

NEAR MISS

Check out the photos below of burned shore power cords – AND, the scorched dock. These could have turned into boat fires in the marina. Periodically check your shore power cords at both ends. Make sure they are connected properly (push and twist). Don't assume all is OK. Boats are in a constant state of movement and things can work loose. If you need assistance or have questions, contact a member of the marina management staff. Or, even better, contact a qualified marine electrical professional.



APRIL CROSSINGS

Died—Antonia Maria Macedo

Longtime slipholder, attorney and fine arts photographer Antonia Maria Macedo died on Monday April 14, 2008. Antonia loved living on the Channel and, until her most



recent illness, was in the process of buying a larger boat. After living for more than twenty years in Washington, her remains were returned to her native New Zealand by her two sons and daughters after a private service. A contribution to the Duke Ellington School of the Arts was made by the marina in her honor. We will miss her.

PRELUDE TO THE FIREWORKS IS LARGEST EVER – DRAWING ELEVEN THOUSAND

On April 5, the Washington Waterfront Association (a twenty year old association of Southwest businesses including the marina) in conjunction with the National Cherry Blossom Festival held the annual Prelude to the Fireworks.



The clear skies and sixty degree temperature led thousands to our neighborhood to take in a lively mix of patriotism, maritime history, Japanese culture funk, food and fireworks. This year's Prelude to Fireworks broke all attendance records with the Metropolitan Police estimating the crowds gathered in the parks and along the bulkhead at 11,000. There were at least another fifteen hundred on the cruise ships arrayed on the Channel.

In addition to decorating the venue with 25 foot hand painted Japanese banners and flying Japanese flags in the marina, the staff spent several days preparing Water St. to install US National and District of Columbia flags. Against the gorgeous backdrop of Cherry Blossom trees on the water's edge of Potomac Park, the event was a smashing success leading the National Cherry Blossom director to comment the Prelude could easily acquire its own corporate sponsorship.



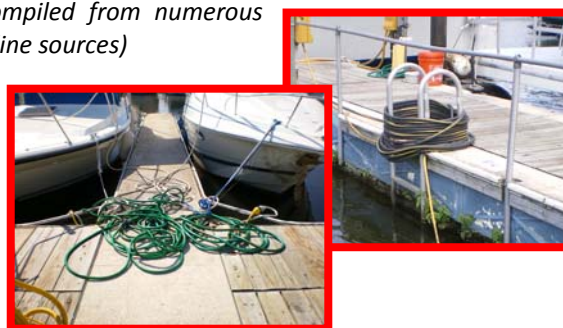
The marina assumed the lead role in this year's planning, permitting and logistics necessary for such a large event where, depending on the weather, crowds can range from a few thousand to ten thousand. Many thanks to Mr. Kelly and Mr. Robinson of the marina's staff for assisting the night before and well after the fireworks in the set up, decoration and tear down of the of the main tent, the band shell and clean up. Likewise, many thanks to Dock Master Rob Lynch, Assistant Dock Master Deana Volker and Director of Maintenance Steve Wiltamuth for their tireless efforts in the months of planning in the run up to the event. Thanks must likewise be extended to Ms. Barbara Ehrlich, the *grand dame* of the Washington Waterfront Association and Secretary for the National Cherry

Blossom Festival Board of Directors. Without Barbra's sustained efforts throughout the years, the Prelude to the Fireworks would have withered on the vine or worse, relocated to the Anacostia River. Instead, the event continues to grow as it acquires marquee status in the three week long festivals.

The real beauty of the event was that all of the participants—from the Coast Guard to Cantina Marina—were all Southwest Waterfront neighbors coming together to create a community event where families and children could share in a beautiful setting followed by fireworks alcohol-free.

MARINA ETIQUETTE / HOUSEKEEPING

(Compiled from numerous online sources)



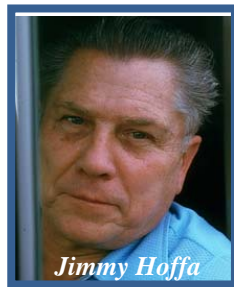
- Make sure to keep the area around your slip clear. A cluttered finger pier can slow down emergency responders coming to your boat. Roll up and stow hoses, power cords and excess mooring lines neatly so they are not a tripping hazard for others.
- Don't block safety equipment.
- When finished with dock carts intended for common use at the marina, be sure to return them to the designated dock cart area between A and B docks. It is also OK to leave up to two carts near F gate.
- Tie your boat so the anchor and bow pulpit do not extend into the path of people walking in front of your vessel.
- Do not leave absorbent mats or rugs/carpets on the dock. Dock areas that are wet with no air flow degrade more quickly than those allowed to be open to the air.
- Never leave the dock water supply turned on to the pressure side of the water system on your boat – not even with a pressure-reducing valve. This is an invitation to sink your boat. If a hose clamp quits or a flexible

section ruptures, an unlimited supply of water will fill your boat. Fill your water tank periodically using a hose and using the onboard water pressure pump to supply your requirements. It is also better for your pressure pump to keep it working on a regular basis; pumps that are idle for long periods do not last long. Never have a water tank that overflows anywhere onboard. Plumb the overflow overboard or to a drain which always runs overboard.

- Don't feed the waterfowl. They mess on the docks, swim platforms, and in low lying dinghies.

HOFFA NOW BELIEVED TO BE IN SWW BULKHEAD

For more than thirty-eight years, the FBI has been looking for the remains of the Teamster Leader missing since December 23, 1971. Hoffa is now believed to be in the bulkhead between the Marina's main entrance and Cantina Marina. The Marina has learned that a forensic team will open the bulkhead in late August seeking to recover the body. The bulkhead became a concrete repository of interest to the FBI when it was learned that Hoffa's wife had misinterpreted his last phone call to her. Instead of saying he was meeting at the Machus Red Fox Restaurant outside of Detroit, Hoffa actually said he was having dinner with Red Foxx at Duke's. The Marina's calls to the FBI's Washington Field Office regarding this story were not returned.



Pride II in the Washington Channel, Photo by D Volker

PRIDE OF BALTIMORE II VISITS GANGPLANK

On April 24th, the *Pride of Baltimore II* under full sail and cannons booming (yes, the Metropolitan Police will issue cannon permits) returned to Gangplank Marina en route to her 2008 Great Lakes Tour. *Pride II* was built in Baltimore in 1986 shortly after the loss of the original *Pride of Baltimore* in the Puerto Rican Trench in May of that year with the loss of her captain and three crewmembers. This loss and some of the reasons behind it are retold in *Pride of the Sea, Courage Disaster and a Fight for Survival* by Tom Waldron, published by Citadel Press in 2004.



Although *Pride II* is larger than her predecessor and contains other reasonable features such as lead ballast and water tight doors below, both were designed as topsail schooners resembling a Baltimore Clipper Ship. These vessels, owing to their slender hulls, low freeboard and excessive sail plans, wrecked havoc on British merchant shipping in the War of 1812 and led the Admiralty to order the destruction of the shipyards in Baltimore where they were built and the "den of pirates" that sailed them. The design features which made them excellent privateers were likewise their chief liabilities. Many simply disappeared from the seas and even *Pride II* lost her rig last year off France.

Pride II is unquestionably one of the prettiest tall ships in the world and we are delighted to have been her host. *Pride II* will return to the Chesapeake Bay for the Great Schooner Race on October 15-17. More photos of the *Pride II's* visit at the Gangplank Marina will soon be found on the marina's web site by clicking "Our Favorite Boats."

THREE REASONS NOT TO FEED THE DUCKS

Sure, they are adorable and many people enjoy feeding the wild ducks, but what seems like kindness can be very harmful. Here are three good reasons not to feed the ducks.

Human Food Isn't Good For Waterfowl: Human food lacks the minerals needed to make ducks strong and healthy. Overfed, undernourished waterfowl suffer from illness and disease.

Feeding Waterfowl Can Interfere with Nature: Feeding waterfowl can artificially increase their population and encourages them to winter over, interrupting their natural migration. In addition, it leads to an unhealthy build up of fecal matter on our docks and in the river.

Nutrient Loading Causes Algae and Weed Growth: Fecal matter from waterfowl serves as fertilizer for murky green algae, resulting in excessive growth that can be harmful or deadly to other aquatic animals.

General Information:

Gangplank Marina

- **Phone #:** 202.554.5000
- **FAX #:** 202.554.2740
- **24-Hour Security Cell Phone:** 202.345.0663
- **Email Addresses:**
 - General Inquiries: GPDockOffice@comcast.net
 - Marina Manager J Nickerson: GPMain@comcast.net
 - Dock Master Deana Volker and Office Manager Sandie Glasgow: GPDockOffice@comcast.net
 - Assistant Dock Master Dianne Hartenstine: GangplankMarina@comcast.net
- **Website:** www.gangplank.com
- **Business Office Hours:** Monday thru Friday, 8:30 am to 5 pm / Saturday & Sunday, 9 am to 4 pm
- **Latitude & Longitude:** N 38°52.600' / W 077°01.334'



Other Important Phone Numbers

- **DC Metro PD Harbor Patrol:** 202.727.4582
- **DC Fire Boat:** 202.673.3200
- **USCG (Baltimore):** 410.576.2525