three-wheel vehicle, designed to be towed behind a car being delivered to its new owner. This vehicle could then be unhitched from the car upon the car’s delivery, and the driver could return to the garage on what was called a Servi-Car. These vehicles became popular as utility vehicles and mobile vendors, and also popular for teenagers like Paul to ride around town.

You have all heard of the Beach Boys song “Fun Fun Fun….till daddy took the T-Bird away.” Well, Paul had fun fun fun till daddy took the Servi-Car away. Seems that Paul was spotted by the local Deputy Sheriff, hot-dogging on the Servi-Car, and ratted Paul out to his father who was the Volunteer Fire Chief. So that was
the end of the three wheeled fun machine.

The British government had recently formed a company called Norton Villiers Triumph, to help their motorcycle industry, and in 1966, Paul was the proud owner of a Triumph Bonneville. But also in that year Uncle Sam came a knocking in the form of a letter from the Selective Service System entitled “Order To Report For Induction”.

Soon, Paul was off to Ft Dix, New Jersey, named after Major General John Adams Dix, a veteran of the War of 1812 and the Civil War. Paul went through Officer Candidate School (OCS), and was sent to Ft Benning, Georgia, home of the US Army Infantry School.

The warm weather in Georgia agreed with the 2nd Lieutenant, and when he was offered a transfer back up to Ft Dix he declined and volunteered for Vietnam.

Paul was then sent to Ft. Sherman, Panama where he and 9000 other troops a year were taught jungle warfare at the Jungle Operations Training Center. Ft. Sherman was closed in 2000 per President Jimmy Carter’s order returning the Panama Canal and all U.S. military assets to the Panamanian government. Ft Sherman is how home to Shelter Bay Marina at the Caribbean entrance to the Panama Canal. The old military housing at Ft Sherman may be seen at: https://www.youtube.com/watch?v=53yGFJKuVpA

Having spent three years with our boat based at Shelter Bay Marina, it was very sad to see our military presence leave Panama, and the beautiful military instillations go into such a state of disrepair.

Paul served in a Mechanized Division in Vietnam where he lost a leg in combat. Among other medals, Paul was awarded the Combat Infantryman Badge, “which recognizes the inherent sacrifices of all infantrymen, and that, in comparison to all other military occupational specialties, infantrymen face the greatest risk of being wounded or killed in action.” Paul was also awarded the prestigious, Silver Star Medal, the third highest military decoration for valor award-

ed to members of the United States Armed Forces.

Paul was promoted to the rank of Captain, and spent a year and one half convalescing in in the U.S. Army Hospital at Valley Forge, Pennsylvania.

Following his discharge from the Army, Paul moved to Florida where he graduated from the University of Central Florida with a degree in what else... communications. During that time, Paul and his wife Cassie owned a 18’ cutty cabin Crestliner in which they enjoyed long weekends on the water. The nautical life was good, so they bought a John Hanna designed 38’ Alden Sloop named “Po” and lived aboard in the Titusville Marina. Paul was lured back into amateur radio in the mid 80’s after being impressed with a friend’s ability to stay in contact via ham radio with friends back in the States while cruising in the Bahamas. His first ham rig was a Yaesu FT-77, which he bought from past WRCC Commodore Lona Bell’s husband Al Bell.

Paul credits his enthusiasm in Amateur Radio to his mentors, many of who were past Commodores of the WRCC, with whom he would have lunch with at the old Mathers Bridge Restaurant in Melbourne, Florida. The restaurant closed in 1992 after 52 years of business. The locals say they can still hear faint tones of music coming from the old dock, and it’s listed in “Haunted Places” in Florida.

Paul (KM4MA) has maintained his love affair with Yaesu and now operates a FT 2000D with an Ameritron AL-572 Amplifier, and six-element beam antenna on a 40’ tower. Paul is active with the Maritime Mobile Service Network in addition to his faithful service to our club.

M/V Tothill
Boot Key Harbor, FL
K9TUT
Good Samaritans Locate Sailboat in Distress in Middle of Pacific Ocean

— Glenn Tuttle, K9TUT

From: Glenn Tuttle [mailto:parrothedd@gmail.com]
Sent: Saturday, April 11, 2015 8:31 AM
Subject: Fwd: Good Samaritans locate sailboat in distress in middle of Pacific Ocean

I thought this would be of interest of all in the club.

73’s,
Glenn
K9TUT

Begin forwarded message:

From: "Craig Turner" <w4cst@earthlink.net>
Subject: RE: Good Samaritans locate sailboat in distress in middle of Pacific Ocean
Date: April 11, 2015 at 8:10:25 AM EDT
To: "Glenn Tuttle" <parrothedd@gmail.com>
Reply-To: <w4cst@earthlink.net>

Hi Glenn!!

I just thought I would let you know that the rescue boat, Continuum from NC, is a member of the WRCC and call letters are KJ4ZFP.

Really good friends of mine and they have been sending updates to me via Winlink.

Thanks for posting this information!!

73
Craig Turner
W4CST

From: Glenn Tuttle [mailto:parrothedd@gmail.com]
Sent: Friday, April 10, 2015 8:23 AM
To: Cruisers Network Online
Subject: Good Samaritans locate sailboat in distress in middle of Pacific Ocean

The following news article courtesy of: http://coastguardnews.com/good-samaritans-locate-sailboat-in-distress-in-middle-of-pacific-ocean/2015/04/08/

Bravo Zulu to the USCG and the ham radio operator who took the distress call. Another good example of how Sat Phones are not a replacement for SSB and ham radios.

Glenn Tuttle - Moderator
Cruisers Network Online
M/V Tothill
Ft Lauderdale

ALAMEDA, Calif. — A pair of good Samaritan sail vessels located a sailboat in distress with two Canadian crewmembers aboard nearly 2,000 miles west southwest of the Galapagos Islands Wednesday.

At 10:24 p.m. Tuesday watchstanders at the 11th Coast Guard District Command Center received notification from a ham radio operator that the 42-foot sail vessel Nirvana Now was disabled and became unstable. The 11th District sent a safety net message to all vessels in the area to render assistance.

After receiving the safety net message, the sailboat Athos of London transited toward the Nirvana Now. The Nirvana Now reportedly has a registered emergency position-indicating radio beacon and a four-man life raft onboard.

The crews aboard two sailboats, the Athos of London and the Continuum, responded to the safetynet. The 39-foot sailboat Continuum arrived on scene first and transferred the two crewmembers from the Nirvana Now aboard. Both reported no injuries or medical concerns. The Continuum will transport the two to Hiva-Oa in the Marquesas Islands.

En route to Hiva-Oa, the Athos of London will rendezvous with the Continuum to pass along any extra food and water the crew and two Canadian crewmembers may need.

“The rescue of the two sailors on the Nirvana Now is a testament to the dedication of our Coast Guard watchstanders, our international partners and the good Samaritans who responded to our alert,” said Lt. Cmdr. Andrea Sacchetti, 11th District Response and Incident Management. “When mariners are in distress so far from any Coast Guard or other rescue service assets, we rely heavily on these resources to respond; we are grateful we had such capable vessels as the Continuum and the Athos of London to assist.”
It is March (2016) and the spring-summer cruising season is upon us. Whether you plan gunk holing in your own boat or a cruise ship holiday in the Caribbean I’ll bet you have some concerns about a potential encounter with the Zika virus. According to journalist Michael Smith, a “MedPage®” correspondent, our health officials fear a noticeable outbreak of Zika in Puerto Rico as the warm weather mosquito season approaches. The same is likely to be true in other tropical American climes. There is concern about the illness for all of us in the tropics, but especially for pregnant women. While there is much yet to be learned about Zika considerable is already known about the Zika family tree which can give us some hints.

From the CDC website: “People usually don’t get sick enough to go to the hospital, and they very rarely die of Zika. For this reason, many people might not realize they have been infected.” Hence Zika may be even milder than Dengue or Chikungunya. www.cdc.gov/zika

First let’s explore a little Zika genealogy. That may put the disease into a better perspective and will possibly provide you some cocktail party talk. Then we’ll end up with some thoughts about how both your government, and your personal defense maneuvers, may help to mitigate against the Zika menace.

From the largest organisms (elephants & trees) down to the smallest virus biologists classify all organisms, according to their attributes, into nameable groups. These are, from the all inclusive down to the most specific:

Domain, Kingdom, Phylum, Class, Order, Family, Genus, and finally Species.

We humans are in the animal Kingdom! Our Genus is Homo (sorry!) and our species is sapiens. So we are “Homo sapiens”. The Zika virus, a tiny ball of DNA, without a cell wall is a virus. It belongs to the genus “Flavivirus”. In this same Flavivirus genus one finds three clusters of virus species. These are the tick borne viruses such as Lyme disease, mosquito borne viruses such as Dengue and Chikungunya, and “no vector required” viruses such as hepatitis C. Zika is in the mosquito borne cluster. For Zika the vector is the Aedes aegypti mosquito. It likes the tropics but is scarce above 6,500 feet.

Why is this biology lesson important? Because virus labs have already worked with these Zika relatives in the recent past. So they already have pathways and systems in place to develop vaccines or other controls. According, to Smith, Dr. Tom Frieden, MD who is CDC Director and Anthony Fauci, MD who is Director of the NIH office of Allergy and Infectious Diseases both say “their officers are working at full stretch” to control the Zika virus and protect those at risk. One office of the CDC, dedicated to “vector borne” diseases, is giving Zika new priority over other projects, demoting dengue for the present.

Oh, “vector borne” means those diseases passed on to humans by mosquitoes, ticks, flies, lice, etc. So Zika gets top priority.

Public Health officials are ramping up their plans to intensify wide spread mosquito control operations, at least in U.S. controlled lands such as Florida, Puerto Rico, U.S. virgin Is, etc. This includes public education, spraying programs, and draining of govt. controlled standing waters.

Regarding the development of a vaccine, Dr. Fauci is quoted as saying that “his research vaccine group has made strides toward a Zika vaccine .... and perhaps begin a clinical test (on humans) by the end of summer.”

All this doesn’t help us much this summer so we must turn to individual prudence and self-protection as much as possible. First, compared to dengue and Chikungunya, illnesses caused by closely related viruses, Zika appears to be no more lethal. Like these other two, while there are often miserable symptoms lethality is usually low. The present focus is on the seeming ability of Zika to cause microcephaly (deformed head and mental retardation) in the hu-

(Continued on page 5)
Secretary/Treasurer’s Report  — Jeanie Schreiber, N4WFM

Yet again I have to apologize that I do not have the printed Roster to you as of yet. It is at the print shop and hopefully will be out soon. The price keeps going up to print that Roster (this year it will be close to $15 per Roster, not including postage). With that in mind, I think we should consider increasing our dues payment, or make it a tiered payment depending on whether you want the printed Roster or not (like we do for the printed Newsletter). Something to think about.

Our membership numbers are still declining.

I am pretty sure that our Commodore is pushing for more members this year. Applications are available on our web site for you to download, and also in the Roster. Hand them to your friends you meet out there cruising.

Jeanie, N4WFM
secretary@waterwayradio.net

(Continued from page 4) Comments from the Sick Bay

man fetus.

Hence, ladies, don’t get pregnant, at least if you are travelling into the mosquito infested epidemic areas and avoid intimate liaisons with anyone who has recently returned from such places.

Wear protective clothing to reduce the chance of mosquito bites, and use reliably proven mosquito repellant. DO keep yourself informed about the geographic location of Zika outbreaks. Regularly check with the CDC or travel advisory web sites. Verify your information. Do recognize that if you are not pregnant but come down with the virus it generally is no worse than for those folks who are afflicted by Dengue or Chikungunya.

Neverland Damaged - Radical Change of Plans  — Cynthia and Jim, Jim Brooks W3AKC

All,

Please read the attached blog. Cynthia's husband is Jim Brooks W3AKC who occasionally checked into the net. Feel free to use the info in any manor you see fit.

73 Ike Lawton W3IKE
***

Monday, December 7, 2015

Neverland Damaged - Radical Change of Plans

The last weekend in November, Jim and I loaded up the Subaru with boat stuff and began the drive to Green Cove Springs Marina in Florida where Neverland, our sailboat, had spent 6 months in dry storage, patiently awaiting our arrival. The plan was to do some minor repairs/upgrades (new motor mounts, electrical connection maintenance, installing new solar panels we'd bought for the bimini), before launching Neverland and heading back down the east coast of Florida. Weather permitting, we'd planned to cruise south slowly, spending time in several places we especially enjoyed last year, from St Augustine to Miami. We'd planned to spend Christmas and New Years in Fort Lauderdale, and all of January in Miami and Coconut Grove, flying to San Francisco to see my son Jake in late January, returning to Delaware for the birth of Laura and Curtis's twins in March and then probably crossing in Neverland to the Bahamas for the spring.

The good news is that on the way south we had a wonderful couple of days with my sister and brother-in-law at Hilton Head, where we biked and walked a lot, shared some great meals, and laughed a lot, as usual. We then continued to Green Cove Springs in northern Florida, arriving at the boat December 1.

The bad news is that we discovered that the boat had been broken into and the main hatch left open. The boat had 6” - 9” of oily water above the cabin sole and all surfaces below were thickly cov-
No Roster updates this issue. The printed Roster should be out shortly.

Jeanie

(Continued from page 5) Neverland Damaged Radical Change of Planes

covered with mold, having been exposed to a lot of rain and moisture, probably all summer and fall. Here's a brief glimpse inside the boat near the base of the companionway ladder. Heartbreaking. The water was above the level of the engine oil pan and flooded many of the lockers and other spaces low in the boat.

We immediately called the police and our insurance company, and the marina pumped out the water. As the water receded and access to the boat became possible, it was discovered that the headliner in the galley area had been roughly cut open in a jagged circle to expose the nuts and bolts on the underside of one of the winches in the cabin top. Two nuts had been removed, but the winch had been left in place. However, by leaving the companionway hatch open, the boat was left exposed to the weather. Every surface - from the cabin headliner to the inside of every locker, nook and cranny - is filled with heavy toxic mold from months of heavy rain and summer heat.

Green Cove Springs Marina is unaware of when the break-in may have happened, but the water level and degree of mold in the boat indicate that it must have been several months ago. The water level at the engine compartment was 9", above the oil pan and up to the transmission dipstick. The engine is badly rusted on all visible parts.

After marina staff pumped out the water and moved Neverland to the work area of the yard, we began unloading all stuff for assessment (damaged? ok?) and inventory. We took dozens of photos. The insurance company's surveyor inspected the boat on 12/04 and told us the insurance company should be setting aside a minimum of $50,000 for restoration of the interior, replacement of all electronics, the refrigerator (compressor was under water), damaged belongings, etc. We've been told by several people that the engine may be salvageable with a "flush and pickle" process, but it's badly rusted on all exposed surfaces and frankly we'd rather just be able to replace the engine to avoid future problems. Even if the engine is salvageable, the transmission is shot. The incredible thing about all this is that nothing was stolen from the boat. Nothing. All the damage is the result of breaking in and then leaving the boat open to rain and hot weather for months and months. The degree of mold is very unsettling. The photo below shows the open teak door to the head and the hanging locker doors on the left.

This photo is of part of the galley - rusty water stains on the stove cover, moldy teak cupboards with doors that won't shut anymore, filthy surfaces everywhere.

A couple of days after the discovery of the damage, we got the ok from our insurance company to have the boat trucked to the manufacturer (Pacific Seacraft) 8 hours north in Washington, North Carolina. We arranged for a trucker to move the boat and spent a couple of long days preparing it for hauling. Pacific Seacraft got ready to receive it and also to store all our boat stuff while the boat is being refurbished. We rented a 12' moving truck and loaded all our boat stuff into it for the move.

Here is Neverland with the unstepped and wrapped mast alongside. It took us quite a while to remove and secure the wind generator, radar, dinghy engine, Wi-Fi antenna, and so on and so on. Thanks goodness Jim and I work well as a team. Doing all this stuff kept us from thinking too much about what will happen once the boat is in the hands of Pacific Seacraft and we return to Annapolis.

On Saturday about 4 pm the boat was loaded onto the truck...

(Continued on page 10)
LAND CRUISERS
OUT AND ABOUT
— Paul VanMeurs, KM4MA

HAMCATION MEET & GREET

Waterway net[7268] and Maritime Service net [14300] members meet in Orlando. What you may ask what does this have to do with land cruisers? Well that's easy. You can only get there by land so we all were land cruisers this day. On Saturday 03/13/016 Dave N4NVI and Jeff KB4JKL hosted a meet and greet at the Orlando ham fest sometimes better known as the Orlando Hamcation. This was Dave's idea to get WRCC members and MMSN net control operators together and meet one another in person and not just a voice on the radio. As both these nets serve much the same purpose, providing communications for boats at sea as well as providing emergency communications when needed. What a great idea in my opinion. Dave got with Jeff KB4JKL [ASST. net MNG. of MMSN] and they set it up. Dave N4NVI was kind enough to provide the location of his RV in the campground of the Hamcation. Dave

W4OSS W1WKS KF4BY W4KS WB4TOV

[N4NVI] designed and had 2 beautiful banners made for both the WRCC and MMSN. I think our computer guru N4UMS helped with getting graphics ready so Dave could download the for the printer. Thanks Bill.

Around the Waterways

Some web sites for help in determining what is going on around the waterways this season:
Salty Southeast Cruisers Net cruisersnet.net
Waterway Guide waterwayguide.com
Active Captain activecaptain.com

MARITIME NET CONTROL OPERATORS AT HAMCATION ORLANDO
We are heartbroken to share the passing of Coach Tom's wonderful dog, Rosie. Not only was she TFT-GC's mascot at Wescott, but she also was Assistant Coach to our 2nd place Interclub team last summer. From Coach Tom: "We want to thank all the kids she loved so much for the love they gave to her...her and my last two years could not have been better." We will miss you, Rosie!

"I would always joke with Coach Tom during the interclub matches that I was the Assistant to the Assistant Coach (Rosie)," said Bucky Dudley. "We'd share a laugh and disregard the statement, but in many ways I was Assistant Coach Rosie's Assistant. When the members of the Interclub Team would come to the matches, it wasn't me they'd want to check in with....it was Rosie. When new program participants weren't very sure how to break the ice and get involved......it was Rosie who bridged the gap. Rosie was gentle and welcoming to new faces and familiar ones alike. She greeted everyone with the same warm doggie smile, gentle eyes and head to scratch. We'll go many years in our chapter and not have a more willing, welcoming and valuable volunteer (regardless of how many legs they walk on)."

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**Editor:** To learn more about The First Tee, click on the picture above, and then click “About Us” from The First Tee home page.

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**Editor:** For those of you who do not know, Coach Tom is Tom Rader, K4WJC.
Editor: This e-mail was sent to Jeanie (secretary@waterwayradio.net) and forwarded to the Scuttlebutt to be published.

From: ross brown  
Sent: Thursday, February 04, 2016 10:42 AM  
To: WRCC <secretary@waterwayradio.net>  
Subject: RE: WRCC dues

Good morning, Jeanie--  
Thanks for the follow-up. I've decided not to renew, after belonging since about '77. WE were in Ft. L. aboard our sailboat, and had befriended John Patton. We lived aboard for 24 years ('72 to '96), spending winters in Marathon, Boot Key Marina, and the rest of the time cruising the Bahamas. As you may recall, we lived on Brookside Lane, in Palm Coast, from '96 to '05. Vava and I recently turned '91, and this month will mark our 70th anniversary. Although she has been in skilled nursing for over 6 years, the life we've been blessed to share together is rich with wonderful memories, especially our many years of sailing. Thank you for your years of volunteer service. Ross Brown.

PLEASE: always reply to: rovab@ieee.org

P.S. I almost forgot to mention my good fortune in receiving my call sign: KE4IL. Meaning, of course, Keep East 4 Island Living!

---

Sunshine  —  Debbie Lerner KD4GRR

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

**January**

Marilee Steiner  KA9KKW  Sympathy on the passing of her husband, Marty.

**February**

Bill Schreiber  KE4VUF  Surgery

**March**

None

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

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**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  
November to May  
Lazy Days Restaurant  
Contact W4SZZ or AC4GG

**FL, Melbourne** - Lunch  
November to May  
Lazy Days Restaurant  
Contact W4KS or KN4RB

**FL, Pensacola Beach** - Lunch  
Contact Chuck Cook—KE4KEA  
(850) 380-4217

**FL, St. Petersburg** - Lunch  
2nd Sat 12:30  
Various — Contact Ken for the current location.  
Ken Cowan—KC4OSZ  
(727) 821-5383

**NC, Oriental** - Breakfast  
Listen to the Net for details: 7.268 MHz at approximately 0800 ET. Please contact the Editor with any changes to this list.
The SEA CHEST

*FOR SALE*

29.31 acre building lot in gated marina community with boat slip Washington, NC. $149,000. Or best reasonable offer. Build your retirement dream home here in this amateur radio friendly community or live aboard.

Located on the Pamlico River 15 miles from the ICW. Pamlico Plantation. www.pamlicoplantation.com

Boat nearly year round. Amenities include 400 slip marina, yacht club with YCA reciprocal privileges, clubhouse, swimming pool, tennis courts and more.

Contact Wayne Estabrooks KJ4GDW at (252) 833-4497 or westabrooks@unctv.org for more details or with any questions.

*DOCKAGE AVAILABLE*

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Email: cwardle@batelnet.bs

For daily weather information listen:

VHF Ch. 72 at 07.15 local to Nassau

Freq. 4003 USB at 07.20 EST covers all Bahamas

*For Sale*

ICOM IC-M710 Marine Radio and Amplifiers.

I have a ICOM IC-M710 Marine Radio in vary good condition for $500.00 plus shipping.

Also have two (2) HF Power amplifiers as follows:

Heathkit SB200 with 700 watts out on 40 meters for $450.00 and an Ameritron AL-800H with 1500 watts out on all bands for $1,600.00.

Call Ike Lawton W3IKE at 410-693-2723

*WANTED*

I need a carrier board for my Kenwood TS450S # X50-3160. Dick (K1AMV) s/v Endeavour

781 635 5439
after the first break-in was discovered to check all boats for damage, contact owners, and beef up surveillance at the marina. The police and marina employees are embarrassed by the break-ins and thefts, angry with the owner, and more than dismayed for those who have suffered losses. Several boats have had winches and other gear stolen, and many have been damaged with water and mold from being left open to the elements.

All this is emotionally and physically draining, but we are ok and in pretty good spirits, considering. We won't know for a while what will happen with Neverland and with our change in plans, so just wish us well and we'll try to keep in touch once we know more.

All the best for the holidays -

Cynthia and Jim

Posted by Cynthia Palmer at 12:31 PM 10 comments:

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WATERWAY NET, LAND CRUISERS AND MARITIME MOBILE SERVICE NET MEMBERS TOGETHER

Boat U.S. membership with our group discount is only $15.00 per year. Sign up using our GROUP ID: #GA84618B

Cynthia Palmer

View my complete profile

Editor: For the rest of the story and insurance frustrations, click here: http://neverland2015-16.blogspot.com
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We hauled the boat and put Samana on the hard on March 17. We have a major summer trip planned. However, as I work on the Spring Issue of the Scuttlebutt there is snow falling here in Rochester, Minnesota. The forecast is for 8 to 12 inches. I do not think I brought along enough warm clothes! I finished this Scuttlebutt in Deland, Florida before leaving for Sun ‘N Fun Fly-in in Lakeland, Florida. My land mobile HAM radio is in Minnesota.

Oh yes, I did go skiing in January with my daughter, Kristy, and her two children. Dad stayed home. We skied in southern Indiana at Paoli Peaks. It was a good trip as there was a snow fall just before we arrived. It warmed to 50 degrees Fahrenheit on the last day so all the snow in the country side melted. The hill had made lots of snow so there was spring skiing in January. Kristy’s two children, 8 and 5, learned to go ski down the hill by themselves by the second day. For me, a warm weather boater, it was a great time.

There will be more information on the summer travels in the Summer and Fall Scuttlebutt. Stay tuned!

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

73, Art — KC0TPG