

OCTOBER 2009

Message from Our Commodore

Tony Andrade

Ahoy Mates,

Well fall is officially here the days are getting shorter and the nights are getting cooler. In my opinion, the best season to be on the boat. The Crab Feast was a great success with over 200 people in attendance. I would like to take the opportunity to thank all the E-Dockers for there effort, camaraderie and "never say die" attitude. A special thanks to J. T. Taylor and Robbie Rhodes for helping with the construction of the race track and Boolie Roden for the idea of using a "head" as the trophy. I would also like to recognize my wife Amy for generally keeping us "me especially" in line and on course. Is the crab race here to stay? I certainly hope so. There was great participation from all the docks and the crowd was border line mob. "We Are the Champions"!!!!

October brings many things we have come to love on the rivah.....

The first is the Oyster Roast brought to us by D-Dock which is always a crowd pleaser.

Second is trick-or-treating for the kids, both young and old.

Third and hopefully with your support, the bus trip to the U. S. Power Boat show in Annapolis. I say hopefully because we are getting close to the deadline and we are still short a few people. If you are interested please contact either Bruce Williamson (blwilliamson1@verizon.net) or Paul Kennedy (springwtr@embarqmail.com) and get your tickets.

It is sure to be a good time don't miss out!

Lastly, the C.O.W. (Change of Watch) will be held at the Williamsburg Hospitality House as it was last year. George Bruner has put together a wonderful weekend that will be memorable, to say the least. If you make your reservations early you will be entered in a chance at a free nights stay. More information will be coming soon as the final details are hammered down. Those who arrive Friday will also be eligible for free drinks at the bar provided by Dave Teets. Just leave the bar and Dave will take care of the "tab". I believe this needs to become a tradition for the incoming commodore. It was my intent to start last year, but it slipped my mind. I am totally dedicated to see it through now. All joking aside, I look forward to seeing you all there!

Tony Andrade Jr.

Commodore

tony@jsconcrete.com



Nominations Committee Report

Nominations for 2009-2010 Bridge Officers for Lodge Creek Yacht Club are listed below, and were announced at the September Club meeting. The election of officers will be held at the annual meeting which is to be held on 10/24/09. This will also be the date of the last function of the 2008-2009 Club year.


| | | | |
|-----------------|-----------------|-------------------|------------------|
| Commodore | David Teets | Vice-Commodore | Bruce Williamson |
| Secretary | Teresa Sullivan | Assist. Secretary | Amy Andrade |
| Treasurer | Paul Kennedy | Fleet Captain | TBA |
| A Dock Director | TBA | B Dock Director | Paul Koenig |
| C Dock Director | Ann Simmons | D Dock Director | Fran Davis |
| E Dock Director | Wanda Bartlett | Past Commodore | Anthony Andrade |


ON THIS DAY

| | |
|------------------|--|
| October 3, 1841 | A northeast gale caught the Cape Cod fishing fleet at sea; at least 40 vessels were driven ashore; 57 men from the town of Turo alone lost their lives. |
| October 10, 1775 | In the 1st written reference to the use of a vessel for pleasure in North America, Admiral Samuel Graves gave Dr. John Jeffries written permission to fish and shoot in Boston Harbor, Massachusetts. |
| October 18, 1842 | An underwater telegraphic cable, the 1st of its kind, was installed by Samuel Morse from Governor's Island in New York harbor to Castle Garden. |
| October 27, 1899 | The Gloucester schooner <i>Mary P. Mesquita</i> , fishing in a fog east of Cape Ann, was cut in two by the outward bound Cunard liner, <i>Saxonia</i> ; the crew was rescued by the liner and taken to England |

OCTOBER

HAPPY BIRTHDAYS

| | | | | |
|----------------------|-------|--|-------------------|-------|
| Tracy Stine | 10/03 |  | Peni Perkins | 10/13 |
| George Bruner | 10/04 | | Barbara Ann Ruqus | 10/15 |
| Kathie Thompson | 10/04 | | Irving Wilson | 10/16 |
| Steven Dameron | 10/05 | | Mann Jackson | 10/18 |
| Roger McAniff | 10/06 | | Dusty Dukes | 10/19 |
| Billie Strickler | 10/07 | | Marshall Kirtley | 10/19 |
| Jan Richardson | 10/08 | | Elke Nickle | 10/22 |
| Linda Steele | 10/09 | | Bill Weber | 10/23 |
| Jodi Silverthorne | 10/11 | | Wanda Bartley | 10/24 |
| Kathryn Blankenbaker | 10/12 | | Shirley Clark | 10/25 |
| Mary Campbell | 10/12 | | Anne Harman | 10/26 |
| Hank Rován | 10/13 | | Robert Gray | 10/27 |
| | | | Katharine Cosby | 10/28 |

| | | | | | |
|----------------|-------|---|---------|-------|-------------|
| Minnows | | | | | |
| Allison | 10/06 |  | Grayson | 10/26 | Billy 10/31 |



SECRETARY NOTES

The next newsletter will come out around the beginning of October. All articles need to be to me by October 28th.

I have enjoyed putting the newsletter together but..... I NEED HELP Please send in articles, dock news, recipes or any tidbit of trivia or happenings. Also please send in a .doc, .pdf, .jpg or .gif formats. If you need to contact me personally, call me or use my e-mail address captainsherri@yahoo.com. Anything related to the newsletter LIKE ARTICLES, etc. use the newsletter address. If you are not receiving the newsletter by e-mail and/or you want to receive the newsletter by email then contact me at lcycnewsletter@yahoo.com.

Scribbly yours
Sherri

DOCK NOTES



WEST MARINE/BOAT US MEMBERSHIP

If you are joining Boat US / West Marine use the Lodge Creek Yacht Club discount number **GA83880Y** and your membership will be half price. That's \$12.50.

LCYC WEBSITE

LCYC's website <http://lodgecreek.org> is up and running thanks to Karla Connelly Past newsletters up to 11 months will be posted along with the current newsletter.....pictures of functions will also be found there LCYC schedules, cruises and notices. Please send pics to Karla at seawench@lodgecreek.org.

OCTOBER D-DOCK FUNCTION

First, thanks to all the members and helpers for the excellent job they have done this season putting together all the terrific functions we have enjoyed. It's been a blast!

Our D Dock Oyster Feast is coming up fast and furious on the 24 th along with the annual Trick or Treat, which begins at 4 pm. Get your treat bags ready! Our menu is pretty much the same as in the past along with a couple of changes and new additions. We are looking forward to a good turn out and have some fun. This year we are asking that if you know you will be bringing guests, please let us know. There were 200 members and guests at the crab function. It would help to have an idea of how many steamed and fried oysters to prepare. You can Email me at fran.davis@comcast.net

Thanks again!!
Fran

LODGE CREEK YACHT CLUB 2008 SCHEDULE

October 24 - Trick or Treat @4:00 pm
and D Dock Function
*Social hour 5-6 pm - Meeting at 6 pm,
meal served after meeting.

Other Dates

October 8-12 - Annapolis Boat Show-Sail
October 15-18 - Annapolis Boat Show-Power
November 6-7 - Urbanna Oyster Festival

Last Call - Boat Show !

The charter bus trip to the Annapolis power boat show on Saturday October 17th, deadline to get tickets has been extended to October 5th. Tickets will be available from your Fleet Capt. Bruce Williamson or Paul Kennedy, both of us are on C dock. Make checks payable to Lodge Creek Yacht Club. Please help us fill the bus!

The bus would pick us up at the marina and depart at about [7 am](#). We would arrive at the show at about [10 am](#). After a day of looking at our dream boats we would leave for the return trip at [5 pm](#) and stop somewhere on the way to eat. **The bus allows food and drink so BYOB.** The price will be \$52.00 each and that includes the bus ride and your boat show ticket. I will need to have 50 people to get that price. If I come up short on that number the trip will have to be canceled and your money refunded. **The Come on and lets fill this bus up and have a good time !**

Your Fleet Captain,

Bruce Williamson
blwilliamson1@verizon.net
804-307-2596

HAUNTED SHIPS

The Queen Mary

The *Queen Mary* has been a permanent feature in Long Beach, CA. for a couple of decades and is one of the most famous cruise ships of all time. The ship has become a hotel, museum and popular tourist attraction, and the historic ship is internationally recognized and attracts thousands of visitors every year. Besides the living guests, the ship is said to play host to several ghosts. It has been speculated that the *Queen Mary* might be one of the most haunted places in the world. Reports say that as many as 150 known spirits have taken up residence and lurk in various locations all around the ship.



The Queen Mary from the Northern side of Long Beach harbor

The *Queen Mary* sailed her maiden voyage on May 27, 1936. Built in Scotland to be used as part of a two-ship express service from Southampton to Cherbourg to New York, the *Queen Mary* is 1,000 feet long, and in her day was said to be bigger, faster and more powerful than the *Titanic*. She also held the record for the fastest-ever North Atlantic crossing. The historic ocean liner's passengers included the most celebrated people of the time, including royalty, top entertainment figures and important world leaders.

At the start of World War II in 1939, luxury travel stopped and the ship was turned into a carrier ship that was used by allied forces to carry troops from March of 1940 to September of 1946. It was during this time that she would become known as "The Grey Ghost." By the end of World War II, the ship had carried more than 700,000 troops, traveled over 500,000 miles and played a significant role in almost every major Allied campaign. She also survived a collision at sea, set the record for carrying the most people ever on a floating vessel (16,683), and participated in the D-Day invasion.

When the war ended, the *Queen Mary* was refurbished and started up her elegant cruises again in July, 1947, with weekly service between Southampton, Cherbourg, and New York. By the early 1960's, the popularity of transatlantic cruises greatly decreased due to the increasing affordability of air travel. The ship attempted to revive its popularity, but without central air conditioning, outdoor pools, or other amenities offered on most other cruise ships, the attempt was unsuccessful.

In 1967, the *Queen Mary* was pulled from service and was sold to the city of Long Beach, California, to be used as a maritime museum and hotel. On December 9, 1967, she made her final voyage to Long Beach.

During her 60-year history, the *Queen Mary* was the site of 49 reported deaths, opening the doorway for potential spirits to haunt her. Reported haunting's include a young crewman in the engine room, swimmers in the first-class pool, a man in black, and a woman in blue. Some of the *Queen Mary*'s most haunted places include the propeller box, engine room, boiler room, cargo hold and first class swimming pool.

One of these haunting's is thought to be the spirit of John Pedder, a fireman in his late teens who was crushed to death by a watertight door in 1966 during a routine drill. Unexplained knocking has been heard around the door, and a tour guide reported she saw a figure dressed in dark clothing as she was leaving the area where the young man had been killed. She saw his face and recognized him from his photographs. He was dressed in blue coveralls and sporting a beard. The young man has often been seen walking along Shaft Alley before disappearing by door number 13. This famous door was used in the filming of the *Poseidon Adventure* and has reportedly crushed at least two men during the ship's history.

The first-class swimming pool seems to be a hot spot for ghostly encounters. Wet footprints mysteriously appear even though there's not a drop of water in the pool. These footsteps lead from the deck of the pool to the changing rooms. Women in vintage bathing suits are occasionally seen stopping by for a swim, even though the pool has been closed for more than 30 years. There have also been reports of seeing the spirit of a young girl carrying her teddy bear along with disembodied voices, laughter and splashing sounds.

In the second class pool area the spirit of another little girl named Jackie is often been seen and heard. The girl drowned in the pool during the ship's sailing days and doesn't seem to want to move on. Her voice and the sound of laughter has been captured in this area.

In the room that was used as the third class playroom, there have been reports of the sound of children crying in the nursery room. There is also a report that a single baby's cry has been heard. This crying is thought to be that of an infant boy who died there shortly after he was born.

In some of the first-class staterooms there have been reports of a tall, dark haired man wearing a 1930's style suit showing up in various places. In addition to sightings of the man, the faucets and lights get turned on in the middle of the night, and phones ring in the early morning hours but no one is ever on the other end of the line.

There are several other reports of sightings about the ship including a beautiful young woman in an elegant white evening gown who dances alone in a shadowy corner of the salon, which was once used as the ship's first-class lounge. Another mysterious woman in white has been seen close to the front desk. She will usually disappear behind a pillar.

Other phenomena that has been reported throughout the ship include the sounds of knocking, doors slamming and high pitched squeals, drastic temperature changes, and the recurring smells of another time.

The *Queen Mary* has been investigated by a number of paranormal professionals, printed publications, television shows like Ghost Hunters and Most Haunted, and several others. So is the *Queen Mary* really haunted or not?

Eliza Battle – Demopolis, AL

On the banks of the Tombigee River, mostly on late winter nights, you can still see the ghostly outline of the *Eliza Battle*. This luxury steamboat caught fire and sank in February of 1858. As the steamboat drifted out of control down the river, dozens of passengers jumped into the ice cold water to escape the fire. There were a hundred plus injuries and at least fifty people were killed. These days, fishermen consider a sighting of this ghostly ship a bad omen of impending death on the river. The ship has been seen at the location it sank near Naheola, and at Nanafalia, Tusahoma, and Yellow Bluff.

The Flying Dutchman

The Flying Dutchman is without a doubt the most well-known of all ghost ships. Although much of its story is legend, it is based on fact - a vessel captained by Hendrick Vanderdecken who set sail in 1680 from Amsterdam to Batavia, a port in Dutch East India. According to the legend, Vanderdecken's ship encountered a severe storm as it was rounding the Cape of Good Hope. Vanderdecken ignored the dangers of the storm - thought by the crew to be a warning from God - and pressed on. Battered by the tempest, the ship foundered, sending all aboard to their deaths. As punishment, they say, Vanderdecken and his ship were doomed to ply the waters near the Cape for eternity. What has perpetuated this romantic legend is the fact that several people claim to have actually seen *The Flying Dutchman* - even into the 20th century. One of the first recorded sightings was by the captain and crew of a British ship in 1835. They recorded that they saw the phantom ship approaching in the shroud of a terrible storm. It came so close that the British crew feared the two ships might collide, but then the ghost ship suddenly vanished. *The Flying Dutchman* was again seen by two crewmen of the H.M.S. Bacchante in 1881. The following day, one of those men fell from the rigging to his death. As recently as March, 1939, the ghost ship was seen off the coast of South Africa by dozens of bathers who provided detailed descriptions of the ship, although most had probably never seen a 17th century merchantman. The British South Africa Annual of 1939 included the story, derived from newspaper reports: "With uncanny volition, the ship sailed steadily on as the Glencairn beach folk stood about keenly discussing the whys and wherefores of the vessel. Just as the excitement reached its climax, however, the mystery ship vanished into thin air as strangely as it had come." The last recorded sighting was in 1942 off the coast of Cape Town. Four witnesses saw the Dutchman sail into Table Bay ... and disappear.



The Haunted Submarine was a German U-Boat called "UB65" built in 1916. Only a week after its launch, mysterious events began to happen. There was an unusually high number of fatal accidents on the sub. The Second Officer was loading torpedoes when one dropped and exploded, killing him instantly and damaging the B.C. malfunction in the engine room caused three men to be overcome by fumes. They died before anyone could reach them. During a storm, a crewman mysteriously fell overboard. Onlookers said it looked like he had been pushed. During submarine diving tests, one of the ballast tanks sprang a leak. It left the crew without any oxygen in the u-boat. The frantic crew were able to resurface just before they were all about to suffocate.

A crewman was on lookout duty in a tower as the submarine was preparing to dive. Suddenly, he spotted a figure on deck, even though all the hatches were sealed and every member of the crew was supposed to be below. The figure turned and the lookout recognized him as the Second Officer who had been killed by the torpedo blast. The ghostly figure seemed to shout a warning. The lookout's terrified yells alerted the UB65's captain who also witnessed the ghost before it disappeared. Later, another crew member encountered the dead Second Officer in the corridor below deck on the submarine. Again, the ghost seemed to be trying to communicate with the crewman before it vanished.

The U-boat started getting a reputation for being haunted, and many men refused to work on board the sub. After another ghostly incident, the torpedo gunner went insane, shouting that the ghost tormented him at night and would not leave him alone. In a fit of madness, he jumped overboard and his body was never recovered. Eventually, the German naval command was forced to investigate the reported haunting and asked a priest to perform an exorcism.

That seemed to do the trick and no other ghostly apparitions were reported until the morning of July 10th. A crewman claimed he saw a shadowy figure entering the torpedo room. The crewman ran into the torpedo room and came face to face with the ghost of the Second Officer who had been killed by an explosion in that very room. The ghost was pointing at the torpedo loading bay. Then it disappeared as suddenly as it had come. Later that same day, July 10th, an American submarine spotted the UB65 and prepared to attack. The American commander ordered several sailors to check through the periscope to make sure that he had the right number when suddenly, the UB65 exploded without being fired upon. The Americans were amazed. When the smoke cleared, all that could be seen was debris. There were no survivors.

An investigation determined that the German U-Boat had tried to fire its torpedoes but there was a malfunction. The torpedoes were activated but not launched and they exploded inside the submarine, killing all the German crew on board. Was this what the ghost was trying to warn his fellow crew members about?

The Ship That Sailed Itself

The tale of the [Mary Celeste](#) could be an article in itself, as it is one of the most famous, intriguing, and still unsolved mysteries of the sea. On December 3, 1872, the crew of the *Dei Gratia*, sailing from New York to Gibraltar, found the *Mary Celeste* floating unmanned about 600 miles west of Portugal. The ship was in perfect condition. The sails were set, its cargo of 1,700 barrels of commercial alcohol were untouched (except for one barrel, which had been opened), a breakfast meal looked as though it been abandoned in the middle of being eaten, and all of the crew's belongings remained onboard. Yet its captain, Benjamin S. Briggs, his wife, his daughter, and the ship's crew of seven were gone. Some versions of the story say that the ship's lifeboat was missing, while others say it was still in place on deck. All that seemed to be missing was the ship's chronometer, the sextant, and the cargo documents. There was no sign of a struggle, violence, storm, or any other kind of disturbance. The last entry in the ship's log was made on November 24, and made no indication of any trouble. If this ship had been abandoned soon after this entry, the *Mary Celeste* would have been adrift for a week and a half. But this was impossible, according to the crew of the *Dei Gratia*, considering the ship's position and the way its sails had been set. Someone - or something - must have worked the ship for at least several days after the final log entry. The fate of the crew of the *Mary Celeste* remains a mystery.



The Cursed Ship

Some ships just seem cursed with bad luck. The *Amazon* was christened in 1861 at Spencer Island, Nova Scotia, and just 48 hours after taking command of the ship, its captain suddenly died. On its maiden voyage, the *Amazon* struck a fishing weir (a fence), leaving a gash in its hull. While being repaired, the ship suffered a fire which broke out on board. Not long after, during its third Atlantic crossing, the *Amazon* collided with another ship. Finally, in 1867, the ill-fated ship was wrecked off the coast of Newfoundland and abandoned for salvagers. But the ship had one last date with destiny. It was raised and restored by an American company who sailed it south for sale. It was purchased in 1872 by Captain Benjamin S. Briggs who raised its sails and headed out to sea toward the Mediterranean with his family ... only now the ship was renamed the *Mary Celeste*!

Mahone Bay - Fiery Pirate Ship

Mahone Bay in Nova Scotia, Canada is haunted by a ghostly burning pirate ship named *The Young Teazer*. Today it is said that on balmy summer nights when the moon lights up the mist on the outer reaches of Mahone Bay, a flaming ghost of the ship Young Teazer can be seen moving across the Bay.



In 1813 the pirate ship *The Young Teazer*, was trapped by a British warship in Mahone Bay. The pirate ship's captain Frederick Johnson knew that the game was up. He and his crew faced either imprisonment or death by hanging. Rather than allowing their ship to be captured, the pirates threw a torch into the ship's powder magazine, causing a huge explosion. The pirate ship was blown out of the water in a fiery blaze, killing the pirate captain and the entire ship's crew.

A year after the explosion, locals in Mahone Bay began to report sightings of a ship resembling *The Young Teazer*, burning on the horizon. Whenever rescue boats were sent out to investigate, the burning ship simply vanished into thin air. Ever since then, hundreds of people have seen a burning ship out on the bay. Some fishermen were in their boats when the blazing ship suddenly appeared out of nowhere. It seemed to be heading right for them, and they were terrified that it was going to run them down.

Those who saw *The Young Teazer* up close, claimed there were men moving about on her decks, engulfed in flames and running back and forth in a panic. Over the years, some people have even reported hearing the tortured cries of the dead pirates who have been trying to escape their burning ship for more than a century. Perhaps they are doomed to relive this tragic moment in history over and over, paying the ultimate penalty for their ruthless piracy.

To this day, the residents of Mahone Bay, Nova Scotia pay tribute to this legend by reenacting the burning of *The Young Teazer* at their annual Wooden Boat Festival.

Ghosts of the Great Lakes

- The Great Lakes are not without their ghost ships either. In September of 1678, the *Griffon* left Lake Michigan's Green Bay ... and vanished. Yet in following years, several sailors claimed to have seen the *Griffon* afloat on the lake.
- The famed *Edmund Fitzgerald*, an ore freighter which sank in Lake Superior on November 10, 1975 losing all 26 of its crew, was sighted by a commercial vessel 10 years later.
- A recreational diver exploring the depths of Lake Superior in 1988 came upon the wreckage of the steamer *Emperor*. Swimming inside the old wreck, the diver swears he saw the ghost of a crewman lying on a bunk who turned and looked at him.

The Admiral Returns

On June 22, 1899, at exactly 3:34 p.m., the Royal Navy flagship *Victoria* was rammed by another ship and sank. Most of the crew was killed, including its commander, Admiral Sir George Tryon. The accident, subsequent reports determined, was caused by mistaken orders by Sir George. As the ship was sinking, he was heard by survivors to say, "It is all my fault." At the very moment of the tragic accident, Sir George's wife was hosting a party at her home in London. Not long after 3:30 p.m., several guests swore that they saw the distinguished figure of Sir George walk across the drawing room.